



GENESIS
Electronic Brake Controller
Hayes Brake Controller Company - P/N 81790

INSTALLATION MANUAL

For trailers with 2-8 electric brakes and vehicles with 12 volt negative ground systems only.

READ AND SAVE THESE INSTRUCTIONS

- Before beginning installation, read and become familiar with these instructions.
- Leave these instructions in tow vehicle for future reference.
- **IMPROPER INSTALLATION AND OPERATION COULD CAUSE PERSONAL INJURY AND/OR EQUIPMENT AND PROPERTY DAMAGE.**

SAFETY INFORMATION



WARNING: Indicates a potentially hazardous situation that, if not avoided, could result in death or serious, personal injury.



CAUTION: Indicates a potentially hazardous situation that, if not avoided, could result in damage to product or property.



TIP: Contains helpful information to facilitate installation.

Installation



CAUTION:

- In the automatic mode and minimum power setting of 5 or 10, the trailer brakes are applied only when the sensor detects deceleration.
- With the vehicle at rest and the brake pedal depressed, there should be no or slight output to the trailer brakes (when minimum power is set to 5 or 10).
- Higher at rest outputs and reverse braking can be obtained by increasing the minimum power setting.

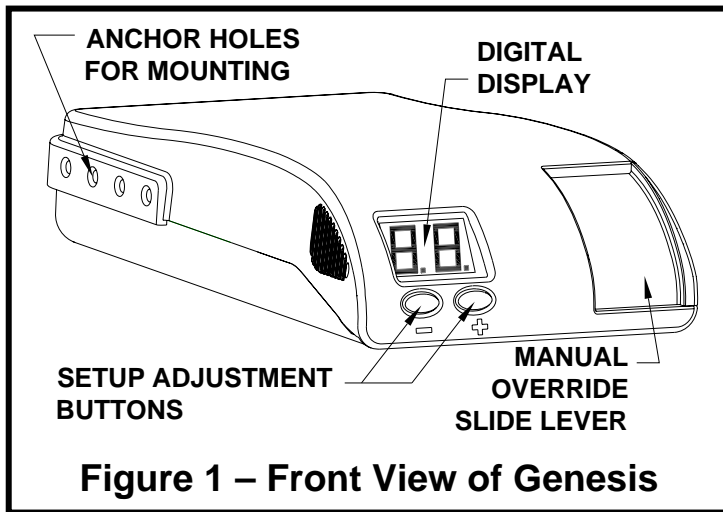


Figure 1 – Front View of Genesis

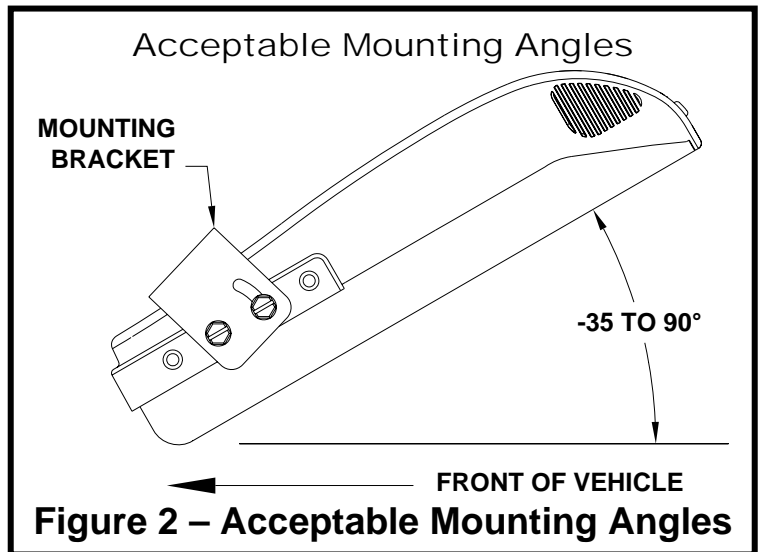


Figure 2 – Acceptable Mounting Angles

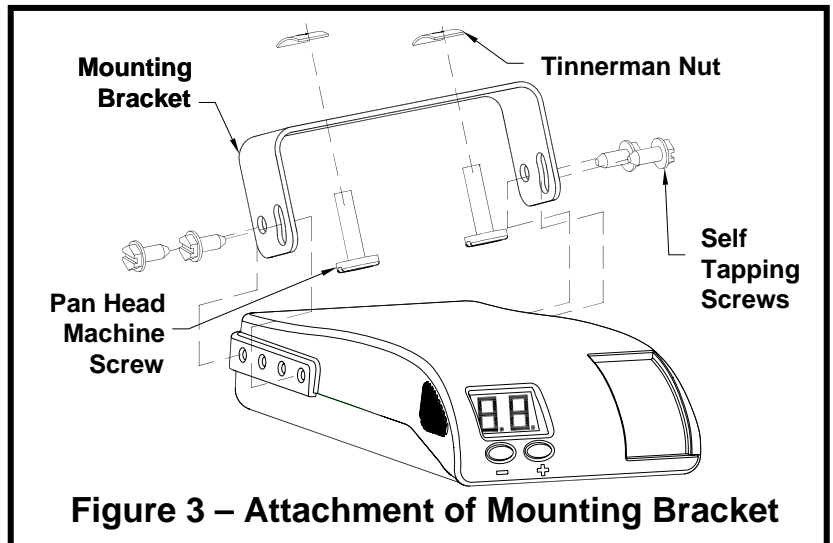
Mounting Angle

Mounting angles between -35 and $+90$ degrees can be accommodated by the controller. **THE UNIT MUST, HOWEVER, BE INSTALLED SO THAT IT IS PARALLEL WITH THE TRAVEL OF THE TOW VEHICLE AND TRAILER.**

Leveling the Genesis Controller

1. The Genesis is self leveling.
2. When the brakes are first applied, the Genesis will read the level position before actual braking begins and apply the brakes proportional to the deceleration.

Controller Mounting and Installation



Controller and Mounting Bracket

- The bracket provided is to be used for mounting the controller to the tow vehicle.
- Use the reversible slotted bracket.
- **DO NOT MOUNT CONTROLLER UPSIDE DOWN OR SIDEWAYS.**



WARNING:

- If the controller is mounted incorrectly, the two axis accelerometer cannot operate correctly and may cause loss of braking.

Installation Steps

1. Install the mounting bracket to a solid surface under the tow vehicle dash using the two machine screws and fasteners provided. Tighten until snug. **See Figure 2 – Acceptable Mounting Angles and Figure 3 – Attachment of Mounting Bracket.**
2. Insert four of the self tapping screws provided through the mounting bracket holes and into the desired controller anchor holes. Tighten until snug.
3. **Mount in a location, which allows the driver to easily apply the manual override and see the digital display.**



WARNING:

- Use of longer screws than those provided can damage the unit and cause loss of braking.



WARNING:

- All four controller wires must be connected properly for the controller to operate correctly.
