



*Technical Service
Information Bulletin
December 5, 2012*

**Subject:
InvisiBrake
“no problem found”
returns**

TSIB number 141

The majority of InvisiBrakes returned to us as defective are, in fact, functioning normally. In addition to a waste of time for all concerned, each “no problem found” return represents a dissatisfied customer and a substantial loss of labor.

For these reasons, we ask you to perform the following two checks before you return an InvisiBrake.

1. Test for functioning lights and ground.

- Don’t be blamed for a problem the customer drove in with — Use the motorhome to activate the towed vehicle’s brake lights, turn signals and running lights *before* the installation. **If the lights don’t work, InvisiBrake won’t work properly.**

- Test the ground by connecting jumper cables between both vehicles’ chassis, frame to frame. Then apply the motorhome brakes. If InvisiBrake works now, you have a bad ground.

- Does the towed vehicle have a bulb and socket lighting system, magnetic lights or a light bar? In addition to being grounded to the motorhome, **these devices must be grounded directly to the towed vehicle’s chassis, or InvisiBrake won’t work properly.**

- If the vehicle has been wired for towing lights, have diodes been installed? InvisiBrake uses the towed lighting harness as a power source. **If diodes are not installed to protect the towed lighting harness, InvisiBrake won’t work properly.**

2. Check the position of the brake pedal clamp.

- The clamp must be mounted as low as possible on the brake pedal arm. Otherwise InvisiBrake may not function, or an excessive amount of air pressure may be necessary to move the brake pedal.

- If the pressure gauge will not register more than 20 or 30 psi, the pressure is *actually* at 120 or 130 — the needle has traveled completely around the dial. This much pressure means the brake pedal clamp has been positioned too high.



Check the lights *before* the installation.



Does this gauge read 19 or 119?