Class 68 Diesel Electric Locomotive
N Gauge Model

Owner's Guide

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Authentic Scale Model

Contents

Owner's guide

Section A: All versions and quick start.

This section is applicable to all versions including those with factory fitted DCC and DCC sound.

> ***Quick start:** We know you would like to have your model running as quickly as possible, but please spare a moment to read this section first.*
>
> - Please check that you have an accessory pack in the box containing:
>   - 4 yellow air reservoir pipes
>   - 4 red air brake pipes
>
> ### Icons used in this booklet
>
> (i) **Informational:** Hints and tips.
>
> ⚠ **Caution:** Take care when performing this step.
>
> ⚠ **Warning:** A risk of damage may exist.
>
> (i) *To install a DCC decoder refer to section A-6.*
>
> - The DCC ready version is shipped ready to run using DC or (optional) 2 function DCC decoder. Directional head/ tail lamps and leading cab light are 'ON'. Other modes are set by switches (Table 1, Page 5)
> - Factory fitted DCC: (Ref. section B, page 6)
> - Factory fitted DCC sound: (Ref. section C, page 10)
> - Full operation and selection of lighting functions in DC mode is described in section A-5.
> - DCC decoder fitting instructions and description of DCC lighting is in Section A-6.

1. **Running in / First use:** No special running in or initial lubrication is required; our 'new generation' locomotives have been designed with care to offer many years of service with minimal maintenance.

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> ℹ️ We suggest that before you operate your model for an extended time, you first run it in both directions at a low speed whilst checking for correct operation. This operation can be performed in either DC or DCC (after fitting a decoder – see section A-5)

2. Fitting accessories: 'Shortened' detail parts have been factory fitted to your locomotive. If you do not intend to use couplings, full-length pipes are supplied in the accessory pack.

> ℹ️ The long pipes cannot be used with couplings

a. The valances press-fit into the body, gently pull to remove. To re-fit, push the valance into position.
b. The NEM coupling can be pulled from its pocket and an alternative fitted (i.e. Dapol Easi-Fit).

3. Removing the body:

Body Clip locations
Body Clip locations
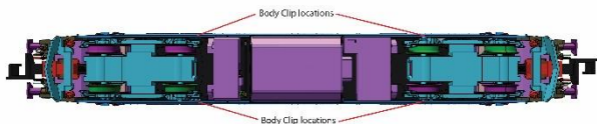
The body is held to the chassis by 4 clips positioned adjacent to the bogie as shown above.
Two methods of body release can be used:
  i. Gently ease the body outwards whilst pulling on the chassis.
  ii. Slide four strips of thin plastic between body and chassis over the clip. The body can then be lifted off.

> ℹ️ The body will lift clear of the chassis once all clips are released. There is no need to be concerned about wires as all electrical connections are mounted within the chassis.

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4. **Replacement of the body:** The body simply clips back in place. Direction arrows are moulded into the inside of the roof and printed on the PCB to assist with alignment.

5. **Internal switch function:** 5 switches are located on the internal control board:
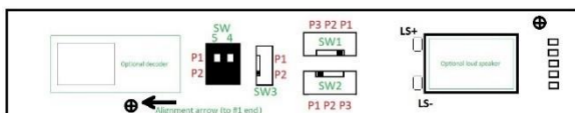
The lighting operation has been designed to offer a choice of cab lighting options (leading on, trailing on, both on or both off) as well as control of lamps for push-pull operation.

> ⓘ Switches 1 and 2 (Cab light control) can be accessed easily by removing the exhaust moulding on the roof.

