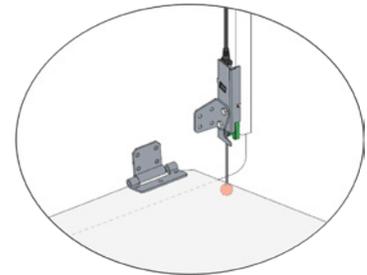


AutoDeploy™ Latch Troubleshooting

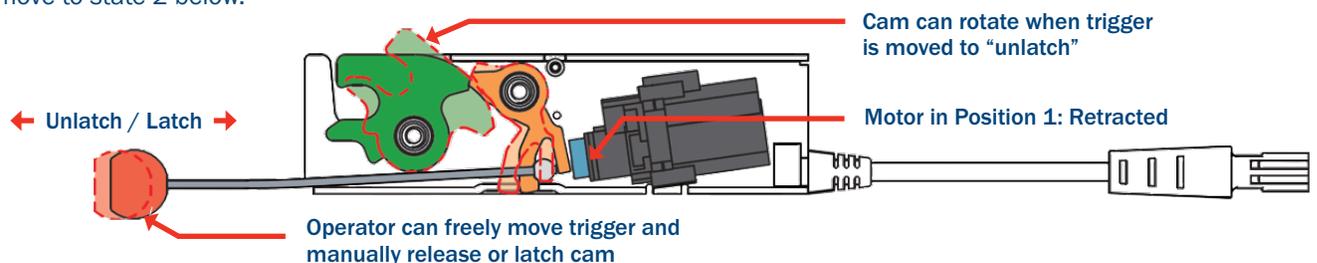
This document illustrates how common issues with the wire harness or ECU are misinterpreted as issues with the AutoDeploy™ latches.

The electronic latches on the TrailerTail panel allow a driver to manually latch a TrailerTail closed and yet still automatically deploy the TrailerTail at highway speeds to ensure optimal trailer aerodynamics. A common misunderstood issue with the electronic latches is when a driver cannot manually latch the TrailerTail. This issue is often assumed to be a bad latch, but the open position is actually a normal position of the latch that can be caused by a bad wire harness or Electronic Control Unit (ECU).



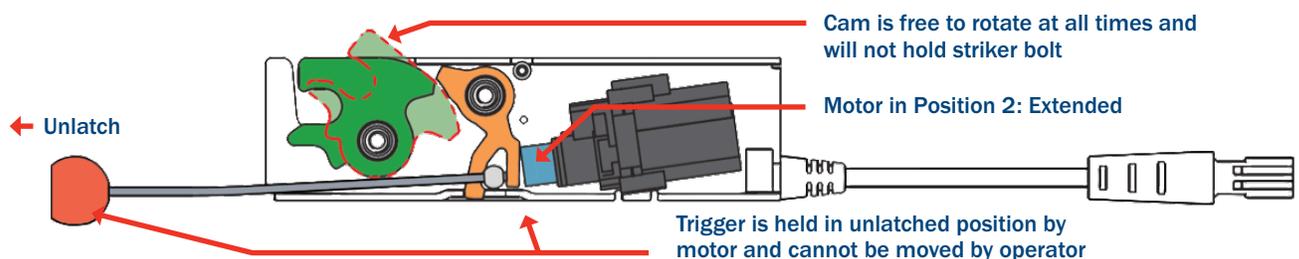
State 1 - Latched

In State 1 the motor is in the retracted state as shown on the right. This allows the driver to manually operate the trigger to release the latch or to secure the latch. When power is supplied to the trigger command of the latch, it will move to state 2 below.



State 2 - Unlatched

In State 2 the motor is extended and holds the orange trigger in the unlatched state. The driver cannot move the trigger as the motor holds it against the casing. The cam is free to rotate and will not be held in place by the trigger. The latch may appear to be broken but is actually in its normal State 2.



Solution

The easiest and quickest way to a solution is use the AutoDeploy diagnostic tool to test the trailer. This test can be completed in under a minute and will quickly differentiate between a bad latch and a bad control unit. This test will save you time as replacing the control unit is much easier than replacing a latch. The test hardware will also allow you to reset a latch to position 1 if it is stuck in position 2. Instructions for this test can be found on the STEMCO website at:

<http://stemco.com/installation-instructions/>

<http://stemco.com/f/qbin/ATD001619AutoDeployFieldServiceManual.pdf>