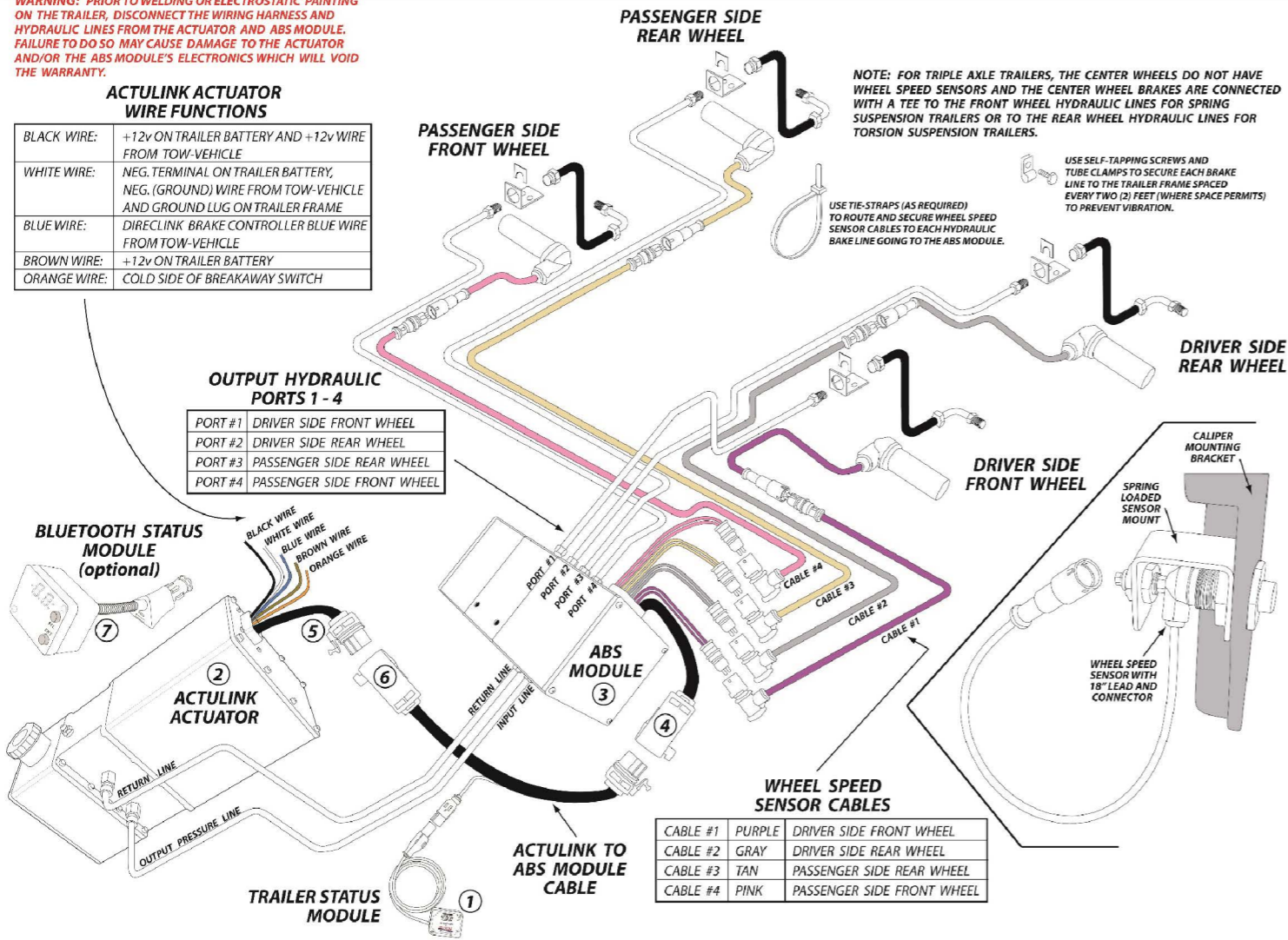


STANDALONE (ABS) INSTALLATION DIAGRAM FOR TANDEM AXLE TRAILERS

WARNING: PRIOR TO WELDING OR ELECTROSTATIC PAINTING ON THE TRAILER, DISCONNECT THE WIRING HARNESS AND HYDRAULIC LINES FROM THE ACTUATOR AND ABS MODULE. FAILURE TO DO SO MAY CAUSE DAMAGE TO THE ACTUATOR AND/OR THE ABS MODULE'S ELECTRONICS WHICH WILL VOID THE WARRANTY.