Table 1: Switch functions (Grey is factory 'DCC ready' default)

Switch	Description	Position 1 (P1)	Position 2 (P2)	Position 3 (P3)
SW1	No. 1 end Cab light control	On when leading	Control by DCC Aux 3	On when Trailing
SW2	No. 2 end Cab light control	On when leading	Control by DCC Aux 4	On when Trailing
SW3	Refer to note below	4 or 6 fnc. DCC	DC or 2 fnc. DCC	N/A
SW4	No. 2 End lighting control	#1 end Lamps on	#1 end lamps off	N/A
SW5	No. 1 End lighting control	#2 end Lamps on	#2 end lamps off	N/A

> **Switch 3 (SW3) selects [DC/2 fnc. DCC] or [4/6 fnc.DCC]**
>
> ⓘ **Position 2** (DC/DCC 2 fnc.) Lamps at each end are controlled by SW 4&5 (Ref. table 1 above)
> **Position 1** (DCC 4 or 6 fnc.) independent control of front/rear lamps with AUX 2 & AUX3 of decoder.

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> **Factory switch settings:** DCC ready models (No decoder) are set for 'traditional' directional front/rear lights. DCC fitted and DCC sound versions are pre-set for operation described in Section B (DCC fitted) or Section C (DCC sound).

6. **Fitting a DCC decoder:** *The model requires a NEXT-18 type decoder with 2 or 4 functions decoders To use all features, a SIX function decoder is required (E.G. Dapol Imperium N18). Please refer to section 5 for further information.*

> **When fitting a 5 or 6 function decoder** it must be programmed to operate the lighting correctly. Also SW1 & SW2 should be set to the centre (P2) position and SW3 into the up (P1) position.
>
> Lighting is connected to the following decoder outputs:
>
> | | |
> |---|---|
> | **Front White** | FLf (Front lights) |
> | **Front Red** | FLr (Front lights) |
> | **Rear White** | Aux 1 |
> | **Rear Red** | Aux 2 |
> | **No. 1 end cab lights** | Aux 4 |
> | **No. 2 end cab lights** | Aux 5 |

Regardless of type, fitting remains the same. If fitting a sound decoder, speaker installation is explained in section 6d.

a. Remove body (section A-3, page 2)

b. Remove DC blanking plate

> ⚠️ We suggest lifting gently and evenly on alternate sides. Warning: It may come loose suddenly!

c. Insert decoder, aligning the decoder plug with the socket.

> ⚠️ The decoder will fit one way only, do not force it into place. If in doubt, stop and re-check alignment

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d. *Optionally* install loudspeaker (DCC Supplies part 112965) by removing the adhesive foam insert (apply to the top of the speaker after fitting), solder wires to the marked areas of the PCB (SPR+ and SPR-) (diagram in section A-5, page 3).

7. **Maintenance:** We have designed the model using components which require little maintenance, however we suggest that after every 100 hours of running a lubrication service is performed using a light *synthetic* lubricating oil such as Dapoil or Locolube™. Use only 1 drop per part.

> ⚠ Mineral oil types or thicker oils may damage your locomotive and/or invalidate your warranty.

> ⚠ *Unlike older models, this model's bogies DO NOT PULL OUT from the chassis.* Removal for lubrication is not required.

- When applying lubrication only 1 or 2 drops are required on the gear-train, this will migrate through the gear train.

> ⚠ **Caution:** *Do not over oil. Over oiling may damage paint finishes and/or cause build-up of dust.*

- Remove any surplus oil using a lint free cloth.
- Regularly check your model for build-up of dust or loose scenic materials around moving parts.

8. **Spare parts:** Are available from Dapol service centres (DCC Supplies 01905 621999 http://dapolspares.dccsupplies.com Refer to Section D, pages 17 -20 for exploded views and parts list.

9. Warranty: Full details are in Section E. Page 21.

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Section B: Dapol factory fitted DCC models.

Four different lighting modes can be selected. Select whichever one is appropriate to the train you are operating:

> ℹ The models lighting operation is designed to emulate 'Push-Pull' operation, please read this guide in full as some features may not operate in the manner you are used to.

> ⚠ **Factory Reset.** The DCC decoder in this model has been set-up to operate as described below. If a factory reset (CV8 = 8) is performed, functions will no longer operate as programmed and the decoder will respond to address 3 To restore settings for the class 68, refer to section '*Restore class 68 settings* on page 7.

