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Draw tite activator manual

Дейкс сунксцс Word не всдобрабабъся в Google Обрая. Якео ви внесе змени, налаттування ций сункий скинуто.Докладнsee Draw-Tite's Activator electronic trailer braking control starts using trailer brakes electronically immediately, when the brake pedal brakes are set on fire, unlike the fluctuating models that react to the inertia created after the vehicle's towing brakes have already begun to stop. This economically valued braking control is 100% solid and can be installed in any position. Not recommended for use with BMW X5 Sport Utility Vehicles. Fits2 to 4 Brake TrailersInstallation InstructionsCLICK HERE FeaturesOutput - For easy setup, the output control is located on the front of the Activator. It has a slide setting and its output indicator is a red light that lights up when the brakes are applied. Sync - Control synchronization is a slide setting located on the side of the controller to sync the braking between the towing vehicle and the trailer. Manual control is activated by compressing the shutter-release button located on the front of the Activator. Its use will illuminate the tow truck and the lights to stop trailers, as required by the National Highway Traffic Safety Administration. Installation - Activator does not have moving parts or adjusters, so it can be installed in virtually any position. Activator also includes plug-N-Play doors to accommodate the towing ready brake steering manual. Click Here to find a customized brake brake for your vehicle. Included:Mounting bracket and hardware not included: Draw-Tite More than fifty years and millions of trailer cones later, our 500 resigned employees have given the same care and patience in every step we built today as Bill Whichello fifty years ago. We also use technologically advanced equipment and most experience in the industry to meet the challenges of towing vehicles. The basis of our continued success is that our trailers are custom-made for each vehicle. This makes it easy to install. The dealer simply ovs one piece of welded trailers to the frame of the vehicle. Most devices take 30 minutes or less. Our trailers are covered with a limited warranty for all countries/lives. We have over 10,000 drug dealers all over North America. Wherever you live or travel, there is always good and pleasure nearby. This is especially important when you consider that almost 100% of our consumers use their motorhome for a trailer to tow outside their local area. The above information was provided by the Manufacturer and we cannot guarantee the accuracy of this data or support the opinions expressed. + SYNCHRONISATION - OUTPUT ACTIVATOR OUTPUT ACTUATOR OUTPUTCONTROL MORE OUTPUT LESS OUTPUT OUTPUT INDICATOR SYNC CONTROL MANUALCONTROL More aggressive braking Less aggressive braking for ApplyTrailer Brake CONTROLLERS OUTPUT CONTROL. The output control is located at the front of the braking unit on the upper left side. The output control shall determine the maximum amount of power available to the brakes of the trailer. As the adjustment is moved to the left, more power will be available to the brakes when the brake pedal is re-pressed or manual control is used. The exit control would be adjusted for the change of load of the trailer when different trailers are used or adapted to change road conditions. SYNCHRONISATION CONTROL IS LOCATED ON THE LEFT SIDE OF THE BRAKE CONTROL UNIT, FORWARD IN THE MOUNTING BRACKET. The synchronisation adjusts the aggressiveness of the brakes or the time required to achieve the full output set by the output control when pressing the brake pedal. Customizing synchronization does not affect the manual control. The brakes become more aggressive as the switch moves towards the front to the toad vehicle. The control of synchronisation would be tailored for each driver's advantage or changing road conditions. MANUAL CONTROL. The manual control is located at the front of the braking unit on the right side. Manual control uses the brakes of the trailer and could be used in cases where it is