ACTULINK ACTUATOR WIRE FUNCTIONS

BLACK WIRE:	+12v ON TRAILER BATTERY AND +12v WIRE FROM TOW-VEHICLE
WHITE WIRE:	NEG. TERMINAL ON TRAILER BATTERY, NEG. (GROUND) WIRE FROM TOW-VEHICLE AND GROUND LUG ON TRAILER FRAME
BLUE WIRE:	DIRECLINK BRAKE CONTROLLER BLUE WIRE FROM TOW-VEHICLE
BROWN WIRE:	+12v ON TRAILER BATTERY
ORANGE WIRE:	COLD SIDE OF BREAKAWAY SWITCH



NOTE: FOR TRIPLE AXLE TRAILERS, THE CENTER WHEELS DO NOT HAVE WHEEL SPEED SENSORS AND THE CENTER WHEEL BRAKES ARE CONNECTED WITH A TEE TO THE FRONT WHEEL HYDRAULIC LINES FOR SPRING SUSPENSION TRAILERS OR TO THE REAR WHEEL HYDRAULIC LINES FOR TORSION SUSPENSION TRAILERS.

USE SELF-TAPPING SCREWS AND TUBE CLAMPS TO SECURE EACH BRAKE LINE TO THE TRAILER FRAME SPACED EVERY TWO (2) FEET (WHERE SPACE PERMITS) TO PREVENT VIBRATION.

USE TIE-STRAPS (AS REQUIRED) TO ROUTE AND SECURE WHEEL SPEED SENSOR CABLES TO EACH HYDRAULIC BRAKE LINE GOING TO THE ABS MODULE.

Important!

It is critical that the hydraulic lines and wheel speed sensor cables are connected properly to the ABS Module. Connect them as shown below:

Hydraulic Port	Module Cable	Wheel Position
Port #1	Purple	Driver Front
Port #2	Gray	Driver Rear
Port #3	Tan	Passenger Rear
Port #4	Pink	Passenger Front

The ABS Module will NOT function properly if the connections are not made as outlined above.



ActuLink

What's included in the ActuLink Standalone (ABS)

- 1 ABS-SASTAT-MOD: Trailer Status Module
 - 2 ACT-1000/1600-ABSSAMOD: ActuLink Electric-Hydraulic Brake Actuator
 - 3 ABS-SAMOD: ActuLink ABS Control Module
 - 4 ABS-HARN: ABS Control Module Harness
 - 5 ACTABS-HARN: Actuator-to-ABS Control Module Harness
 - 6 ABS-SAEXT-XX: ABS Extension Harness (Comes in Various Lengths)
 - 7 ABS-SA-BT: Bluetooth Status Module (Optional Add-On)
- Not Shown:
- ABS Module Mounting Kit
 - Actuator Mounting Kit

Learn more at TusonRVBrakes.com



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STANDALONE (ABS)

ANTILOCK BRAKING SYSTEM
For electric over hydraulic trailer brake systems



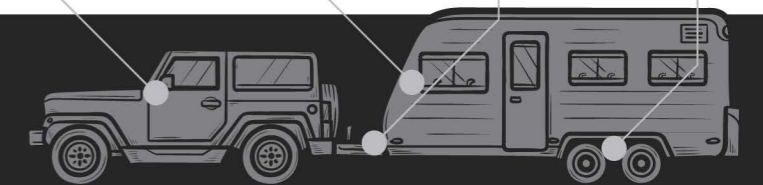
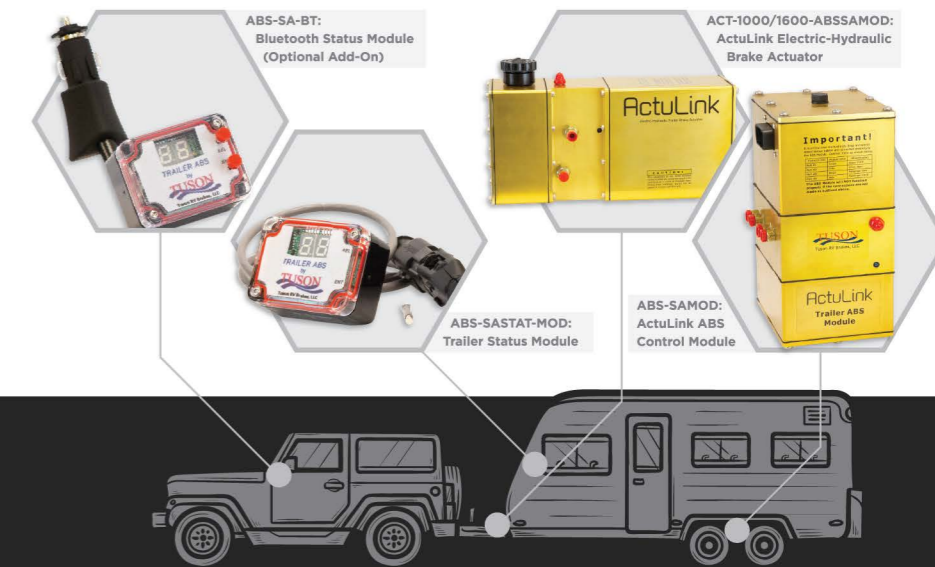
MAXIMUM TRAILER BRAKING PERFORMANCE WITHOUT TIRE LOCKUP YOU CAN DEPEND ON AT EVERY STOP!