- Failure to properly connect all four wires can cause loss of trailer braking.
- Improper wiring will destroy the controller and void the manufacturer's warranty.



CAUTION:

- Care must be taken to ensure that the mounting surface is rigid enough to prevent excessive vibration.
- Excessive vibration may result in poor performance.

Read all wiring instructions prior to making electrical connections to the tow vehicle.



WARNING:

To reduce the risk of injury or damage to property:

- Always connect the **white wire first** and the **black wire second**.
- All four controller wires must be connected properly for the controller to operate correctly.
- Failure to connect the wires correctly can cause loss of trailer braking.



WARNING:

- The white wire must be connected to a known good ground (preferably the negative battery post).
- Improper or no ground will result in poor controller performance or lack of performance altogether.
- Improper ground connection can destroy the controller and void the manufacturer's warranty.



WARNING:

- Improper connections may result in no trailer brakes or destroy the controller and void the manufacturer's warranty.



WARNING:

Follow wiring instructions.

- Improper wiring will destroy the controller and void the manufacturer's warranty.



CAUTION:

- **DO NOT** connect the black wire to any vehicle power supply line or fuse panel that could cause circuit overload or damage to tow vehicle wiring and vehicle electronics.
- Route the black wire through a grommet hole in the fire wall to prevent wire grounding and away from the radio antenna to reduce any possible AM radio interference.

Controller Wiring Instructions



TIP:

- Special Dual-Mated "Quik Connect™" Wiring Harnesses are available for all Hayes Brake Controllers fitted with a connector on the wire leads, making connection a snap. Harnesses are available through all dealer resources. Ask specifically for the Hayes Brake Controller Company (HBC) brand harnesses to match your controller.

The following chart describes the function of each of the controller's wires:

Order	Color	Function	Wire Size (AWG)	Connect To
1 st	White	Ground	16	grounded metal part of the firewall or directly to the negative (-) terminal of the battery. Connect this wire first.
2 nd	Black	+ connection to the vehicle's power system	12	positive (+) terminal of the battery. MUST have a self-resetting Circuit Breaker in-line between the controller and the battery. See chart for proper size. Route the black wire through a grommet hole in the fire wall to prevent wire grounding and away from the radio antenna to reduce any possible AM radio interference. Connect this wire second.
3 rd	Red	Stoplight	14	non-powered stop lamp wire (of the stop lamp switch) or trailer tow wiring harness. It is recommended that a 20-amp inline fuse be installed between the controller's red wire and the stop lamp switch. <u>The fuse is required in 1999 & later Fords.</u>
4 th	Blue	Output to trailer brakes	12	the trailer brake wire or tow vehicle / trailer connector.