1. DCC Address: The model is factory set to address 3

2. Function key summary:
- F0 Light engine (Front/Rear lights directional)
- F1 Push-pull #1 end to train (#2 end lamps on White/Red, directional dependent)
- F2 Push-pull #2 end to train (#1 end lamps on White/Red, directional dependent)
- F3 #1 end cab light
- F4 #2 end cab light
- F5 Day mode (Dim lamps)

3. DCC Lighting modes:

> ℹ Some DCC control systems set F2 as a momentary function. To change this behaviour, refer to your controller manual. Alternatively, you may prefer to change the decoder settings to use an alternative function key; refer to '*Remapping class 68 functions'*.

Two lighting modes are available:

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Light engine mode (Using F0) DCC 'standard lighting mode. i.e. white headlights are shown in the direction of travel with red tail lights to the rear. Lamps automatically 'changing ends' when the loco reverses.

Push-pull / Train mode (using F1/ F2) Class 68's are often used in push-pull mode with Driving Van Trailers (DVT's), or 'top & tail' mode with another Class 68.
A single press of F1 or F2* can be used to configure all lighting functions appropriately, with the lighting functions changing automatically as appropriate with no further intervention.

- F1 operates the lamps at No. 1 end
- F2 operates the lamps at No. 2 end

4. Restore class 68 factory functions

The decoder in your model has been factory programmed to operate in a prototypical fashion. A decoder reset will delete these settings and you will need to reset the CVs to reproduce the original lighting operation.

> ⓘ Refer to the programming/CV change section in your control system manual to learn how to change CVs.

To restore factory operation the following CVs should be set to the values provided:

CV 33 = 5	CV 40 = 16	CV 53 = 32
CV 34 = 6	CV 49 = 8	CV 54 = 32
CV 35 = 10	CV 50 = 24	CV 123 = 64
CV 36 = 9	CV 52 = 0	
CV 39 = 32	CV 51 = 24	

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5. Changes for systems using F2 as 'Momentary'

Some control systems pre-set the operation of the F2 key as a 'momentary' action, the default settings of your DCC fitted class 68 model operate best with F2 set as 'Latching'. Your control system manual will describe how to change this behaviour.

Table 2: Example F2 changes

Digitrax Zephyr:	Digitrax DT400/402	Gaugemaster prodigy
1. Press and hold the HORN/2 key. 2. Press and hold the EXIT key. 3. Release the HORN/2 key 4. Release the EXIT key.	1. Hold the Horn (#2) key down, 2. press the PWR key 3. Release both keys simultaneously **To revert F2** (*make it non-latching*) repeat the above.	F2 cannot be changed on this handset.
Please refer to your control system manual for makes not listed		

6. Remapping class 68 functions

If you prefer to change the operation of the decoder to assign lighting functions to different keys on your control system, please follow the instructions below.

Referencing table 3 (page 9), set the values of the two CVs for the lamps you wish to change to those shown under the function key which you wish to assign to control that lamp.

> ⓘ Please note that if moving functions within the range of F1-F3 additional changes are required.

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Table 3: Function mapping, CV values = Control Function key.

Function mapping: To be controlled by Fx (F1-6)							
Lamps	CV	F1	F2	F3	F4	F5	F6
#1 end lit	33	5	9	17	33	65	129
	34	6	10	18	34	66	130
#2 end lit	35	6	10	18	34	66	130
	36	5	9	17	33	65	129
Cab lamps	39	4	8	16	32	64	128
	40	4	8	16	32	64	128

The decoder fitted is a Dapol Imperium decoder, full programming information can be found on our website at: Imperium.dapol.co.uk

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Section C: Dapol factory fitted DCC sound.

> The model's lighting operation is designed to emulate
> 'Push-Pull' operation; please read this guide in full, as
> some features may not operate in the manner you are
> used to.

1. **DCC Address:** The model is set to address 3

> **Some notes about sound functions:**
>
> 1. Some sounds are disabled when the loco is stationary
>   (e.g. flange squeal). Others are disabled whilst the
>   loco is moving (e.g. despatch whistle).
> 2. Some sounds operate automatically and are *enabled*
>   by pressing the appropriate function key (e.g. dynamic
>   braking fans, brake application sounds etc.). These
>   sounds will only be heard when certain prototypical
>   conditions are met (i.e. when braking heavily).
> 3. Some sounds such as horns, air release & door slam
>   are playable with the engine switched off, as per the
>   prototype.

