INSTRUCTIONS FOR THE BENCH TESTER

Many apparent brake control "failures" are the result of either faulty wiring or improper setup. The Bargman® Bench Tester is a test device designed to assist in determining if a brake control is working properly. This unit allows you to check a brake control for output, independent of vehicle wiring. The Bench Tester can simulate many fault conditions including open ground, short circuit, open load, and more.

To Use Bench Tester

1. Turn off the power to the Bench Tester.
2. Disconnect the brake control from the tow vehicle.
3. Strip the insulation from the brake control's wires to about 3⁄8 inch. Clip the matching color / function alligator clip to it's corresponding stripped wire. DO NOT REVERSE THE GROUND AND POWER WIRES AS YOU MAY PERMANENTLY DAMAGE THE BRAKE CONTROL.
4. Turn on the power to the Bench Tester.

Note: If the control being tested is manufactured by Tekonsha:
The brake control's LED should glow green if it has a bi-colored LED. The display should show a ".c" if it has a digital readout. These conditions indicate a normal load connection.

5. Now set the brake control's power knob to 10 volts. Actuate the control's manual slide knob and then adjust the power knob for an output voltage on the Bench Tester's voltmeter of about 10 volts. The brake control LED display should glow bright red or show10 volts on the digital display.
6. Release the manual knob. Depress and hold the Bench Tester's brake switch ...
   - **A.** If you are testing a proportional control, tilt the brake control to activate the accelerometer.
   - **B.** If the control being tested is a time-actuated device, you will see the voltage progressively "ramp-up" to the control's maximum output.

   The voltage on the tester's meter should again read approximately 10V.

If the brake control works normally on the Bench Tester then the problem is likely in the vehicle wiring or the control setup. If you check the vehicle/trailer wiring and it appears to be normal, you can either call Technical Service (888-785-5832 8:00 A.M.- 6:00P.M. EST), refer to our product catalog or visit our web site (www.tekonsha.com) for control setup and / or additional troubleshooting assistance.

⚠CAUTION Tekonsha controls are built to withstand many electrical fault conditions without damage to their ultimate performance. Please be aware that some competitive products may not be capable of surviving the same punishment so care should be exercised when testing these units.

INSTRUCTIONS FOR THE CURRENT MONITOR

The Current Monitor is a testing device designed to assist in determining whether a tow vehicle's wiring is working properly. This unit is also an excellent diagnostic tool for the installation, setup and troubleshooting of electric trailer brake controls and may be used to level and pre-set a brake control when a trailer is not available.

To Use Current Monitor

1. Plug the Current Monitor into the vehicle's trailer connector. Extend its cable to reach the driver's seat.
2. While sitting in the driver's seat, position the switch (located between the amp and volt meters) to the "Trailer Brakes" position.
3. Then position the switch labeled "Number of Axles" to the appropriate position for the trailer that is expected to be towed.
4. Now, activate each function indicated by the four LED lights across the front of the test unit (i.e. turn on left turn signal / left turn LED turns on, etc.). Once it has been determined that all lighting connections are working properly, you are ready to test the output of the vehicle's trailer brake control.
5. Set the power knob to maximum and engage the brake control's manual override.

   Brake Voltage must register at least 10 Volts.

   Brake Control Current Output should register at least: 12 Amps for two (2) axle trailers, or 18 Amps for three (3) axle trailers.

NOTE:
If the brake control will not generate 18 or more amps when used with three or more axle trailers **BE SURE** that you are using a brake control designed to deliver this performance.

6. Switching the "Trailer Brakes" switch to the "Trailer Battery Charger" position will measure the voltage being delivered to the trailer's battery(ies).

If you discover a performance or wiring problem, look for one or more of the following fault conditions:

1. Improper wiring of the brake control to the vehicle's power and/or battery ground. (As with any electronic device, Cequent™ Performance Products recommends grounding all brake controls directly to the vehicle battery to ensure the proper performance of the control's advanced circuitry.)
2. Improper vehicle wiring.
3. Defective or improper wiring of the trailer connector.
4. Broken, dirty or corroded trailer connector pins.
5. Open brake magnets, or open, broken or shorted wiring.
6. Defective brake control.

⚠WARNING This unit contains magnets, which may become hot if the unit is left connected to an energized brake control for more than a few minutes.