IMPORTANT: Make all controller wiring connections to the wiring harness before connecting the harness to the vehicle.

SELF-RESETTING CIRCUIT BREAKER

SIZE CHART

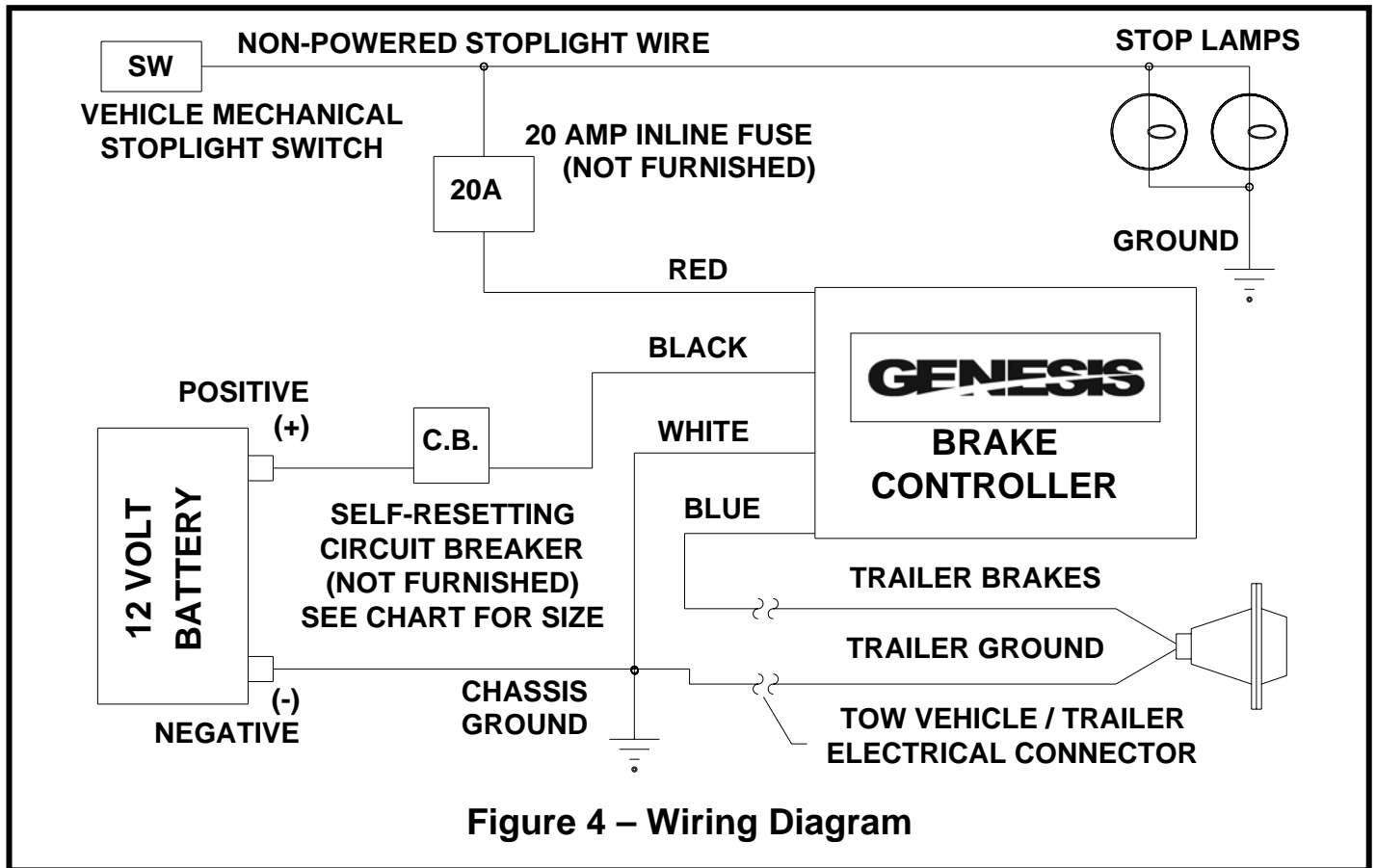
Number of Brake Light Bulbs (tow vehicle Plus trailer)	Number of Trailer Brakes			
	2 Brakes	4 Brakes	6 Brakes	8 Brakes
4 Bulbs (minimum)	20 AMP	30 AMP	30 AMP	40 AMP
5 Bulbs	20 AMP	30 AMP	30 AMP	40 AMP
6 Bulbs	20 AMP	30 AMP	40 AMP	40 AMP
7 Bulbs	30 AMP	30 AMP	40 AMP	40 AMP
8 Bulbs	30 AMP	30 AMP	40 AMP	50 AMP
9 Bulbs	30 AMP	40 AMP	40 AMP	50 AMP
Note: Each trailer brake magnet is assumed to draw 3 amps of current and each brake lamp bulb is assumed to draw 2 amps.				

