RV Trailer Brake Systems

2016 National HDT Rally

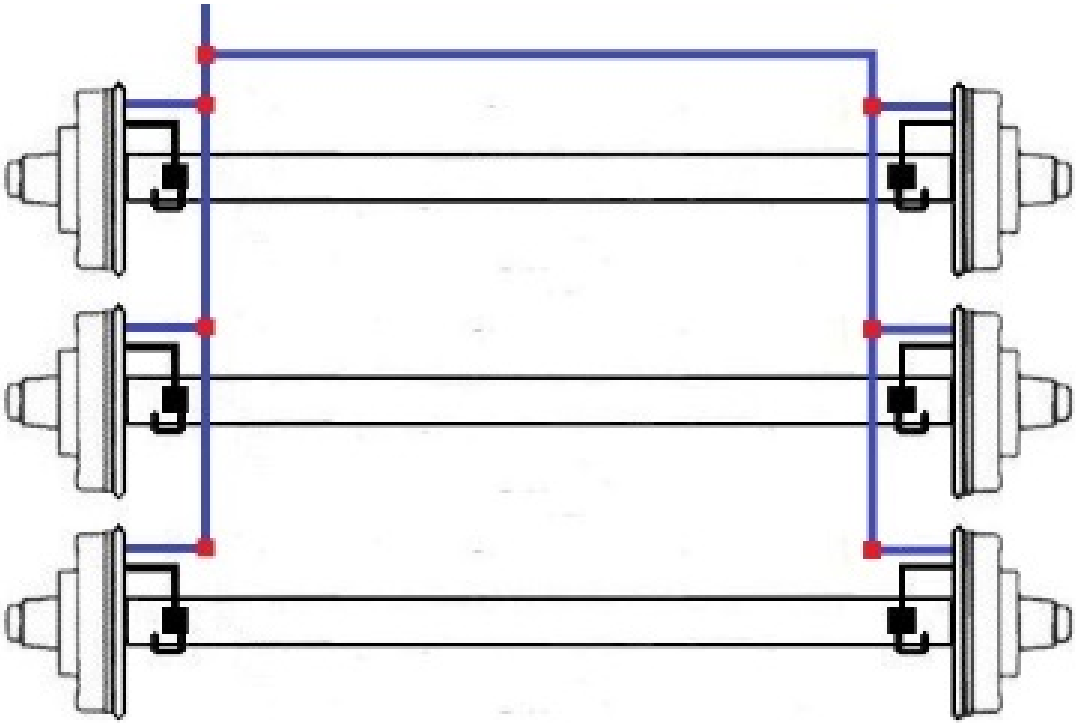
Electric Drum Brakes

- Properly Adjusted, electric drum brakes can lock the wheels.

- Just before wheel lockup, is the maximum braking effort that can be generated, limited by tire traction,