desirable to slowly reduce the speed. When the manual control is pushed to the left, the control applies the brakes of the trailer. The more left is pushed, the harder the brakes are applied until the darkness set with the output control is reached. Manual control activates the toer and the trailer and the output indicator on the control unit. EXIT INDICATOR The indicator red light on the front of the control unit shall be lit when the brakes are applied either with the hand-in-control brake pedalling (with or without the trailer provided). The indicator will start dimming and glowing as the exit rises. The indicator light will also help confirm the correct installation. SET 1. Use the connected trailer to set the sync control halfway between + and -. Starting with the output control in the lowest position (all right) slowly roll and stop. If the brakes of the trailer are not appreciable, the output control shall be slightly on the left side. Repeat this procedure until the solid brakes of the trailer are felt. The hinger brake lock or jerk adjusted the output back to the right slightly. 2. Move the synchronization control back (towards the driver) to about 1/4 distance between + and -. 3. A test drive which is several steps. Adjust the synchronization control until it stops smooth and firm. A slightly different exit control assessment may also be desirable. Adjusting the brake control too aggressively could cause the brakes to flicker when pulling with the hazard flashers on. If such settings are necessary, an pulse preventer may be used. 4. Keep someone watch the stoplights while manual control is activated to make sure that both stop-lights to the tractor and the trailer work-ing. Note: If you experience problems see Record problems in this leaflet. TIPS FOR USE The light pressure on the brake pedal will activate the towing brakes with little or no effect on the towing vehi-cle brakes. It is useful for gradually slowing the stoep down estimates or before stopping. INSTRUCTIONS FOR THE INSTALLATION AND OPERATION OF THE ELECTRONIC TRAILER BRAKING CONTROL FOR 2 AND 4 BRAKING SYSTEMS IMPORTANTNA: READ AND FOLLOW THESE INSTRUCTIONS IN FULL. KEEP THESE INSTRUCTIONS IN YOUR VEHICLE. THIS PACKAGE INCLUDES: (1) Brake control unit(1) Mounting bracket(4) Mounting screws(1) Wire tap connector(1) Required tools for warranty card: Broken final wrenchesDrill with 1/8 bitWire connector crimp toolProbe type circuit tester wire cutter/STRIPPERSdriver MATERIAL REQUIRED: 12 Ga. or more wire20 Amp auto-reset circuit breakerAssorted ring terminals &butt connectors4 cable connections (6-10) + SYNC - Periodic downloading of the Sync and Output conla conla may be necessary for the changing of roadconditions, drowning trailers, Wear the carriage i/or driverpreference. On some vehicles, the control of the braking control manual control will not exclude Cruise Control. PROBLEMS SHOOTING GUIDE PROBLEM LIGHT POSSIBLE CAUSES SOLUTIONS TRAILER BRAKE IS DELAYED TO INCORRECT ADJUSTMENT ADJUSTMENT ADJUSTMENT TO THE MORE AGGRESSIVE POSITION OF THE TRAILER BRAKE COMING TOO FAST TO INCORRECTLY ADJUST SYNC ADJUSTMENT TO LESS AGGRESSIVE POSITION THE TRAILER BRAKE ARE WEAK AT INCORRECT PODESI OUTPUT FOR ADDITIONAL POINT THE TRAILER FOR THE TRAILER PRESS YARN ON THE INCONVENOUS SETTING OF THE OUTPUT PODESITE FOR LESS OUTPUT NO TRAILER NO TRAILER NO TRAILER NO MANUAL OFF NO POWER SUPPLY ON UNIT THRU BLACK BATTERY + WIRE CHECK CONNECTIONS AT: BATTERY, OPERATION CIRCUIT BREAKER. Case cap control dotted with re-adjust (sees perifolding) not the point of trailer - the pedal is not manual on unbound for the trailer's cottages THRU FLOATING TRAILER TRAILER TRAILER TRAILER CONNECTOR CONNECTOR CONTACTS OPERATION (BRIGHT) POINTER WIRE CHECK WIRE TIES (SEE WIRLNG) TRAILER I POINT TO TRAILER NO GROUND-FLOOR CONTROL TRAILER I'M NOT A TRAILER, THERE'S NO TRAILER, NO SPRING LIFT ON STOPLIGHT SWITCH THRU RED CHECK CHECK STOP CONNECTION MANUAL OPERATION WORKS (SEE WIRLING STEP 8) ON WHEN THE RED STOPLIGHT IS CONNECTED TO THE WRONG CONTROL CONNECTION (SEE STEP 8) CONNECTED TO THE CONTROL DEVICE