Special Conditions

For tow vehicles equipped with factory trailer towing package:

- Refer to your vehicle's owner's manual or other information provided by the manufacturer in determining the correct connection points for the controller.
- See Appendix section for partial list of manufacturer wiring harness to controller conversions.

For vehicles without a trailer-towing package: refer to the wiring diagram in Figure 4.



WARNING:

1989-1991 Ford Bronco, Econoline, F-Superduty, and F150-350 Series:

- The red stoplight wire **MUST** splice into the turn signal connector harness and **NOT** to the stoplight switch.
- Connecting to the terminal of the stoplight switch will break the switch and result in no stoplights and no trailer braking.



WARNING:

All 1999 and later Ford vehicles without the trailer wiring package:

- The red controller wire must be connected to the light green wire of the brake stop lamp through a 20-amp inline fuse.
- Failure to install a 20-amp inline fuse can destroy the controller and void the manufacturing warranty.

Appendix

OEM TOW VEHICLE WIRING CONVERSIONS

CHRYSLER (THROUGH 2002)	CONTROLLER	FUNCTION	CHRYSLER (NEW)
<u>RED W/BLACK TRACE</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>	<u>WHITE WITH RED TRACE</u>
<u>WHITE W/TAN TRACE</u>	<u>RED</u>	<u>STOPLIGHT</u>	<u>BLUE WITH WHITE TRACE</u>
<u>BLUE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>	<u>BLUE</u>
<u>BLACK</u>	<u>WHITE</u>	<u>GROUND</u>	<u>GREEN W/BLACK TRACE</u>

FORD (THROUGH 2002)	CONTROLLER	FUNCTION	FORD (NEW)
<u>RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>	<u>PINK</u>
<u>LIGHT GREEN</u>	<u>RED</u>	<u>STOPLIGHT</u>	<u>RED</u>
<u>BLUE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>	<u>BLUE</u>
<u>WHITE</u>	<u>WHITE</u>	<u>GROUND</u>	<u>WHITE</u>
<u>BROWN</u>	<u>NOT USED</u>	<u>ILLUMINATION</u>	<u>BROWN</u>

FORD EXPEDITION	CONTROLLER	FUNCTION
<u>RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>RED/GREEN TRACE</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>BLUE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BLACK</u>	<u>WHITE</u>	<u>GROUND</u>

GENERAL MOTORS	CONTROLLER	FUNCTION
<u>RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>LIGHT BLUE</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>DARK BLUE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BLACK</u>	<u>WHITE</u>	<u>GROUND</u>
<u>BROWN</u>	<u>NOT USED</u>	<u>ILLUMINATION</u>

2004 INFINITY	CONTROLLER	FUNCTION
<u>RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>RED/GREEN</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>BROWN/WHITE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BLACK</u>	<u>WHITE</u>	<u>GROUND</u>
<u>RED/BLUE</u>	<u>NOT USED</u>	<u>ILLUMINATION</u>

RANGE ROVER	CONTROLLER	FUNCTION
<u>REMOVE TAIL LIGHT AND</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>CONNECT RED</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>CONTROLLER WIRE TO</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BLACK/BLUE TRACE, NO</u>	<u>WHITE</u>	<u>GROUND</u>
<u>LIGHT WITH MANUAL</u>	<u>NOT USED</u>	<u>ILLUMINATION</u>

2004 TITAN/ARMADA	CONTROLLER	FUNCTION
<u>RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>RED/GREEN</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>BROWN/WHITE</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BLACK</u>	<u>WHITE</u>	<u>GROUND</u>
<u>RED/BLUE</u>	<u>NOT USED</u>	<u>ILLUMINATION</u>

2004 TOYOTA TUNDRA	CONTROLLER	FUNCTION
<u>BLACK-RED</u>	<u>BLACK</u>	<u>+12 VOLT SUPPLY</u>
<u>GREEN-WHITE</u>	<u>RED</u>	<u>STOPLIGHT</u>
<u>RED</u>	<u>BLUE</u>	<u>TRAILER BRAKES</u>
<u>BROWN</u>	<u>WHITE</u>	<u>GROUND</u>



