



2001 County Street
Laureldale, PA 19605
Phone 610.921.8561 ■ Fax 610.921.8571
www.trailertester.com



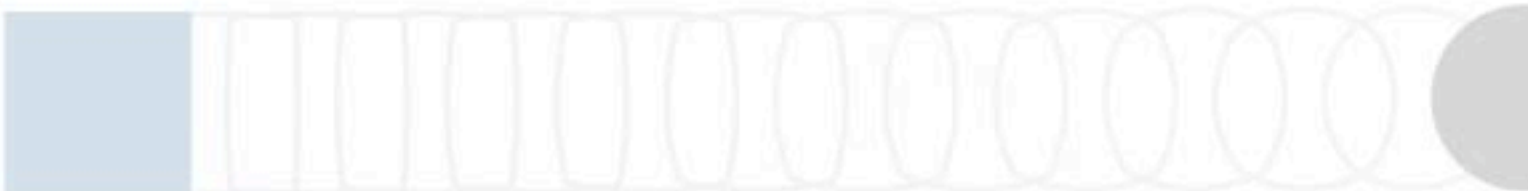
Express Mobile

Trailer Air and Electrical Systems Tester- Model 01011

User's Guide

Equipment Register

Purchased from:
Date purchased:
Serial Number:



Thank You...

for buying an Express Mobile. You've purchased a well-made piece of test equipment that will serve you for years to come.

Please take a few moments now to look over this User's Guide. Once you know how to use your **Express Mobile.**, you will be able to perform an accurate lighting system test on any trailer in one minute or less.



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Mounting your new *EXPRESS MOBILE*

Some things to consider...

Mounting Location-Your EXPRESS MOBILE is designed to be mounted in or on a service truck and to take its air and electric power from equipment already installed on the truck. The unit should be mounted within the truck's interior near the back door or in a side tool compartment on work bodies. Your EXPRESS MOBILE has integral mounting flanges for sidewall or floor mounting. The unit is weather resistant; but it's not intended to be mounted outside of the truck.

- Do not mount your EXPRESS MOBILE on surfaces prone to high levels of vibration. Be wary of large, flat steel walls or dividers, such as the back wall of work body compartments. If you can feel vibrations in your intended mounting surface when the air compressor is running under load, at idle, or in the process of starting up or shutting down, cover the surface with as large a piece of $\frac{3}{4}$ in. plywood as possible, using construction adhesive to secure the plywood to the surface, and as many fasteners as is practical (bolts with nuts preferred). Then, mount your EXPRESS MOBILE to the plywood.
- Be wary of compartments whose inside walls sweat with changes in outside temperatures. This might be due to water leaks which in turn cause high humidity in the compartment. Repair the leaks and, ideally, provide some ventilation for the compartment's interior.

Antenna-

Your EXPRESS MOBILE's antenna is simply a length of 14 gage primary wire encased in an equal length of $\frac{1}{4}$ " synflex tubing. It's intended to be secured to the inside of a door, so the antenna "opens up" when you open the door to access the unit. Other installations, such as permanent outside mounting of the antenna are acceptable. If you want to mount the antenna outside, consider these details:

- If you will be making a hole in your work body for the antenna to exit that is higher than the unit itself, seal it properly to prevent water from running down the antenna and onto the unit.
- Since you will usually be under the trailer when you use the remote, it's best to keep the antenna low. For example, it's

better to run the antenna along the bottom edge of the body rather than the top edge.

- You can lengthen the antenna if necessary using a piece of regular 14 gage primary wire, and a like length of ¼ inch synflex tubing. To do this, remove the antenna's yellow cap and, using a razor blade at right angles to the tube, trim the tube back about 3 inches (if you nick the antenna wire inside, it's OK). Feed the length of wire you want to add through the synflex tubing that will protect it before making your connection (a good squirt of WD-40 through the tube will make the wire slide through easier). Next, make your connection and *solder it*. Keep your splice slim so you can slip the synflex tube over the connection when it's soldered. Butt the two pieces of synflex together, and cover the joint with heat-shrink tubing, preferably the kind with sealant inside. Finally, trim the end so the wire and the tube are flush, and replace the yellow cap.