2. Function key summary

F0	Light engine mode
F1	Sound on / off
F2	Playable high horn
F3	Playable low horn
F4	Automatic buffering up (when moving slowly) / Coupling hook (when stationary)
F5	Automatic brake application (when moving) / Brake dump (when stationary)
F6	Driver's door slam
F7	Compressor
F8	Drivelock
F9	Automatic variable-speed flange squeal
F10	Despatch whistle
F11	Guard to driver 'right away' signal

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F12   Dynamic braking fan
F13   Sanders
F14   No. 1 End cab lights (Auto off)
F15   No. 2 End cab lights (Auto off)
F16   Mk3 coach wail
F17   Cab start sounds
F18   Detonators
F19   Train mode (train at #1 end)
F20   Train mode (train at #2 end)
F21   Parking mode

3. Sound decoder adjustment and CV settings

The factory fitted decoder is a Loksound device. Further information can be found at:
http://www.esu.eu/en/downloads/instruction-manuals/digital-decoders/

Common CV settings:
• Master Volume CV 63 (range 0-192)
• Decoder reset CV8 = 8

4. Sound and lighting modes

Four different modes exist. Select whichever one is appropriate to the train you are operating:

• **Light engine mode (F0)** DCC 'standard lighting mode, i.e. white headlights in the direction of travel, red tail lights to the rear, automatic reversal of the lights when 'changing ends'. All sounds operate in both directions.
• **Push-pull / train mode (F19 / F20)** Class 68's are often used in push-pull mode with Driving Van Trailers (DVT's), or 'top & tail' mode with another Class 68. A single press of F19 or F20 can be used to

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configure all the sound and lighting functions appropriately for any of these scenarios. The sound and lighting functions change ends automatically as appropriate without further intervention.

> (i) Use F19 if the train is at the #1 end of the loco and F20 if the train is at #2 end (the model has #1 and #2 printed on the cab doors, just like the real loco's).

In either of these modes the head & tail lights next to the train are always off regardless of direction. The lights at the other end of the loco are white going forward and red in reverse. The directional sounds only work when the loco is leading (they come from the DVT or the other loco when the loco is trailing).

Parking mode (F21) F21 causes red lights to be shown at both ends of the loco simultaneously and all headlights are extinguished.

4. Full description of functions:
Engine priming & starting (F1)

1. To carry out a normal engine start sequence, turn F1 on and leave it on. The engine will prime for around 20 seconds, crank and then start. Once the loco is idling, pressing F1 will cause the engine to stop in the normal manner.
2. To shorten the priming sequence, turn F1 off at any time during priming, wait for priming to stop, and then turn F1 back on. The engine will crank and start immediately.
3. Alternatively, the engine sound may be faded in and out automatically by turning F1 on or off *whilst the loco is moving*. The engine sound will come on at a notch appropriate to the current speed.

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4. If the engine has been running and is then shut down, all subsequent starts will be 'warm' (i.e. without engine priming) as the engine is already primed.

Driving technique: The loco can be moved around at slow speed with the engine at idle by opening the throttle to a low speed setting and leaving it there. The revs will increase and then die back to idle.

- There are four different departure sound sequences from 'gentle' to 'full thrash' depending upon how wide the throttle is opened from stationary. Open the throttle to the desired speed and leave it there, allowing the inertia to do the rest. The throttle setting can be increased or decreased at any time to abort the sequence or transfer to a 'higher' one.
- When moving at a steady speed, exaggerated movements of the throttle up or down can be used to make the loco 'thrash' or coast. Once triggered, the throttle can be returned to its original setting (if required) to maintain speed. The inertia setting smooths out the throttle variation so that loco movement appears realistic.
- If the throttle setting is suddenly reduced to trigger the coasting sequence, the loco will remain in coast until you increase the throttle again.
- In addition to this the drivelock feature can be used to select any engine notch at any speed (see the drivelock description below).

