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Cequent electric brake controller manual

Electronic brake control For 2, 4, 6* and 8* brake applications READ FIRST: Read and follow all instructions carefully before installing or using the brake control. Keep these instructions with the brake control for future reference. Components of brake control D A E C B A. Power button B. Manual slider C. Mounting hole D. Bicolored light E. Level button

Important facts to remember 1. Do not mount or activate RF generating elements (mobile phones, two-way radios) near (less than 12) brake control. 2. CAUTION Reversing the connection to a break-away battery on the trailer will damage the brake control. 3. CAUTION Disconnect the trailer plug from the trailer car before testing a breakaway switch, or you may break the brake control. 4. The light is: • GREEN when the trailer is connected. • RED when the brake pedal or manual is activated and the trailer is connected. 5. The GREEN lamp draws 5 milliamps of power from the towing vehicle. It would take over 10,000 hours to drain the tow truck battery. 6. WARNING The level adjustment is CRITICAL. The level adjustment determines whether automatic braking response is delayed or aggressive. 7. This brake control is activated by inertia. It detects retardation and generates an output that reflects the inertia that is felt. In a sedentary state, the brake control will not use the trailer brakes unless the manual slider is activated. 8. WARNING The gross weight rating (GCWR) must never exceed the manufacturer's recommendation. 9. This control is specially designed for use with electric trailer brakes. Installation guide WARNING The brake control must be mounted from -20 degrees nose down to 70 degrees up. (See below.) Failure to install brake control within these restrictions may cause the control to fail. 70° 0° -20° Traditional bracket A B A. Mounting bracket B. #6 x 3/8 screws 1. CAUTION Drilling or using longer screws may damage the unit. 2. Mount the bracket firmly to a firm surface. 3. Insert the supplied #6 x 3/8 screws on each side into the mounting holes. 4. Adjust the control to the desired position and tighten the screws until they are securely seated. NOTE: 1. The front of the Voyager must be horizontal, see below. 2. Voyager must be parallel to the direction of travel, see below. Correct Error D i o n o f T r a v e l D i r e c t i o n o f T r a v e l Leveling the sensor After the brake control is well mounted, the level adjustment must be set. NOTE: 1. WARNING This brake control is activated by inertia and requires the level to be set correctly, otherwise the brake response becomes too hard or ineffective. 2. In order to properly level the sensor, the trailer and tow truck must be parked on a level surface and the trailer must be connected to the towing vehicle. 1. Connect the trailer to the towing vehicle, bi-coloured lights should light GREEN. 2. Set the power button to maximum by rotating clockwise. 3. Press the brake pedal on the tow truck and hold. 4. Turn the level button counterclockwise (towards control) until the two-color light starts to change colors from GREEN to RED. 5. Gently turn the level knob clockwise (towards the front of the control) until a shade of ORANGE is visible. Two-colour light should be displayed: • DIM ORANGE for a typical setting. • BRIGHT ORANGE for an aggressive setting. • DIM RED for a more aggressive setting. NOTE: The adjustment range of the level button from DIM ORANGE to DIM RED is 20 degrees rotation. 6. Release the brake pedal. NOTE: When the brake control is properly leveled, there will be very little current flowing through the brake magnets in static condition with the foot pedal pressed in. The brake magnets will hu feel as power flows through them. When the two-color light shows a color other than GREEN, power flows through the brake magnets. Adjusting the power of the trailer brakes When the control is installed and leveled correctly, it is necessary to set the force needed to stop the trailer during a brake event. 1. Connect the trailer to the towing vehicle. 2. Set the power button to position 12. 3. Drive a towing vehicle and trailer on a dry level paved surface at 25 mph and use manual slider. ✓ If the trailer brakes are locked in: • Turn off the power with the power button. (Turn the power button counterclockwise.) ✓ If the braking was insufficient: • Turn on the power with the power button. (Turn the power button towards the 5 position clockwise.) 4. Repeat steps (3) until the current is set to a point just below the wheel lock or with sufficient force to achieve maximum braking power. 5. Use the brake pedal to make a few low speed stops to check the power and level adjustments. The automatic response (brake pedal) is started and terminated via the stoplight switch. When the brake pedal is released, the trailer braking ceases. Fine tuning Now that the power is set, it's time to fine-tune the level setting for most of the stop you're going to do. 1. Make several slow (25 MPH) stops as if you are reaching a stop sign and notice how the trailer brakes react. ✓ Brakes Grip too much ! You have an aggressive setting: To correct this condition, rotate the level button clockwise, towards you, see below. ✓ Trailer Tended to push rope vehicle ! You have a delayed setting: To correct this condition, the level button rotates counterclockwise, away from you, see below. 2. Repeat until the desired trailer braking is achieved. B C A A. Delayed B. Normal C. Aggressive aggressive

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