- Regardless of where or how you install your antenna, it's a good idea to test your proposed installation before making it permanent.

Air Supply-

Connect your EXPRESS MOBILE to your truck's air supply with 3/8 in. tubing capable of containing the maximum pressure provided by the compressor. Usually, Synflex tubing is adequate for this application. The air must come from a tank; never directly from the compressor, and it should be reasonably clean and dry, 150 PSI maximum. Lightly oiled air is OK.

Electrical Supply-

The red main power supply lead should be connected directly to your truck's battery.

- The lead needs circuit protection, but circuit breakers or fuses are not recommended here. Instead, use the length of fusible link provided **to connect to the battery**, followed by **AWG 10 wire** the rest of the way back to the unit. Do not use less than 10 gage wire; lighter gage wiring will defeat the fusible link.

- Route this wire carefully, keeping it well secured at frequent intervals and away from hazards such as high temperatures or high traffic areas (running exposed across a door sill, for example). Wherever possible, cover this wire with loom to protect it.
- Use proper grommets where wiring passes through holes in sheet metal.

The yellow lead connects to any empty accessory circuit contact on your truck's fuse block. This connection provides power to the remote's receiver, and turns the receiver off when the truck's ignition key is in the off position. As an alternate, the red and yellow leads can be connected together, and use the same wire for the run to the battery. Since the current drawn by the receiver is negligible, the receiver can be left on all the time, or you could install a switch in the yellow line to manually turn the remote receiver on and off as needed. The same routing cautions apply as with the red wire. If you're using loom to cover the red wire (highly recommended) include the yellow wire, also.

- Install the fuse holder and the 3 amp fuse close to the power source *even if that source is already fused.*

The black wire is the chassis ground. It can be connected to any good chassis ground point or, better, run all the way back to the battery for direct connection to the negative battery post.

Trailer Air Connections-

Due to the myriad possible mounting options and user preferences, the air hoses and light cord are not provided. We suggest you avoid coiled hoses and light cords though. These soon turn into a tangled, greasy mess. Instead, we recommend the old-fashioned straight rubber air brake hose and a straight lighting cable. These are easier to work with in cold weather, are far less likely to tangle, and can be cleaned easily when get greasy.

- **You can install quick-disconnects** on your EXPRESS MOBILE so your trailer air hoses can be disconnected, but remember to keep them well-lubricated with air tool oil. Quick-disconnects are notorious for leaking, especially when the hoses involved are pulled at an angle. If you intend to use your EXPRESS MOBILE for leakdown testing, avoid quick-disconnects if possible. Elbows or other angle fittings can be used so your air hoses connect to your EXPRESS MOBILE at an angle. Depending on your installation, using angle fittings could reduce the

amount of sideways pull on your quick-disconnects, and thus reduce leaking.

- **You can mount quick disconnects or gladhands remotely**, for example, the EXPRESS MOBILE's cabinet could be mounted within a side tool compartment, and, using Syn-flex tubing, feed quick-disconnects or gladhands and a 7-pole socket mounted externally elsewhere on the truck. Remember though, if you are thinking about doing something like this, you'll lose practical use of the pressure gauge and pressure lights.