'Playable' horns (F2 & F3) F2 is the high horn tone and F2 the low. Turn either function on to play the horn and off again to stop it. This allows you to sound the horns in any manner just like the real loco. Alternatively, DCC controllers can often be set to momentary operation such that the horn only plays whilst the key is held

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down. ***These are directional sounds and only come from the leading loco in either of the train modes.***

'Auto-buffering' (F4) When approaching stock to buffer up, press F4 *whilst still moving* to 'arm' the sound. Continue the approach and buffer up, and the sound will occur automatically a split second before the loco comes to a standstill.

- Releasing F4 before buffering up will disarm the sound and the loco can be brought to a standstill without it.
- Pressing F4 when stationary will produce the sound of the coupling going onto the hook.

*These are directional sounds and will only play from the leading loco in either of the train mod*es.

Automatic braking & brake dump functions (F5)

F5 can be used in three different ways:

1. When the loco is stationary, pressing F5 will produce the sound of the driver 'dumping the brake'.
2. If the loco is decelerating, F5 may be turned on and then off to produce a single brake application sound. There are three different brake application sounds (light, medium and heavy) depending upon the rate of deceleration. This can be repeated any number of times.
3. If F5 is turned on when moving at a steady speed the brake application sounds will be produced automatically *each time the throttle setting is reduced*. This is particularly effective when repeated a number of times when the loco is coasting up to a red signal (for example).

Driver's door slam (F6) There are three different door slam sounds, one of which is played at random each time F6 is turned on. *This is a directional sound and only comes from the leading loco in either of the train modes.*

Compressor (F7) Turn F7 on to start the compressor and off again to stop it.

Drivelock (F8) The drivelock feature enables the selection of any engine notch at any speed, and is useful to simulate the effect of a very heavy train. Pressing F8 at any speed (including stationary) causes the loco speed to be locked at its current setting. The throttle may then be used to 'drive' the engine sound without affecting the speed of the loco. When F8 is released, the loco speed will slowly come back into line with the throttle setting. F8 may be turned on and off to prolong that process.

> (i) If F8 is left on when stationary, the loco will respond to function key presses but *will not move in response to the throttle* and this may cause some confusion!

Automatic variable-speed flange squeal (F9) Turning F9 on will produce a flange squeal sound proportionate to the current speed of the loco. If turned on when stationary the sound will begin when the loco starts to move and increase in intensity as speed increases. As the loco comes to a standstill the squeal will slow and stop automatically. F9 can be turned on and off at any time and speed to produce a realistic effect over turnouts (points) etc.

Despatch whistle (F10) Turn F10 on to produce a despatch whistle sound from the platform staff. *This is a directional sound and only comes from the trailing*

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loco in either of the train modes. It is disabled if the train is moving.

Guard/driver 'right away' signal & optional reply (F11)
Turning F11 on produces a randomised 'beep-beep' signal from the guard to the driver which indicates that it is safe to depart. If F11 is left on, there will also be a randomised reply from driver to guard as an acknowledgement. To select the guard's signal without a reply from the driver, turn F11 on and then off again. *This is a directional sound and only comes from the leading loco in either of the train modes.*

Dynamic braking fan (F12) Class 68's are equipped with dynamic braking. During heavy braking, resistor banks are used to dissipate energy and slow the train. The resistors are cooled by high-speed fans. Turning F12 on enables the dynamic braking fan sound. With F12 on, heavy braking (i.e. large reductions in throttle setting) will cause the fans to start and run automatically until the loco speed has stabilised. They then 'run-on' for a few seconds and stop. The sequence will be repeated if F12 is left on and the loco decelerates again. Turn F12 off again to disable the automatic operation.

Sanders (F13) Class 68's are equipped with sanders to improve wheel grip during adverse rail conditions.

Turn F13 on to start the sanders and off to stop them.

Cab Light #1 end (F14) Turns on/off cab light if not overridden by switch settings.

