**Troubleshooting Guide**

**Condition**
- No trailer brakes, pedal pushed
- Display shows OL
- Error
  - Blank
- Level

**Possible Solution**
- Short in blue wire circuit
- Incorrect brake control wire position
- Electro-mechanical brake control system intermittent or inoperative
- Brake Control is set aggressively pulsing may be felt in the tow vehicle braking system
- When towing (in most applications) with hazard flashers on the tow vehicle’s brake control system.

**Display**
- Handy Brake Control:
  - Display shows OL or blank.
- Lane Change Assist:
  - Display shows OL.
- Display shows OL.

**Test Drive**
- In an open area, such as a large parking lot, drive forward once speed is 10 m/h.
- Once the Output is set, drive forward and press the brake pedal (trailer must be connected) and move the Sync Control slightly. The display will change to the Sync mode.

**Setting**

**Manual Control**
- The Manual Control activates the tow vehicle and trailer stop-brakes with no effect on the tow vehicle’s brakes. This is useful for gradual slowing on steep grades or before stops.

**Output Control**
- The Output setting is shown as a single decimal being the most aggressive.

**Manual Control**
- The Manual Control activates the tow vehicle and trailer stop-brakes with no effect on the tow vehicle’s brakes. This is useful for gradual slowing on steep grades or before stops.

**Sync Control**
- The Sync Control adjusts trailer brake aggressiveness.
- The manual control.

**Usage Tips**
- When towing (in most applications) with hazard flashers on the trailer brakes.
- The display will flash with the Hazard Flashers. If the Brake Control is set aggressively pulsing may be felt in the tow vehicle braking system.
- When Towing (in most applications) with hazard flashers on the trailer brakes.
- The display will flash with the Hazard Flashers. If the Brake Control is set aggressively pulsing may be felt in the tow vehicle braking system.

**Accessories Required:**
- Electrical Circuit Tester
- Wire Crimp Tool
- Drill with 1/8" bit
- Assorted end wrenches
- Wire Cutter
- Electrical Terminals
- 30 Amp auto-reset circuit breaker
- Nut Driver
- Screw Driver or 1/4"

**Tools Required:**
- Assorted wrenches
- Drill or 1/8" bit
- Wire Crimp Tool
- Electrical Circuit Tester
- Screw Driver or 1/4"
- Nut Driver

**Electrical Controls**
- EASY Brake Control (Cruise Control)
- EASY Brake Control (Manual Control)
- EASY Brake Control (Manual Control)

**Sync Adjustment**
- The Sync adjustment has no effect on the manual control.

**Sync Control**
- The Sync Control adjusts trailer brake aggressiveness.
- The manual control.

**Manual Control**
- The Manual Control activates the tow vehicle and trailer stop-brakes with no effect on the tow vehicle’s brakes. This is useful for gradual slowing on steep grades or before stops.

**Output Control**
- The Output setting is shown as a single decimal being the most aggressive.
MOUNTING:

1. Determine a suitable mounting location.
   a) The area behind the mounting location must be clear so the unit can be reached by the driver.
   b) The unit must be mounted securely to a solid surface.
   c) The unit must be easily reached by the driver.

2. Hold the mounting bracket in the position selected and mark hole locations through the holes in the bracket.
3. Using a 1/8" dia. bit, drill holes in the marked locations.
4. With a screwdriver or a 1/4" nut driver, secure the bracket in place using (2) self tapping screws (provided). Be careful not to strip the holes by over-tightening.

5. Mount the brake control unit in the bracket using the (2) self-tapping screws (provided). Be careful not to strip the holes by over-tightening.

6. Connect the control’s white “GROUND” wire to the wire selected as the “BATTERY -” wire. The ground should be connected to the wire connected to the Brake Control location to the tow vehicle’s battery area. If at any time during the bench test, the display shows “OL” if the brake control unit does not function as described, return the unit to your nearest warranty station.

7. Secure all loose wires with cable ties so that they will not be damaged and reconnect battery. See vehicle owner’s manual for special re-connections instructions.

8. Test Installation:

   a) With the Output control still set at maximum, slowly activate the “BATTERY” side of the stoplight switch as determined above.
   b) With the Output control still set at maximum, activate the “AUX” side of the brake control unit. Be sure to attach a butt connector.
   c) Disconnect the “BATTERY” side of the stoplight switch.
   d) If the brake control unit does not function as described, return it for service or replacement.

9. Defective Unit

   a) Without a trailer connected, push the brake pedal. A single . (decimal point) should go back to zero. If the decimal point does not light or OL is shown in the Trouble Shooting section.
   b) Connect the control’s white “GROUND” wire to the wire selected as the “BATTERY -” wire. The ground should be connected to the wire connected to the Brake Control location to the tow vehicle’s battery area.

10. Test Brake Pedal Activation

   a) Slowly move the Output Control back up to (+), the Display should show a single . (decimal point). This indicates that the output terminal is driving the display. If the display shows “OL” or the display does not return to your nearest warranty station.

BENCH TEST INSTRUCTIONS

1. Wire as shown at right for the Output control to maximum (+) and set the Sync control to minimum (-).

   a) If at any time during the bench test, the display shows OL, make sure that the blue “BRAKE” wire is not attached to the “BATTERY” side of the switch. Using the wire tap provided, splice the brake control’s red “STOPLIGHT” wire to the attached to the cold side of the battery.
   b) If at any time, the display shows “OL” if the brake control unit does not function as described, return the unit to your nearest warranty station.

2. Test “Standby Condition”

   a) Connect the red wire to the “BATTERY” side of the switch.
   b) Activate the “AUX” side of the brake control unit with a butt connection.

3. Test Brake Pedal Activation

   a) Firmly ground the light bulb to the “AUX” side of the switch.
   b) If the display shows OL or the display does not return the unit to your nearest warranty station.

4. Test Manual Actvation

   a) With the Output control still set at maximum, slowly activate the “BATTERY” side of the switch.

   b) The bulb should light brightly with no delay and the display should read 10.

   c) If the bulb does not light brightly, unhook and re-attach the red wire and reconnect the red wire. The bulb should light brightly with no delay and the display should read 10.

5. Without a trailer connected, push the brake pedal. A single . (decimal point) should go back to zero. If the decimal point does not light or OL is shown in the Trouble Shooting section.

6. With the brake pedal depressed, push the brake pedal. The bulb should start to dim and get brighter and the display light brightly with no delay and the display should read 10.

7. With the brake pedal depressed, push the brake pedal. The bulb should start to dim and get brighter and the display light brightly with no delay and the display should read 10.

8. If the display does not return the unit to your nearest warranty station.

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