Remote Holder

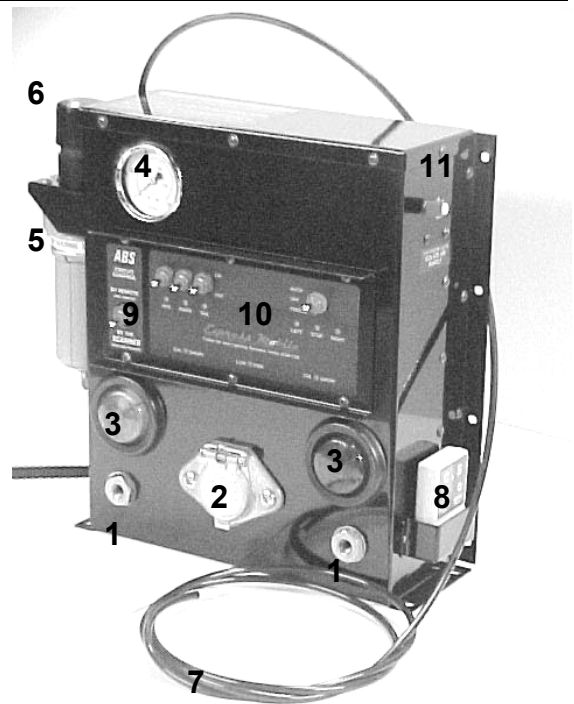
The Remote Control holder is intended to be mounted on the lower right side of the cabinet as supplied. Alternately, it can be mounted to any flat, vertical surface if that would be more convenient. Do not locate the remote holder to any door or other surface prone to shock and vibration.

Your *EXPRESS MOBILE*'s controls

Function and simplicity... What a great combination.

Controls Identification

Your new *EXPRESS Mobile* was designed to be simple and sturdy. Its controls and functions will be readily apparent to anyone with even rudimentary air brake knowledge.



Item	Usage
1. Connections for Air Hoses and light plug	These accept ¼ NPT thread. You can connect your hoses directly, use angle fittings, or quick disconnects.
2. Connection for Light Plug	Accepts SAE 7-Pole plug
3. Red and blue (Supply and Control) pressure lights	Lights up when pressure is applied to their respective air hoses and gladhands.
4. Air pressure gauge	Shows the pressure available to the Supply and Control sides of the system as set by the control pressure regulator. When the pressure lights are lit up, the gauge pressure is applied to the trailer via the gladhands.
5. Filter-Regulator	Piggy-back unit has primary air filter with auto drain feature
6. Regulator	Adjusts the air pressure that is available for application to the trailer. Maximum attainable pressure is 125 PSI.
7. Antenna	Flexible antenna offers a variety of installation possibilities.
8. Remote control	Individual channels operate the Supply and Control air systems from any location around the trailer. 2 remotes are supplied.
9. ABS Circuit control switch	Allows the remote to over-rule the light tester with respect to the Auxiliary and Stop light circuits.
10. Light tester	Complete SCANNER Trailer Lighting System tester is described starting on page 21.
11. Air Isolation Valve	Isolates the EXPRESS MOBILE from the air supply for leakdown testing. Adjusting the air pressure regulator will have no effect when the air supply is isolated.

Air Pressure Safety Rules

Now is not a good time to fool around

1. The person working on the trailer brakes should have the Remote Control in his possession, so he has control of it. Leaving the remote in its holder on the *EXPRESS MOBILE*'s cabinet will surely be an unbearable temptation to any practical jokers, well meaning "assistants", etc. (every shop has at least one of each of these).

If **YOU** are under the trailer, **YOU** have the Remote in **YOUR** possession.

2. ALWAYS keep the movement of the slack adjusters in mind when positioning jack stands. Plan for the full possible travel of any moving brake parts (for example, remember that a slack adjuster's travel can increase drastically when a brake drum is removed).

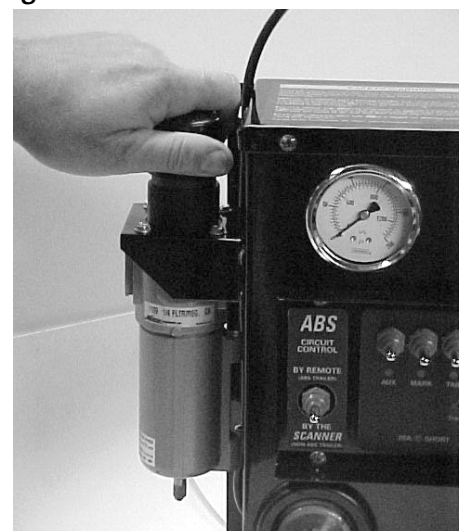
3. Whenever a jack or jack stands are added, make a test application and release of the parking brakes with **no one under the trailer** to test for adequate clearance between the jack stands and moving brake parts.