Cab Light #2 end (F15) Turns on/off cab light if not overridden by switch settings.

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Mk3 'coach wail' (F16) Class 68's often run with Mk3 coaching stock. This function simulates the 'wailing' sounds heard from the airbag suspension of these vehicles, particularly when negotiating turnouts (points) or curves. Turning F16 on produces a randomised 'wail' at regular intervals to simulate this effect. Turn F16 off again to disable the sound.

Cab start sounds (F17) F17 may be used to play the sounds that are heard in the cab before the engine is started using F1. *This is a directional sound and only comes from the leading loco in either of the train modes. It is also disabled if the train is moving.*

Detonators (F18) F18 is used to simulate the use of three track detonators as an 'emergency stop' indication to the driver, e.g. if the line is blocked ahead. The three bangs will be closer together the faster the loco is moving. *This is a directional sound and only comes from the leading loco in either of the train modes.*

Train modes (F19 & F20) See Sound and Lighting Modes

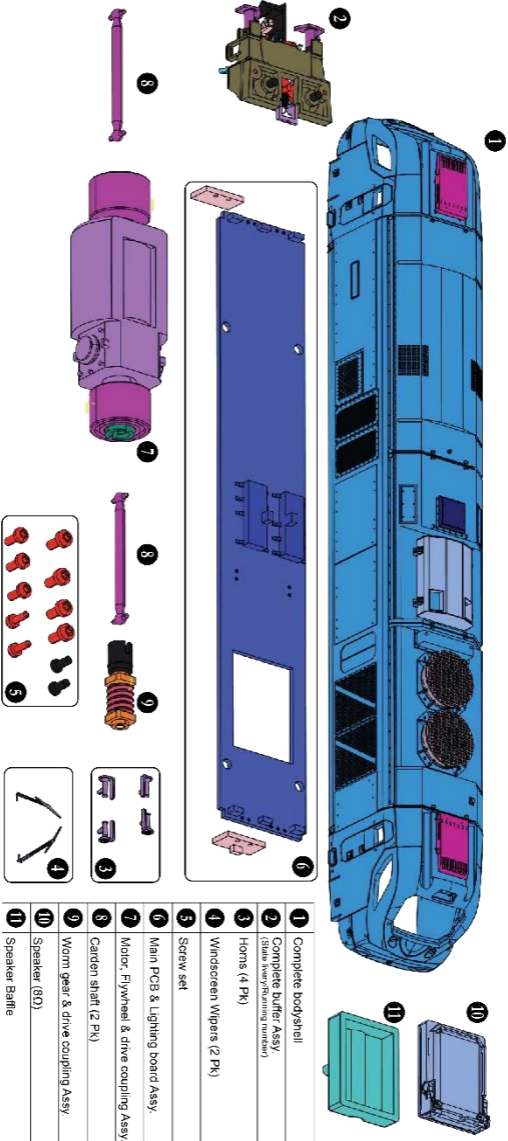**Parking mode (F21)** See Sound and Lighting Modes

Section D: Spare Parts
A range of spares are available from DCC Supplies ltd. Please note that although a full set of parts are initially stocked, over the lifetime of the model certain items may become unavailable due to demand. The following pages contain exploded views of available parts. Certain parts are grouped within a box, indicating a set.
**Telephone:** 01905 621999
Web address: dapolspares.dccsupplies.com
Please state the part number when ordering by telephone or post.