While you might be the safest driver on the road, every driver sooner or later finds themselves in an emergency braking situation. Whether it is caused by another driver quickly pulling out in front of you or driving on slick road conditions, you want to stop in the shortest distance while maintaining full control of your vehicle. These braking situations become magnified when your towing 3,000+ lbs. of weight behind you, making braking performance all the more critical. Emergency braking or braking on a wet or slippery surface can cause the trailer tires to lockup. Locking tires reduce the grip between trailer tires and the road surface causing the trailer to slide. Tuson RV Brakes' ActuLink Standalone Antilock Braking System (ABS) prevents the trailer tires from locking and enables safe braking at every stop.

Tuson RV Brakes, LLC brings automotive braking technology to the RV and small to medium-duty trailer market! The ActuLink Standalone ABS now provides the same safety and control ABS features that are standard in today's cars and trucks for trailers. Tuson RV Brakes offers the only electric over hydraulic trailer ABS system in the market today.

ActuLink STANDALONE ANTILOCK BRAKING SYSTEM

(ABS) For electric over hydraulic trailer brake systems



SPECIFICATIONS

- Designed to work with both hydraulic disc and drum brakes.
 - 1,000 psi maximum for axles with drum brakes (Part# ABS-SA-1000)
 - 1,600 psi maximum for axles with disc brakes (Part# ABS-SA-1600)
- For 2-4 axle trailers
- Requires a min. 9 amp/hour trailer battery, 3/16" hydraulic lines, 12-gauge min. power and ground wire
- 12-volt DC Operation
- HBA-CAM adapter may be required for some brake controllers
- Uses DOT 3 or 4 brake fluid
- Meets and exceeds all DOT regulations and federal braking requirements

FEATURES

- The system continuously monitors over 60 critical parameters and if a problem is detected, a corresponding two-digit fault code is displayed to the driver identifying the exact area(s) requiring attention.
- Brake system status information is provided to the driver via LED lights and two-digit fault codes on the Trailer Status Module (TSM) or an optional Bluetooth Status Module (BSM) that plugs into the cigarette lighter in the tow vehicle.
- Two-Year Limited Warranty
- The system also has four (4) menu options that allow the driver to adjust the settings, they are:
 - ABS Gain Adjust
 - ABS Enable/Disable
 - ABS System Pressure Monitor (with optional pressure transducer add-on)
 - Bluetooth Pairing (with optional BSM accessory)
- All components are housed in a self-contained weather tight enclosure
- Compatible with most popular aftermarket and all integrated trailer brake controllers (including GM).

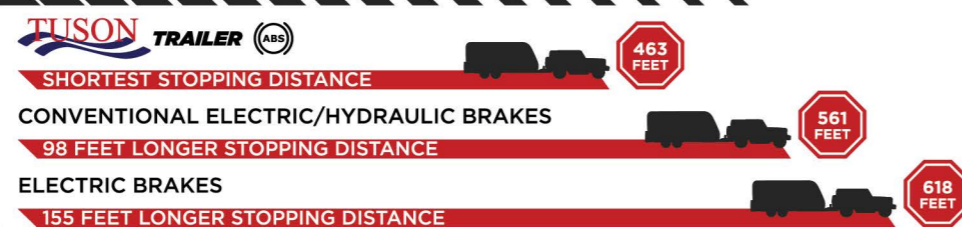
BENEFITS

- The shortest stopping distance compared to both conventional electric and hydraulic trailer brake systems, regardless of the road condition
- Eliminates "flat-spotting" trailer tires caused by tire lockup during an emergency stop
- Complete trailer control during maximum braking, no sliding caused by skidding tires
- Extensive diagnostics that pinpoints trailer brake system faults (i.e. wheel speed sensor status, brake fluid level, low voltage, network communication, and more!)

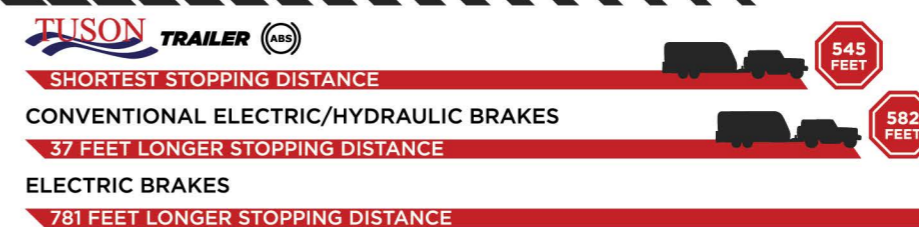
TRAILER BRAKE SYSTEMS STOPPING DISTANCE COMPARISON

USING TRAILER BRAKES ONLY TO STOP BOTH TRUCK AND TRAILER

80 TO 0 KPH - 2,000 LB. TRAILER



100 TO 0 KPH - 9,500 LB. TRAILER



*All tests were performed using identical 8K tandem axle trailers and towed by the same GM truck controlled by a GM Integrated Brake Controller