4. NEVER set any system pressure higher than 130 PSI. Higher pressures are not necessary for any test procedure, and since you will be working in close proximity of pressurized brake components, higher pressures simply create an unnecessary hazard.

5. NEVER remove the gladhands from a trailer when they are under pressure. One could whip free and hit you in the face hard enough to injure you.

6. Stay away from air chambers that are heavily corroded, have springs breaking through the housing, or are questionable in any way. Unload system pressure and make any repairs necessary before proceeding.

7. Stay away from any brake chambers whose clamp band has been disturbed, such as it would be during Service diaphragm replacement or replacement of the "piggy-back". Operate the service brakes several times with no one under the trailer to test the clamp band positioning and its ability to hold onto the chamber while the service diaphragm is under pressure, and when the spring brakes are applied.



Setting the Air Controls

Adjusting the Air Pressure

Before using your *EXPRESS MOBILE* to conduct a test of a trailer's air system, adjust the air pressure appropriately. The knob on top of the filter/regulator adjusts the air pressure. The set pressure is indicated on the Pressure Gauge found on the control panel. The pressure can be adjusted at any time, whether the pressure is being applied to the trailer or not. Of course, you can never attain pressure higher than that of your air supply. Normally, you should set the pressure at 100-120 PSI. **For safety, NEVER set any pressure higher than 130 PSI.**

Pushing the adjusting knob down locks to it in place. If you want to always use a standard test pressure, pull the knob firmly upwards; it will come off. Now no unauthorized person will be able to adjust the pressure.

The two PRESSURE LIGHTS light up when their corresponding air solenoids are open. That means whatever pressure is indicated on the air pressure gauges is applied to the gladhands. **DO NOT DISCONNECT THE GLADHANDS FROM THE TRAILER WHEN THE PRESSURE LIGHTS ARE LIT UP!** If you lose your grip on the gladhand the air pressure could whip it around, and the gladhand could possibly hit you in the face, causing injury.

Anti-compounding is accomplished by interlocking air solenoid circuitry within your *EXPRESS MOBILE*. The Blue side cannot be pressurized unless the Red side is pressurized. They can, however, become pressurized simultaneously. This could happen if you depressurize the Red side while the Blue side is still pressurized. In this case **both** sides depressurize at once. If you again pressurize the Red side, **both sides will re-pressurize at once**, because that was the status of the system when you depressurized the Red side.

It's always best to de-pressurize the Blue side before de-pressurizing the Red side of the system. This way, you can avoid surprises when you re-pressurize.

Using the Remote Control

Some Things You Should Know

- 1. For your safety when you are working under the trailer, have the Remote in your possession and under your control only.**
- 2. The remote Control that comes with your *EXPRESS MOBILE* is a two-channel FM unit, and its frequency is keyed to the receiver inside the main unit. If you have more than one *EXPRESS MOBILE* in your operation, we strongly recommend that the units and remotes be numbered together, so there can never be any confusion as to which remote controls which unit. Inadvertently actuating the air system on a trailer two slots over could have serious safety consequences!**

3. The Remote Control transmitter is small enough to easily fit into the breast pocket of your shirt. It is very convenient leave it there and simply operate the Remote's two buttons through the fabric of your shirt pocket.

4. The Remote Control Transmitter is powered by a standard nine-volt battery, and the unit has a built-in low battery warning. During normal transmission, the red LED on your remote flashes rapidly; about 12.5 times per second. When the battery gets low, the LED flashes only once per second. If your *EXPRESS MOBILE* does not seem to be responding to the Remote Control properly, check the low battery LED first. The slow flashing LED indicates that battery replacement is necessary.

5. You can order additional or replacement Remote Control units from Square Wheel, but when you get them, you will have to program the digital code. The receiver in your *EXPRESS MOBILE* tells the Remote Control what the code is over a special cable. This is very easy to do; a cable and full instructions are provided with the new Remote.

