

General Operation (cont.)

There are two checks to ensure proper connection has been made.

The **first check** is visual, as many in-cab brake controllers have an indicator light or a lighted display, refer to the controller manufacturer's instructions for details. If there is a problem with the connection, SEE your in-cab brake controller manual for complete details on verification of wiring continuity.

The **second check** requires using the manual override lever on the in-cab controller. Position a second person near the ActiBrake. With the ignition switch turned on, the vehicle stationary and in Park (or not in gear with the parking brake engaged), move the manual override lever of the brake controller. The person near the ActiBrake will hear the motor engage if the tow vehicle and trailer are properly connected. If the ActiBrake does not function, immediately discontinue operation and correct the condition that is causing the ActiBrake not to function.

Important:

See the Trouble Shooting section of this manual, pages 13 & 14 if the ActiBrake does not operate.

Determining and Setting Proper Trailer Braking Force

Become Familiar with Braking of the Coupled Tow Vehicle and Trailer.

After the system installation has been verified, the operator should take the trailer to an empty parking lot to become familiar with the operation of the braking action of the combined tow vehicle-trailer. Each driver has different driving habits, and each vehicle has unique braking characteristics. Each potential driver of the coupled tow vehicle and trailer should take some time to familiarize themselves with the response and handling of the trailer using various settings on the in-cab controller. Each driver must be familiar with the operation of the in-cab brake controller and understand how to make adjustments to achieve the most desirable braking force (see brake controller manufacturer's instructions).

Brake Controller Signal Determines Trailer Brake Pressure

Trailer braking pressure is controlled by the use of an in-cab brake controller. This allows the driver to select the desired brake performance for the trailer, from the driver's position in the towing vehicle. Increasing or decreasing the "gain" setting of the in-cab brake controller, will increase or decrease the level of brake force generated by the ActiBrake unit. Refer to brake controller manufacturer's manual for instructions to properly adjust the controller settings.

Approved In-Cab Brake Controllers

The inertia based brake controllers which Active Technology approves for use with the ActiBrake are: **Hayes Genesis, Hayes Energize XPC, Hayes Endeavor, Hayes Energize III and Tekonsha Prodigy.** The ActiBrake may work with other controllers, but the operation of the ActiBrake and trailer braking performance may NOT be optimized. (A BRAKE SYSTEMS OPERATIONAL QUALITY CAN BE NO BETTER THAN THE OPERATIONAL QUALITY OF THE IN-CAB CONTROLLER!)

<p>NOTE: Active Technology does not endorse the use of time-based in-cab controllers. The output of a time-based controller is not proportional to the deceleration of the towing vehicle. Therefore, when linked to a time-based in-cab controller, the ActiBrake will not generate brake pressure proportional to that of the tow vehicle deceleration.</p>