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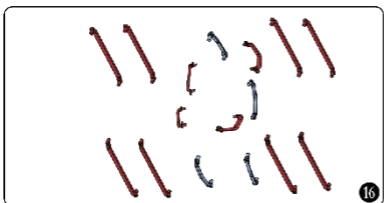| No.	Description
❶	Complete bodyshell
❷	Complete buffer Assy. (State livery/Running number)
❸	Horns (4 Pk)
❹	Windscreen Wipers (2 Pk)
❺	Screw set
❻	Main PCB & Lighting board Assy.
❼	Motor, Flywheel & drive coupling Assy.
❽	Carden shaft (2 Pk)
❾	Worm gear & drive coupling Assy.
❿	Speaker (8Ω)
⓫	Speaker Baffle
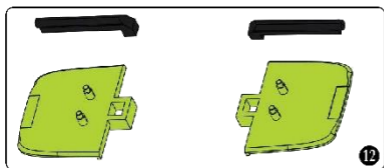
⑫ Cab roof Assy. (1 Pair)
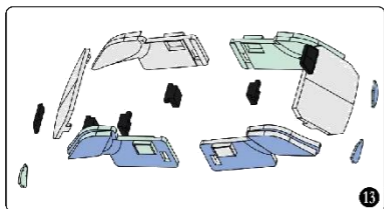
⑬ Glazing kit (includes lamp glasses)
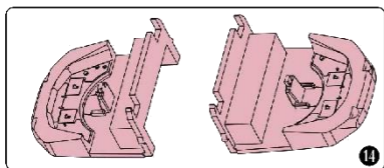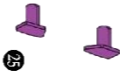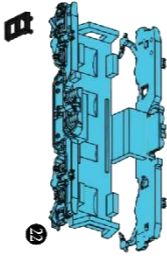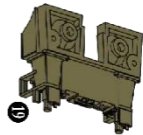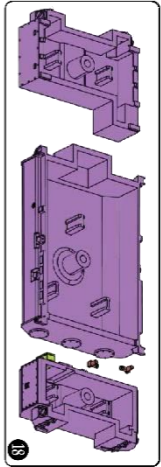

⑭ Cab interior (1 Pair)

⑮ Main lamp light guide and cover (1 Pair)

⑯ Handrail kit (Front, Rear & sides)

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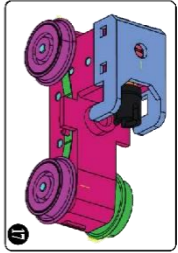
No.	Description
16	Bogie Assy (Includes worm & drive coupling)
17	Underframe detail pack
18	Bufferbeam (Specify livery/number)
19	Close Coupling Assy, (NEM pkt., Spring and frame)
20	Rapido Coupling (1 pair)
21	Bogie frame Assy (Inc. Steps)
22	Valance (1 Pair)
23	Buffer beam detail pack (1 set)
24	Buffers (4 Pack)

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Section E: Manufacturer's Warranty

We want you to be completely satisfied with your purchase and obtain many years of pleasure from its operation. If you experience any problems with your model, we suggest that your first point of contact is your retailer; they will be able to advise on any teething problems and will use their experience to quickly solve many of your questions or concerns.
Your dealer is also the fastest way to exchange a model which is found to be missing components, accessories, or is otherwise defective after purchase.

But, we recognise that you may require more: If a replacement model is not available you may find a refund disappointing, or you may simply prefer to deal directly with Dapol. For these reasons, we offer a 12-month manufacturer's repair warranty on this product *in addition to your statutory rights*.

> ⓘ ***Our Manufactures warranty in simple terms****: If your model experiences a mechanical or electrical fault within one year of purchase, you have the option of a free repair at our service agents which is (within the UK) also post free.

2nd year service. An option exists to have your locomotive serviced by our authorised agent (a service fee is payable). Simply contact our agent and you will be advised of the current cost and given a freepost address. The model will be serviced and returned with a validated warranty certificate for a second year of no-quibble warranty for your model.

> ⓘ *Please note*: Year 2 warranties cannot be issued more than 13 months after the original date of purchase.

> ⚠️ ***VERY IMPORTANT: Please ensure that your dealer has supplied a proper printed receipt with your purchase. Without this, our service agents are unable to offer warranty service. Repairs will be charged at the prevailing rate. Your statutory rights with the place of purchase are unaffected.***

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How to claim:

- Locate the proof of purchase (copies acceptable)
- Year 2 claims: Return with validated 2nd year certificate (or service fee if within 13 months of purchase).
- Contact our service agent for a Job ID.
- Write the Job ID number on the outside of the package, and enclose your name, contact information, proof of purchase and if applicable your year 2 certificate.
- When posting, ensure that you obtain proof of posting and the model is adequately packed. If you require proof of delivery or insurance, you will need to purchase the additional service (at your cost) from your post office.