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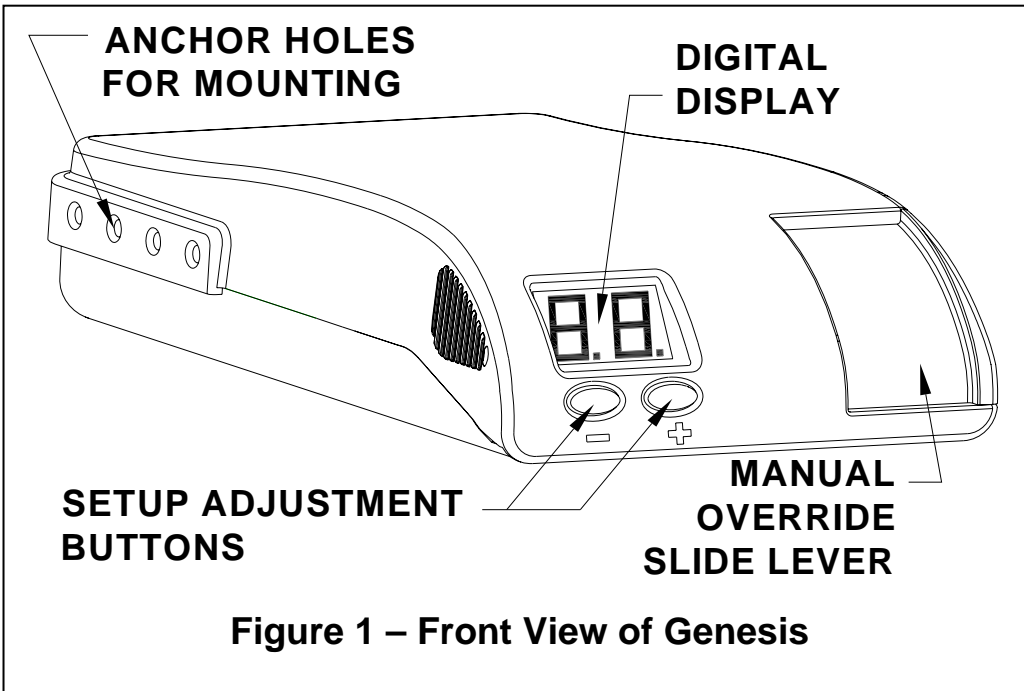
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TIP: Contains helpful information to facilitate operation.

Automatic Operation

During braking, the Genesis senses deceleration of the tow vehicle. An internal sensor measures the amount of deceleration and sends a proportional amount of power to the trailer brakes. The maximum braking supplied depends on the set up of the controller. The digital display will indicate the amount of power being sent to the trailer brakes. Once the brake pedal is released, the unit will return to “stand by” mode. While standing by, the controller will display the currently selected mode of display (% power, voltage, or current). Further explanation of these modes is included in this document.



Digital Display

The digital display shows various symbols and numbers that are used for set up and to monitor the trailer brake performance. It is also used when trouble-shooting.

Controller Features and Settings

The controller features the following options, selections and settings.

Definitions of Options



GENESIS

Brake Controller Item # 81790
Quick Reference

Option	Available Selections	Change procedure
Display Mode (P is the default mode. This mode should be used unless PH mode is required.)	P : % of available power being sent to trailer brakes (PH for hydraulic actuators) E : Voltage (DC) being sent to trailer brakes (EH for hydraulic actuators) C : Current (DC) being applied to trailer brakes	<ul style="list-style-type: none"> Press “+” button until the display flashes and release Display mode will flash (P, E, C, PH, or EH) Press “+” button to cycle through optional display modes When desired display mode is displayed, press “-” button until flashing stops and release The new display mode is now set Note: PH or EH modes do not check for trailer connection and will not display “OC”
Minimum Power (Automatic Braking only) (10% is the factory default setting.)	5, 10, 15, 20, or 25	<ul style="list-style-type: none"> Press “-” button until the display flashes and release Minimum power will flash either 5, or 10, or 15, or 20, or 25 Press “-” button to cycle through optional settings When desired percentage is displayed, press “+” button until flashing stops and release The new Minimum Power is now set The newly selected value will be displayed for several seconds After several seconds, the display will revert back to showing the display mode (P, E, C, PH, or EH)
Maximum Power (Gain) (50% is the factory default setting.)	5% increments from the set Minimum Power setting to 100%. 100% is displayed as “99.”	<ul style="list-style-type: none"> Press “+” or “-” button and release The current power setting will be displayed To raise the displayed power setting, press “+” button and release To lower the displayed power setting, press “-” button and release. When no change is made for several seconds, the displayed power setting will be stored as the current Maximum Power. The display will revert back to showing the display mode (P, E, C, PH, or EH) and stores the last selected power setting

The following is a list of potential trouble codes. Refer to the installation guide for complete explanation of the codes

Display	Code	Possible Cause
SC	Short Circuit	This indicates a direct short to ground in the blue wire (output) circuit.
CL	Current Limit	Indicates that the brake controller is providing more than its maximum rated power.
OC	Open Circuit	Indicates that there is no trailer connection detected or trailer has Electric/Hydraulic brakes.
HF	Hazard Flash	Will display while hazard flashers are on.
bF	Voltage on blue wire	Blue wire connected to wrong place, short in wiring / connector, faulty or disconnected breakaway switch.