ON THE SIDE OF THE SHUT-OFF SWITCH OR TO THE BATTERY + DISCONNECT SWITCH, THE CHECK SWITCH IS ACTIVATED AND THE CORRECT DOCKING BRAKE APPEARS, TO WORK DIM OR UNWARMING WHITE GROUND WIRE CONNECTION FLICKERS WEAK OR INCONSISTANT TRAILER BRAKES DIM OR SHORT IN BLUE BRAKE WIRE CIRCUIT LOCATE SHORT &butt; CORRECT FLICKERS SHORT IN TRAILER BRAKE CIRCUIT LOCATE SHORT &butt; REPAIR POINT CONTROL OVERHEATS, SMELLS DIM BLACK BATTERY + WIRE &butt; GROUND KOČNICA CONTROL UNIT DESTROYED HOT, Low kočja, low, low, low low WIRE ATTACHMENTS REVERSE CORRECT WIRING &butt; REPLACEMENT UNIT TOW PRODUCTS 47774Anchor Court WestPlymouth, MI 48170 © TOWING PRODUCTS 2003 PRINTED IN CHINA 05100-037 1 of 3 rev. 1/21/03 Note: The standard voltmeter will not show the correct output voltage. 05100-037 1/21/03 English 3/6/03 2:00 PM Page 1 INSTRUCTIONS FOR INSTALLATION AND OPERATION OF THE ACTIVATOR DRAWING-TITE III &butt;REESE BRAKE NOTE ELECTRONIC BRAKE CONTROL ELECTRONIC TRAILER BRAKING CONTROL FOR 2, 4, 6 &butt;8BRAKE SYSTEMS IMPORTANT: READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY. KEEP THE TOWING VEHICLE INSTRUCTIONS IN THE FUTURE. THIS PACKAGE INCLUDES: (1) Brake control unit(1) Mounting bracket(4) Mounting screws(1) Required tools for the warranty card: Displayed final wrenchesDrill w/ 1/8 bitWire CutterWire Crimp ToolElectric circuit Tester Scr Ew Driver or 1/4 -Nut Driver ACCESSORIES: Quick Connect Style Plug30 Amp auto-reset circuit breakerElectrical TerminalsRing/Butt ConnectorsCable Ties10 Gauge Wire or OEM Harness CONTROLS The Output Control establishes the maximum amount of power available to the trailer brakes. When the output control is turned upwards, more power will be available to the brakes when the brake pedal is pressed or manual control is applied. The exit control would be adjusted during the initial setting when the load of the trailer changes when different trailers are used, if they are adjusted to change road conditions. The Output setting is displayed on the digital screen when the atrailer is connected and when the brake pedal is pressed or the Brake controller is activated. The Output setting is displayed as 0 to 10 with a minimum of 0 and a maximum of 10. SYNC CONTROL The sync control is located on the left side of the braking control unit, forward in the mounting bracket. The sync control adjusts the aggressiveness of the trailer. The brakes of the trailer become more aggressive as the switch moves towards the front tow truck. To view the On-screen Sync setting, press the brake pedal (the trailer must be connected) and move the sync control slightly. The screen will change to sync mode. The Synchronization setting is displayed as 10 to 9 0, with 1 0 being the least aggressive and 9 0 most aggressive. Customizing synchronization does not affect the manual control. The synchronization control would be customized for each driver's priority or changing road conditions. MANUAL CONTROL The manual control is located at the front of the Brake control unit on the right side. Manual control uses only the trailer brakes and the initial setting and in cases to slowly reduce the speed. When the manual control is pushed to the left, the control uses the brakes of the trailer. With the left side, the brakes were applied more hard until the maximum output control setting was reached. The Exit setting will be displayed on the screen and used in manual control. Manual control control towed vehicle and trailer lights. SETUP Preliminary Adjustments: Pressing the trailer and holding the brake pedals, the display will display the Output setting. Adjust to 2.0 by turning the control up or down if necessary. While you still hold the brake pedals to move Sync Controls slightly, the screen will change to the Sync setting. Adjust to 40 by moving the synchronization control before or back as needed. TEST DRIVING In an open area, such as a large parking lot, drive forward and use the brakes of the trailer with manual control. If the brakes of the trailer are weak, adjust the output control upwards. If the trailer brakes the git or lock adjust the output