6. Normally, the Remote Control Receiver inside your *EXPRESS MOBILE* turns on when you turn your service truck's accessory circuit on, and turns off when you turn the truck off. As an alternate installation, a switch can be installed in the yellow line and the receiver turned on and off manually. The remote receiver's current draw is negligible.



Making Air System Tests

Testing for Leakdown, Crack Pressure, General System Condition

It is your responsibility to know and follow proper safety rules concerning working with compressed air. Do not endeavor to use the **EXPRESS MOBILE** unit unless you have adequate experience and safety training relevant to working with compressed air.

All of the following test instructions assume that your **EXPRESS MOBILE** is connected to your truck air supply; your service truck is properly positioned in front of the trailer, both gladhands and the light cord (if applicable) are connected and that those connections are tight and not leaking.

Leakdown Test

Step	Action	Detail
1	Set-up	Hook up gladhands and light cord, cut in the air supply
2	Apply pressure	Use the remote to pressurize both sides of the system
3	Set pressure	Use the air regulator to set the air pressure to 120 PSI
4	Move the isolation Valve to "Isolate"	The isolation valve will retain air in the trailer's system, and at the same time, prevent your truck's air supply from replenishing any air that leaks out of the trailer's system.
5	Begin timing	We recommend you use a count down timer such as our #01088 or McMaster-Carr #12475T37.
6	End timing	The usual timing period is 1 minute.
7	Evaluate the results	Air Gauge- Generally, pressure loss at a rate of 3 PSI* in one minute is considered acceptable. Note that the gauge has 4 PSI graduations. * Intended as general information. Adhere to applicable Federal, state and local regulations, and established shop procedures and practices.

Charging/Parking Brake Control Valve Test

Step	Action	Detail
1	Set-up	Hook up gladhands
2	Set starting pressure	Use the air regulator to set the pressure to about 60 lbs.
3	Pressurize the system	Use the remote to pressurize the Supply side of the system. The parking brakes should release.
4	Slowly decrease pressure	Use the Pressure Regulator to decrease the system pressure gradually while observing the Pressure Gauge. The Relay Emergency Valve should apply the spring brakes when the system pressure falls to 45-20 PSI.
5	Slowly increase pressure	Slowly reapply the pressure. The spring brakes should release again when the pressure climbs to 20-45 PSI.
6	De-pressurize system	Once the spring brakes release, use the remote to de-pressurize the system.
7	Disconnect the gladhands	No air should leak from the trailer's gladhands. If Air is leaking from the trailer's gladhands, it indicates a malfunctioning Relay Emergency Valve (Pre-121 type systems, such as used on converter dollies), or a malfunctioning check valve, pressure protection check valve, or a Charging/Parking Brake Control valve (121 Systems).

Light Testing With the *SCANNER*

Instructions for Basic Light Testing



Even though your *EXPRESS MOBILE*'s light testing equipment doesn't say so, it is in fact a complete *SCANNER* Trailer Light Tester, and is referred to as such in these instructions.

Basic Testing

1. Insert your *EXPRESS MOBILE*'s 7-way plug into the trailer's lighting socket.
2. Turn **ON** the Auxiliary, Marker, and Tail light circuit switches as needed. Flip the Mode Select Switch to **AUTO** to activate the Scan Feature. Your *SCANNER* then operates the turn signals and stop lights in the following sequence:



Left 1.5 Sec→



Stop 3.0 Sec→



Right 1.5 Sec→

3. Walk around the trailer to visually determine that all lighting functions are working and that the turn signals and stop lights operate in this exact sequence.
4. If the lights operate in some other order or the long dwell is not on the stop lights, the trailer has either wiring defects or is improperly wired.

Note: The fact that the red Circuit Status Indicators (CSIs) on the *SCANNER*'s panel light up does **not** mean that the trailer's lights are operating. The only way to verify actual light function on the trailer is to **walk around the trailer and visually check them**.

Testing for Bad Grounds

1. The **red Circuit Status Indicators** do double duty. When the circuits are turned ON the CSIs function as tell-tale lights. When the circuits are turned OFF, the CSIs continue to monitor their assigned circuits, looking for small current feedbacks. By detecting small wayward currents, bad grounds and other problems are revealed.