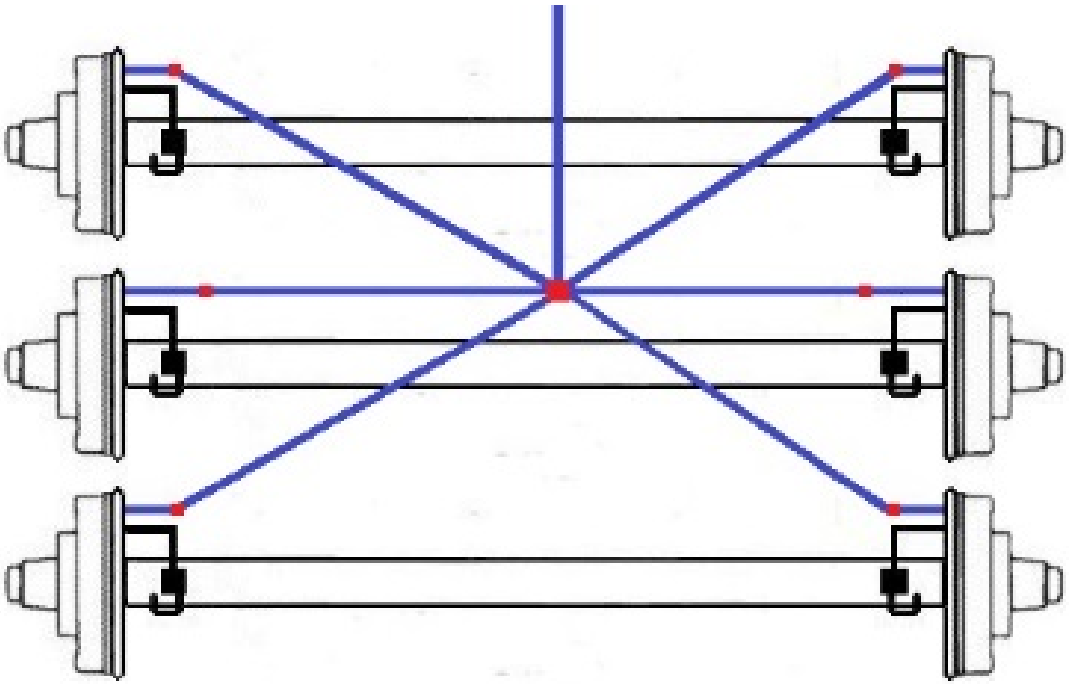
Electric Drum Brakes

Typical wiring for electric drum brakes



Electric Drum Brakes - Wiring

Better wiring for electric drum brakes



Use at least #10 gauge wire

Typical Brake Magnet uses up to 2.5 amps

Wire size is important

There is a limit in the trailer cable

Electric Drum Brakes - Wiring

Wire Size for Distance 12 Volt Systems (feet)				
Current	Wire Size AWG#			
Amps	12	10	8	6
5	24	38	61	96
10	12	19	30	48
15	8	13	20	32
20	6	10	15	24
30	-	6	10	16
40	-	-	8	12
55	-	-	-	9

Electric Drum Brakes - Wiring

Besides using adequate wire size from the fuse to the controller , to the receptacle, to the brakes, the type of fuse is important.

You should always use a self-resetting type fuse.

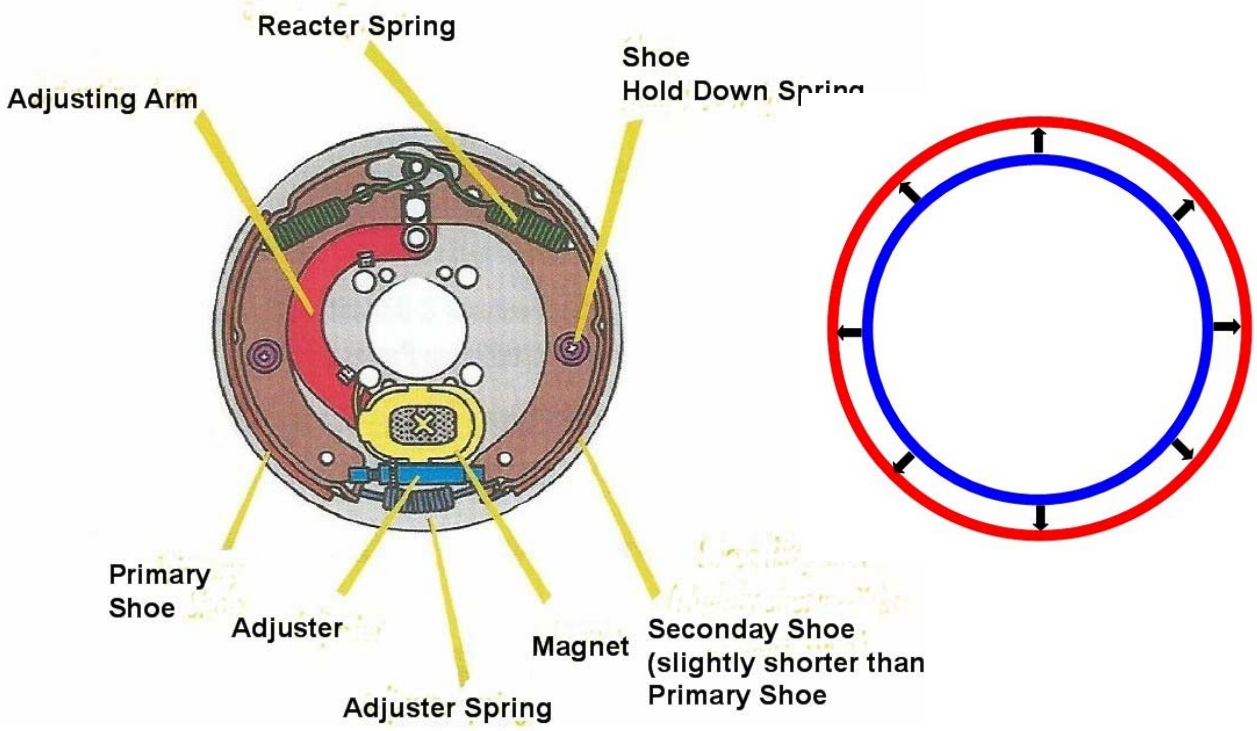
- There is a chance that, whatever cause the overcurrent to flip the fuse, was a transient condition.
- Each time you apply the brakes, ever if the fuse flips, you might get a little braking assist.