control down. Repeat this step until the firm braking is felt by jerking or locking. When the exit is set, drive forward and press the brake brake, the towing vehicle and trailer must make a smooth brake. If the stop appears to be a slow and more aggressive brake jedesired, move the sync control back while holding the brake brakes. If the stopr seems too aggressive to adjust sync controlraarward while holding the brake pedal. After adjusting the sync, the display will display these settings until the brake pedals are released. Make more stops at different speeds and adjust syncuntil stops are smooth and firm. Slight adjustment of the Output control may also be desirable. NOTE: If you experience problems during installation, see Shooting problems in these instructions. DIGITAL DISPLAY The digital display displays the Output setting when control is activated. It is used to adjust and monitor brake control and can be used to photograph problems. SINGLE DECIMAL CONTROL ACTIVATED NO TRAILER CONNECTED OUTPUT DISPLAY CONTROL ACTIVATED TRAILER CONNECTED SYNCHRONOUS DISPLAY PEDAL BRAKE PUSHED SYNC CONTROL ACTIVATED TRAILER CONNECTED VIA LOAD SCREEN SHORTENED OR VIA LOADED BRAKE CIRCUIT THE PROBLEM WITH FIRING GUIDE ERROR DISPLAY INTER CONTROL ERROR SEE TROUBLE SHOOTING GUIDE LEVEL LEVEL LEVEL DISPLAY MODES Light pressure on the brake pedal willactive the trailer's sbrakes with no effect on the training vehicle. This isusful for a gradual slowdown on steep estimates or before the stops. Regular adjustment of the synchronisation and output controls may be necessary to correct changes in road conditions, the repetition of trailers, the wearing of brakes and/or the driver. On some vehicles, the control of braking control is manual control will not turn off Cruise Control. When it is tortil (in most apps) with Hazard flash units on the digital screen flash with Hazard Flash. If the brake control is adjusted aggressively, it may be felt in the brakes in the pretin. Installing Pulse Preventor will insulate braking controls from flashers flash/pulse situation. TEST GUIDE FOR PROBLEMS WITHOUT TRAILER FIRST STATUS DISPLAY PROBABLY CAUSES POSSIBLE SOLUTION DECIMAL ONLY EMPTY PEDALS MANUAL OUTPUT SETTING FLASHES OL OL DECIMAL ONLY THE OUTPUT SETTING OL ERROR OUTPUT SETTING OF THE LEVEL LEVEL LEVEL LEVEL LEVEL LEVEL LEVEL LEVEL BLANK DEGREE DECIMAL TO ALL TIME THE DECIMAL POINT DOES NOT LIGHT WHEN THE BRAKE PEDAL OR MANUAL CONTROL DOES NOT USE ANY CONTROL POWER, NO FLOOR, REVERSE BLACK AND WHITE WIRES, CIRCUIT SWITCH, NO CONNECTION OR INCORRECT CONNECTION AT THE SHUTDOWN SWITCH, MISCELLE THE STOPLIGHT CIRCUIT CHECK AND REPAIR CONNECTIONS REFER TO WIRING SECTION CHECK AND REPAIR CONNECTIONS REFER TO WIRING SECTION LOCATE AND CORRECT SHORT RETURN UNIT TO DEALER FOR EVALUATION TRAILER CONNECTOR TERMINAL POSITIONS RETURN UNIT TO DEALER FOR EVALUATION CHECK AND CORRECT CONNECTOR WIRE POSITIONS CHECK AND CORRECT CONNECTOR WIRE POSITIONS CONFIRM TO CONNECTION TRAILER CONNECTOR , CHECK FOR PROBLEMS WITH THE TRAILER SHOOT THE TRAILER BRAKE CIRCUIT ON THE BRAKE MANUFACTURER'S INSTRUCTIONS CHECK AND CORRECT THE CONNECTIONS SEE WIRED SECTION, CHECKLIGHT CIRCUIT RED WIRE CONNECTED TO THE WRONG SIDE OF THE STOPLIGHT SWITCH OR TO WRONG SWITCH (CRUISE CONTROL) BRAKE CONTROL UNIT MISWIRED SHORT IN BLUE WIRE CIRCUIT INTERNAL BRAKE CONTROL PROBLEM NO CONNECTION BETWEEN BRAKE CONTROL ANDBRAKES - BLUE WIRE CIRCUIT MISWIRED TRAILER CONNECTOR DECIMAL POINT DOES NOT LIGHT WHEN BRAKE PEDAL IS PUSHED DOES LIGHT WITH MANUAL DISPLAY DISPLAY DISPLAY SHOWS OL WHEN DISPLAY ACTIVATED DISPLAYS ER NO NO TRAILERS, PEDALS NO MANUAL NO COTTAGE TRAILER, PEDALS NO MANUAL STOP OF TRAILER, PEDALS NO MANUAL SHORT NO GGLES AND NO TRAILER CONNECTION CABLE , PEDALS OR MANUAL INTERNAL BRAKING CONTROL PROBLEM WEAK OR NO TRAILERS WRONG CONNECTION CONNECTION CONNECTION BRAKE TO ALL TIMES WRONG TRAILER TRAILER CEQUENT TOW PRODUCTS 47774 Si Court WestPright , We 48170 Printed in PhilippinesCequent Towing Products 200705520-02 06/30/07 TIPS FOR USING TIPS

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