2. **To test for bad grounds**, start with all of the circuit switches OFF. Flip the Mode Select Switch to the AUTO position. The unit will scan the turn signal and stop light circuits in turn.

3. **Watch the CSIs on the SCANNER's panel.** With the switches set this way, there should never be more than one CSI lit up at a time. If any two CSIs light up while the unit is scanning, it usually indicates a bad ground at a lamp that is performing those two functions. For example, if the Tail CSI lights up when the Right CSI does, suspect a bad ground at the Right-hand tail/turn light assembly.



This test is only valid for circuits that use dual-filament incandescent lamps. Ungrounded LED lights do not back feed current as incandescent lamps do, thus the **SCANNER** will see this as simply an open circuit (which it actually is).

4. **Other problems can cause the CSIs** to respond similarly. These include circuits that are bleeding into each other due to wiring problems, or touching bulb filaments. The most likely culprit- by a wide margin- will be a grounding problem, so check your grounds first.

5. **If all CSIs light** when only one circuit is turned ON, the main ground circuit is open. Try wiggling the trailer plug to improve the connection. In any case, if the trailer's ground connection is open, you'll have to repair it before continuing with your light testing task.



Using the Freeze Feature

1. **The scanning action can be stopped at any point.** Observe the CSIs until the circuit you want to freeze on is powered, then move the Mode Select switch quickly through OFF to the FREEZE position. The scanning action is halted at that point and steady power is applied to the circuit.

2. **Scanning action resumes** where it left off when the Mode Select Switch is pushed back to AUTO.

Using the Short Circuit Indicators (SCIs)



will trip open again, and its SCI will light up again when the offending circuit is turned ON.

If the **SCANNER** confronts a **short circuit**, one of its circuit breakers will trip open, and the appropriate SC will light up. Turn all circuits OFF while you're waiting for the circuit breaker to reset (it will reset automatically with an audible click in about 15 seconds). Once the circuit breaker resets, turn the circuits ON again, one at a time. The circuit breaker

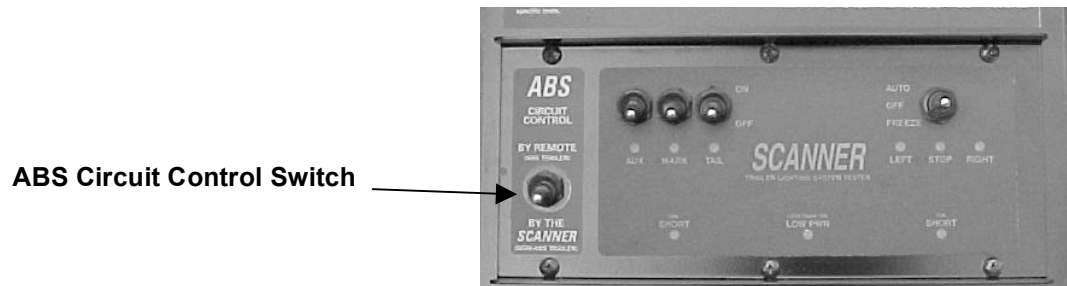
Using the Low Power Indicator (LPI)



The **LPI blinks** when the battery voltage falls to 11 volts. When the battery falls to 10 volts, the LPI lights up steady and the scanning action is halted. This feature warns you if your service truck's battery is getting dangerously low. The Low Power indicator feature works only when the SCANNER's Mode Select switch is set to AUTO or FREEZE.

The ABS Switch

Using the ABS Switch



The **ABS Switch** is **provided** to make testing ABS easier. While ABS testing is discussed later, for now, understand how this switch affects the scanning sequence.

When the **SCANNER** is in operation and the **ABS switch** is flipped to the “with **REMOTE**” position, the remote over-rides the **SCANNER** as follows:

Press the red Supply button- Supply air solenoid opens as usual and the **Auxiliary** circuit is powered. This simulates “ignition ON and parking brakes RELEASED”.