WARNING:

- Improper adjustment of the controller could result in loss of trailer brakes, aggressive, grabby, pulsating, or delayed trailer brakes.
- Power adjustments may be required based upon speed, trailer load, and road conditions.
- Maximum trailer braking occurs just prior to lockup of the trailer wheels.
- Trailer brake lockup could cause loss of control of the trailer and / or the tow vehicle.

Display mode:

- The controller is factory pre-set to display mode P (**% of maximum power**)
 - **During braking conditions** - the number displayed indicates the % of power being applied to the trailer brakes. The scale for this is “10”-“99.”
 - It is recommended that display mode P (or PH for a hydraulic actuator) be used while operating the vehicle.
- PH mode also displays the % of power being applied to the trailer brakes. The scale for this is “10”-“99.”
- Other available display modes:
 - Voltage (E or EH) can be used in operation, but **it should be noted** that the actual voltage supplied to the trailer brakes may vary from the displayed value by as much as 1 Volt.
 - Current (C) reading can be used in troubleshooting and setup to ensure that the amperage draw of the trailer brakes is in the proper range based on the number of axles on the trailer
 - **DO NOT** use this setting while operating the vehicle. With the manual fully on, the brake coils should draw approximately 3 amps each.
 - **DO NOT** make current readings with the manual less than full on.
 - The current reading may vary significantly due to temperature changes in the brake magnets.

Changing Display Mode

The symbols (P, E, C, PH, or EH) that are displayed under non-braking conditions may be changed as follows:

1. **With the vehicle at rest**, press the “+” button until the display flashes and release. The display will flash a letter, which corresponds to the set display mode (P, E, C, PH, or EH).
2. To change the set mode, press the “+” button and release. The display will change from P to E to C to PH to EH with sequential presses of the “+” button.
3. Continue pressing the “+” button until the desired display mode is shown on the display.
4. Press the “-” button and hold until display stops flashing and release.
5. The new display mode is now set.

Notes:

- A. The P display mode is the factory default mode and is the recommended display mode. If the trailer has an Electric over Hydraulic Actuator, the PH display mode is recommended.
- B. The PH and the EH display modes do not test for a trailer connection.

- C. After a few hours of being inactive (with a trailer connected), the display will go blank. While the display is blank, very little power will be used by the Genesis.

Minimum Power: (for Manual and Automatic operation)



CAUTION:

- In the automatic mode and minimum power setting of 5 or 10, the trailer brakes are applied only when the sensor detects deceleration.
- With the vehicle at rest and the brake pedal depressed, there should be no or slight output to the trailer brakes (when minimum power is set to 5 or 10).
- Higher at rest outputs and reverse braking can be obtained by increasing the minimum power setting.

The controller is factory pre-set to 10%. At this setting, the MINIMUM amount of power that will be immediately applied to the trailer brakes is 10% (when the brake pedal is depressed and before deceleration is detected).

Changing Minimum Power (Manual and Automatic)

Changing the minimum power level is designed to allow more or less power to be delivered to the brakes when the controller does not sense deceleration. See the section for loaded trailer weight guidelines on the last page of this document. Select the minimum power setting required for your loaded trailer weight.

The minimum power level may be changed in 5% increments (5, 10, 15, 20, and 25)

To do this, follow these steps:

1. **With the vehicle at rest**, press the “-” button until the display flashes then release the button. The display will flash a number, which corresponds to the set minimum power as a percentage of total available power (5, 10, 15, 20, and 25).
2. To change the set value, press the “-” button and release. The display will change to the next highest available value with sequential presses of the “-” button.
3. Continue pressing the “-” button until the desired minimum power level is displayed on the display.
4. Press the “+” button until display stops flashing and release.
5. The new minimum power level is now set.

NOTE: The higher the minimum power setting the more aggressive the braking. A setting of 5 will delay the braking output a small amount.

Maximum Power (for Automatic braking only):

The controller is factory pre-set to 50%. When the controller senses maximum deceleration, the most power that the controller will send to the trailer brakes will be 50%.

Changing Maximum Power for Automatic operation only (Manual operation is not affected)

Note: To change the maximum power level, the controller must be in “normal” operating mode.