Hydraulic Disk Brakes

Disk brakes have three advantages over drum brakes

- Centrifugal action will remove water from the rotors while drums will trap water between the drum and the shows.
- When rotors heat up, they expand towards the brake pads while drums will expand away from the shoes
- **There are no adjustments for disk brakes**

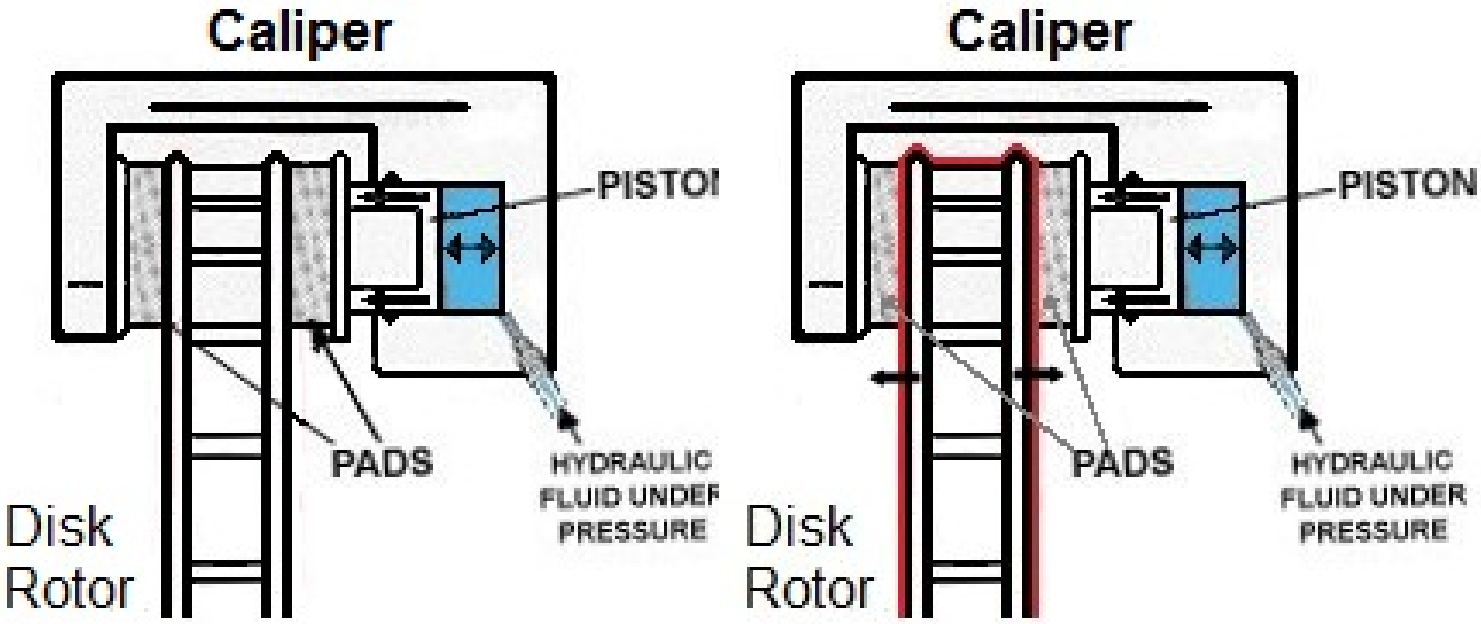
Disk Brake Benefit - Heat



As the drum heats up, it will expand outward away from the brake shoes.

HDT drums have a lot of mass to avoid the expansion.