Press the blue Control button- Control air solenoid opens as usual, but the normal scanning sequence is suspended, and the **Stoptlight** circuit is powered steadily. This simulates #1 plus service brakes APPLIED.

When the blue Control button is pressed again, the Control air solenoid closes, and the scanning sequence resumes (the scanning cycle continues “in the back round” while the stoplights are on, so the cycle may not resume at the same point it left off).

This gives you the ability to control the two circuits needed for the ABS from the back of the trailer, where the ABS light is.

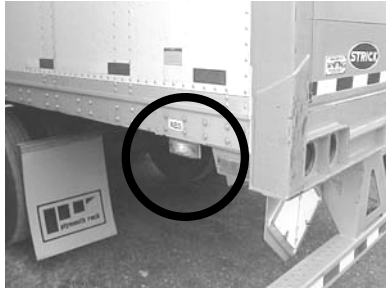
BE CAREFUL!

Remember, if the unit’s air supply is cut in, **you will also be activating the air system**. If someone needs to be working under the trailer while you are testing the ABS, or if you don’t have the gladhands hooked up, move the Air Supply valve to the “Isolate” position. This way, even when the air solenoids open, there will be no pressure available to apply.

If you are testing a trailer that does not have ABS, or if you’re not interested in testing the ABS at this time, it’s best to keep the ABS Switch in the “with **SCANNER**” position.

Testing ABS

Some general information...



Modern trailer ABS systems contain an on-board computer with self-testing and diagnostic capabilities. These systems run a self-test on themselves as they go into operation. An amber “ABS fault” marker light is located on the left frame rail, usually near the rear of the trailer where it can be seen by the driver through his mirror. It is used to signal the results of this test. Some systems test when the Auxiliary pin of the 7-pole plug is powered, while other systems test when their Stoplight circuit is powered.

Using your *EXPRESS MOBILE* to test these systems is simply a matter of powering up the ABS so that the system can **test itself**, and observing the result of that test.

To test the system, Your *EXPRESS MOBILE's* 7-pole plug should be connected to the trailer, and either the gladhands should be connected or the air supply should be isolated. Flip your *EXPRESS MOBILE's* ABS Switch to “with REMOTE”.

1. Take the remote and go to the left rear corner of the trailer so you can clearly observe the trailer's amber ABS fault light.
2. Push the red Supply button on the remote to release the trailer's spring brakes. Depending on the system, the ABS might test at this time. The amber ABS fault light should light up and remain lit up for three to five seconds, then go out. You might hear the modulating valves ‘chuffing’.
3. If nothing happens, press the remote's blue Control button to apply the service brakes. The system should now test (minus the ‘chuffing’).

If the ABS fault light fails to light up, or if it blinks, or if it stays lit all the time, a problem likely exists in the trailer's ABS.

If an ABS fault is found, some ABS's have an extensive self-diagnostic feature that can guide you straight to the problem. Since there are several different systems in use, using this feature is beyond the scope of this User's Guide; you should consult the factory documentation for model-specific information.

ABS technology is evolving rapidly. New systems and procedures are arriving almost daily. Even though testing and diagnosing ABS systems is a remarkably “user friendly” operation, the complexities of today's vehicles make it essential that you **know the correct testing protocol for the type of ABS system you are servicing.**

Making Other Tests

Testing Light Cords, Etc...

Testing Rear-Mounted 7-Pole Lighting Sockets

1. **Never conduct your primary lighting system check** from the rear-mounted plug! You are not testing the floor cable or the nose plug this way, and these are two common trouble spots. And **never** power the trailer from both ends at once, such as powering the rear plug with your *EXPRESS MOBILE's SCANNER* while a tractor is plugged into the trailer at the front (even if everything is turned off in the tractor). Not only will any test results obtained **this** way be invalid, but you could damage your *SCANNER* and conceivably cause damage to electronic equipment in the tractor.