The maximum power may be changed from the default 50% value by doing the following:

1. **With the vehicle at rest**, press either the “+” or “-” button momentarily and release. The set maximum power will be displayed.
2. While this maximum power value is displayed, press either the “+” (increase) or “-” (decrease) button to make changes to the power setting. The power percentage will change in increments of 5% with each sequential button push.
3. The controller is instantly set to the newly displayed value.
4. When no button has been pressed for several seconds, the system will become idle and the display will change to Display mode (P, E, C, PH, or EH).

NOTE: when the value reaches 100%, the display will read “99.”

Manual Slide Lever Operation



WARNING:

Manual operation via the manual slide lever may not disengage the Cruise Control on some vehicles.

- The “**Manual Slide Lever**” (Figure 1) is located on the front right side of the controller.
- The further the manual slide lever is moved from the right to the left, the greater the amount of trailer braking power.
- The manual slide lever operation is an independent circuit and overrides the maximum power setting to allow full braking power when required.
- The manual slide lever is used to apply the trailer brakes independently of the tow vehicle brakes or to override the automatic trailer brakes when more braking is required.
- The manual slide lever is used in emergency stop situations when more braking may be required than is available with the maximum power setting or for control of excessive trailer sway.
- The tow vehicle and trailer brake stoplights will be illuminated during the manual lever activation.



TIP:

It is normal to hear the trailer brake magnets “hum” when operating the trailer brakes.

Troubleshooting using the manual slide

To verify the brake controller is properly wired, follow these steps:

- A. Disconnect the tow vehicle/trailer electrical connector. Set the display mode to PH. Move the manual slide lever (Figure 1) to the left. The displayed value should increase and the tow vehicle stop lamps must illuminate.
- B. If SC is displayed, the tow vehicle has a short to ground in the trailer brake circuit or the white ground wire is not connected to ground. Check and/or repair wiring and tow vehicle/trailer connector.
- C. If the stop lamps do not illuminate, check the red stoplight wire connection of the brake controller for connections to the non-powered stop lamp wire of the vehicle stop lamp switch. Set the display mode to P if trailer does not have electric/hydraulic brakes.
- D. Connect the tow vehicle/trailer electrical connector.
- E. If the display flashes OC, check and repair blue wire connections and brake coil connections. The controller does not see a brake coil connection.
- F. Move the manual lever to the left. The displayed value should increase and the trailer stop lamps must illuminate.
- G. If SC or CL is displayed, check the trailer brake magnets and trailer brake circuit (including the tow vehicle/trailer connector) for a short to ground.
- H. If the trailer stop lamps do not illuminate, check and repair trailer wires, bulbs, bulb ground connections, and the tow vehicle/trailer connector.
- I. Also check the red stop light wire connection of the brake controller for connections to the non-powered stop lamp wire of the vehicle stop lamp switch.

Road Test and Performance Adjustment

To set the controller up for optimum performance with your tow vehicle / trailer combination, follow these steps:

- A. Position the tow vehicle and trailer on a hard, flat, dry surface.
- B. Set the display mode to % power (P or PH for Hydraulic Actuator). See “**Changing Display Mode**” section.
- C. Adjust the power setting to 50% using the instructions in the “**Changing Maximum Power**” section.
- D. Accelerate to approximately 25 mph and apply the brakes in a normal manner. The vehicle should come to a stop without the trailer “pushing” the tow vehicle. A firm braking action should occur.
- E. If the trailer brakes lock, decrease the power level.
- F. If more braking power is needed, increase the power level.
- G. Repeat this process until the desired amount of braking is achieved.
- H. If needed, follow the instructions in the “**Changing Minimum Power**” section to increase or decrease the minimum power. The following guidelines should be used as a starting point for selecting this option:

If the Loaded Trailer weight is...	Then set the Minimum Power to:
Much less than the tow vehicle	5
Less than the tow vehicle	10
Roughly equal to the tow vehicle	10 or 15
Slightly greater than the tow vehicle	15 or 20
Much greater than the tow vehicle	20 or 25

**TIP:**

- Warm trailer brakes tend to be more responsive than cold brakes.

There are two methods of adjusting the output and responsiveness of the Genesis Brake Controller. They are listed here in the order in which they should be modified:

1. **Maximum Power Adjustment:** The power is adjustable from 10% to 100% (if minimum power is set at 5 or 10). This figure is based on the amount of power available for delivery to the trailer brakes. The total amount of power available is determined by the size and condition of the vehicle's charging system.
2. **Minimum Power Adjustment:** - Changing the minimum power level is designed to allow more or less power to be delivered to the brakes. The initial power compensates for varying load conditions, larger trailers, and heavier loads. The initial braking (before deceleration is detected) can eliminate the feeling of being pushed by the trailer or aggressive braking.