What happens next? If you have supplied an email address, receipt will be acknowledged, you will be advised when work commences and is completed. They will contact you in case of unforeseen difficulties during repair. Using your email address, you can use the online enquiry system to check the status of your model at any time via the internet.

If you have not supplied an email address, your model will be repaired and returned, you will only be contacted in case of a problem. You may of course contact our agent (quoting the job ID) at any time.

What happens when the warranty expires? Our service agent offers a comprehensive repair service at reasonable cost. Alternatively, a comprehensive range of spare parts is available for purchase.

The small print! (Terms and conditions) We intend this 'No Quibble' warranty to be a simple and fair addition to your statutory rights, however, some situations simply cannot be covered as they are outside of our control. We've listed these below.

> *We're reasonable folks, so if in doubt, please contact either our customer service or service agents for advice on your situation and we'll suggest the best course of action.*

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Warranty Information

Terms and conditions:

1. Only Dapol model locomotives with the manufacturers 'W' mark are covered under this scheme.
2. This manufacturer's warranty is in addition to your existing statutory rights and offers a *repair service* for your model. Requests for outright refund or replacement should be directed to the place of purchase.
3. In the event the model cannot be repaired, at Dapol's sole option, you may be offered: a new replacement model (subject to availability), a refund voucher (for exchange at the place of purchase) or the return of the locomotive in an unrepaired condition.
4. On issuance of a replacement model or refund voucher the original model and all associated accessories shall become the property of Dapol Ltd.
5. The replacement or repair of a model shall not extend the original warranty period under any circumstance.
6. This warranty covers the model's electronics, chassis and mechanisms for manufacturing defect or premature failure. The following situations shall invalidate this warranty:
   a. Accidental damage
   b. Missing accessories (i.e. accessory packs) – Please return to your dealer.
   c. Over or under oiling, incorrect oil type (use a thin synthetic oil i.e. Dapoil, LocoLube™ or similar)
   d. Fair wear and tear (unless deemed to be premature by Dapol or our service agent)
   e. Routine maintenance and faults due to foreign bodies i.e. Drive tyres, Dirty wheels, Pickups etc.
   f. Mishandling: Inclusive of broken wires, dislocated driveshaft's, damaged valve gear.
   g. Mechanical or electrical modification; inclusive of fitting of DCC to a non DCC ready model. (Reasonable modifications inclusive of: Weathering, super detailing etc. are permitted, however any adverse effects of such modification shall invalidate the warranty.)
   h. Unauthorised attempts to repair or modify the model.

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7. This warranty is not transferable and is valid only for purchases made from authorised Dapol dealers when accompanied by a proof of purchase.
8. This warranty does not cover: Used models, models purchased from private individuals or auction sites (unless a 'Buy It Now' purchase of a new model from an authorised dealer supplied with supporting proof of purchase).
9. Dapol and its agents shall be the sole arbiters as to the warranty status of the model and their decision is final.
10. Whilst every effort will be made to protect such, Dapol and its agents shall not be liable for damage or alteration to any 'super detailing' or other aftermarket cosmetic, mechanical or electrical enhancements.
11. Dapol and its agents shall not be held liable for damage caused to inadequately packaged models.
12. Dapol and its agents shall not be held liable for models lost in the post unless a proof of posting can be supplied.
13. All repairs will be repaired on a first in-first out basis, within a reasonable period after receipt by our agent. Unless agreed in writing by Dapol or its agent prior to receipt of the model time shall not be of the essence in any contract.
14. All repairs and/or replacements are subject to availability.

Contact information:

Dapol Customer Service
Telephone: 01691 774455
Email: sales@dapol.co.uk
Website: www.dapol.co.uk

Service and Spares Centre
DCC Supplies Ltd.
Telephone: 01905 621999
Email: dapol@dccsupplies.com
Website: www.dccsupplies.com
Spares online: dapolspares.dccsupplies.com

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