2. **If the trailer has a rear-mounted lighting socket**, you'll want to check its operation. Use a Trailer Socket Output tester made for this purpose, such as our # 01955 Tester. Then, with your *SCANNER* powering the trailer from the **front**, read the test results from the Socket Tester.

Testing Light Cords

1. **To test light cords** Plug the light cord in question directly into your *EXPRESS MOBILE's* 7-Pole socket. Insert a Trailer Plug Output tester such as our #01950 Tester into the other end of the light cord. Observe the lights on the TPO Tester as you operate the *SCANNER's* circuit switches.
2. **If all of the TPO Tester's LED's light** when only one circuit switch is turned on, the light cord's ground circuit is open.

Troubleshooting Guide

Now let's see here...

Light Tester		
Does not scan	Mode select switch set to "Freeze"	Move switch to "Auto"
	Low supply voltage (less than 10 volts). The Low power indicator should also be lit.	Charge supply Battery
	ABS switch set to "With Remote" and the blue Control air system is pressurized.	Set ABS Switch to "By SCANNER" or depressurize the Control (blue) air system.
All the LED's light up at once	Bad main ground in or to the trailer	Try wiggling the 7-pole plug to get a better connection, or repair the trailer's ground circuit. You can use a grounding jumper from the trailer to your service truck temporarily for the sake of completing your lighting inspection.
Air Brake Tester		
Does not apply air pressure. The pressure lights do light up.	Regulator not set high enough. The solenoids could require up to 10 PSI to open dependably as they age.	Adjust air pressure to some value above 10 PSI
	Air cut out valve set to "Isolate"	Move valve to the "Cut In" position
Does not apply air pressure. The pressure lights do not light up. The unit makes no sound.	Not receiving signal from remote	Receiver not powered up. Turn truck's ignition key to the Accessory position.
		Check 3 Amp fuse in yellow (accessory) lead.
		Check battery in remote
Does not apply air pressure. The pressure lights do not light up. The unit clicks softly.	Main power connection open	Check antenna for positioning/damage
		If you have included a "Master Switch" as part of your installation, make sure it's closed.
Air and lighting functions are completely dead, but unit clicks softly when remote buttons are pushed.	Not receiving power	Fusible link blown (at battery)
		Check that any "Master Switch" is closed.
		Check main power supply lead for bad connections or damage
Air and lighting functions are completely dead, and unit doesn't click softly when remote buttons are pushed.	Unit not grounded	Fusible link blown (at battery)
		Suggest running a separate ground lead all the way back to the battery.

Maintenance

What Maintenance?

Your EXPRESS MOBILE requires no maintenance other than occasional draining of the primary air filter. The filter can be drained manually, but it also has an auto-drain feature that allows it to drain automatically anytime the supply pressure drops to less than 5 PSI. Since this isn't likely to happen very often in this type of installation, we suggest you drain the filter periodically by turning the knurled screw at the bottom of the filter bowl.

Famous Last Words:

What Could *Possibly* Go Wrong?

Warranty Policy: Each *EXPRESS MOBILE* Trailer

Systems Tester is warranted by Square Wheel Industries, Inc. to be free from defects in materials and workmanship for a period of one year from the date of purchase by the original customer. The warranty will not apply where the unit has been abused, misused, subject to accident, or if the problem is caused by improper installation or alterations made to the unit without approval from the manufacturer.

This warranty covers 100% of parts and labor. Square Wheel Industries, Inc. will, at its option, repair or replace any unit or part thereof which, in its opinion, has failed under the terms of this warranty. Replacement units may be a different model than the unit being returned for service providing the replacement unit is functionally equal to or better than the unit that was returned. Replacement units may be either new or reconditioned. Replacement of parts or the complete unit does not extend the original warranty period. The customer shall return the unit to Square Wheel Industries "freight prepaid" or, at our sole discretion, Square Wheel will designate another party to repair the equipment at the customer's location.

If you have questions, or need service or spare parts for your *EXPRESS MOBILE*, contact us by going to "Contact Us" on our website, www.trailertester.com.



www.trailertester.com

Phone 610-921-8561

Fax 610-921-8571