**CAUTION:**

- In the automatic mode and minimum power setting of 5 or 10, the trailer brakes are applied only when the sensor detects deceleration.
- With the vehicle at rest and the brake pedal depressed, there should be no or slight output to the trailer brakes (when minimum power is set to 5 or 10).
- Higher at rest outputs and reverse braking can be obtained by increasing the minimum power setting.

Troubleshooting using the display

The Digital Display will “flash” a symbol to indicate a problem with the trailer, the tow vehicle, or the brake controller.

Short Circuit:

The display will flash “**SC**”. This indicates that the controller has sensed a direct short between the controller's output and ground. **This condition must be cleared before the controller is used.** It is usually an indication that a “hot” wire is connected to ground.

Current Limit:

The display will flash “**CL**”. This indicates that the controller has sensed a power requirement greater than its recommended output. When this occurs, the controller will continue to supply all of the needed current (up to approximately 32 amps). This could result from an intermittent short to ground in the trailer wiring, a faulty brake coil, or too many brake coils connected to the controller.

Open Circuit:

The display will flash “**OC**”. This is an indication that there is no trailer connected to the tow vehicle. Flashing “OC” will display for a few minutes or until a trailer is connected to the tow vehicle. Connection to electric over hydraulic trailer brakes can also cause the display to flash “OC”. The display will go blank when no load is detected for several minutes. If a trailer with electric over hydraulic brakes is connected and “OC” is flashing, change the display mode to PH or EH.



TIP:

- If a trailer with electric over hydraulic brakes is connected and “OC” is flashing, change the display mode to PH or EH. PH is recommended.



TIP:

- If “OC” is flashing (with no trailer connected), the display will turn-off after several minutes.



TIP:

- During the time that the controller senses the Hazard Flash, no power will be sent to the trailer brakes. Therefore, there should be no pulsing of the brakes.

Hazard Flash:

The display will flash “**HF**”. This occurs when the controller senses a distinct cycling of power in the brake light circuit. The controller will continue to display “HF” until the cycle is broken either by a braking event or a discontinuation of the power cycling.

Blue Wire Fault:

The display will flash “**bF**”. This occurs when external voltage is detected on the blue wire. The controller will continue to display “bF” until external voltage is removed. Possible causes can be the blue wire being connected to the wrong place, a short in the wiring or the connector, or a faulty or disconnected breakaway switch.

Troubleshooting

Symptom	Possible Cause	Remedy
Trailer Brakes “Lock Up”	Maximum power set too high	Reduce maximum power setting
	Minimum power set too high	Reduce minimum power setting
Low output to trailer brakes	Maximum power set too low	Increase maximum power setting
	Minimum power set too low	Increase minimum power setting
Weak / Ineffective Brakes	Overloaded trailer	Check weight rating
	Loose or poor quality connections	Inspect connections / check with meter
	Insufficient wire gauge	Inspect / replace
No output to trailer brakes (manual or automatic)	Improper Wiring	Check color codes of all wires.
	Improperly grounded	Ensure that the following are grounded: <ul style="list-style-type: none"> • Controller (white wire) • Tow vehicle connector • Trailer umbilical cord • Each brake magnet
No output to trailer brakes (automatic only)	Faulty Brake Light Circuit on tow vehicle	Troubleshoot / repair brake light circuit
Intermittent or surging brakes	Improperly grounded	Check and repair all ground connections
	Out of Round brake drums	Repair / replace
	Worn wheel bearings	Repair / replace
No output to trailer brakes, display reads “SC” when brakes are applied	Direct short to ground either in tow vehicle wiring or in trailer wiring.	Inspect and repair wiring
	Faulty brake magnets	Test / replace brake magnets
Reduced output to trailer brakes, display reads “CL” when brakes are applied	Too many brake magnets are attached to controller	Controller only handles 1-4 axles with brakes.
	Intermittent short to ground in tow vehicle or trailer wiring	Inspect and repair wiring
	Defective brake magnets	Test / replace brake magnets
Trailer brakes lock up when trailer connector cable is attached.	Faulty breakaway switch	Test / replace switch
Controller displays flashing “bF”	Indicates presence of an unexpected 12 Volts on the blue (output) wire due to one of the following:	Inspect wiring and breakaway switch. Ensure that there is no voltage on the blue wire when the brake pedal is not depressed.

	<ul style="list-style-type: none"> Faulty wiring Malfunctioning or disconnected break-away switch 	
Controller displays flashing "OC" Note: If the display mode is set to PH or EH, the controller will not check for a trailer connection and will not flash "OC".	No trailer connected	Flashing will stop in a few minutes
	Trailer with Electric over Hydraulic actuator attached	Change Display mode to PH or EH Note: These two modes do not check for a trailer connection.
	Blue controller wire not connected to correct wire	Inspect and repair wiring