Disk Brake Benefit - Heat



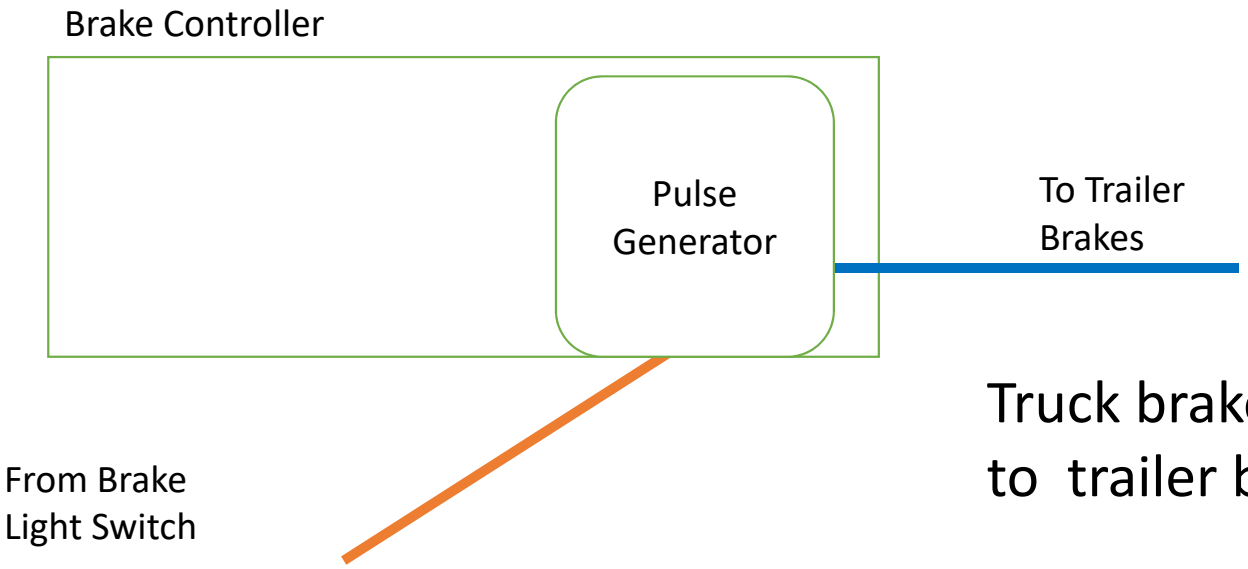
Hot rotors expand towards the pads.

Electric Brake Controllers

Three basic kinds

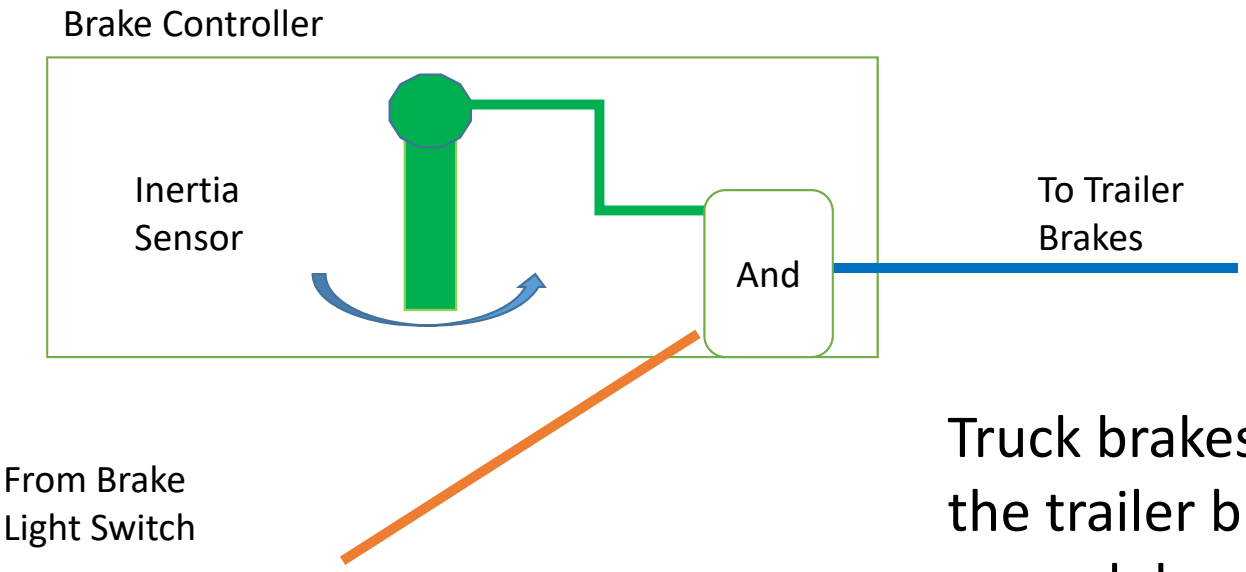
- Time Delayed controller
- Proportional controller
- Direct Action controller

Electric Brake Controller – Time Delayed



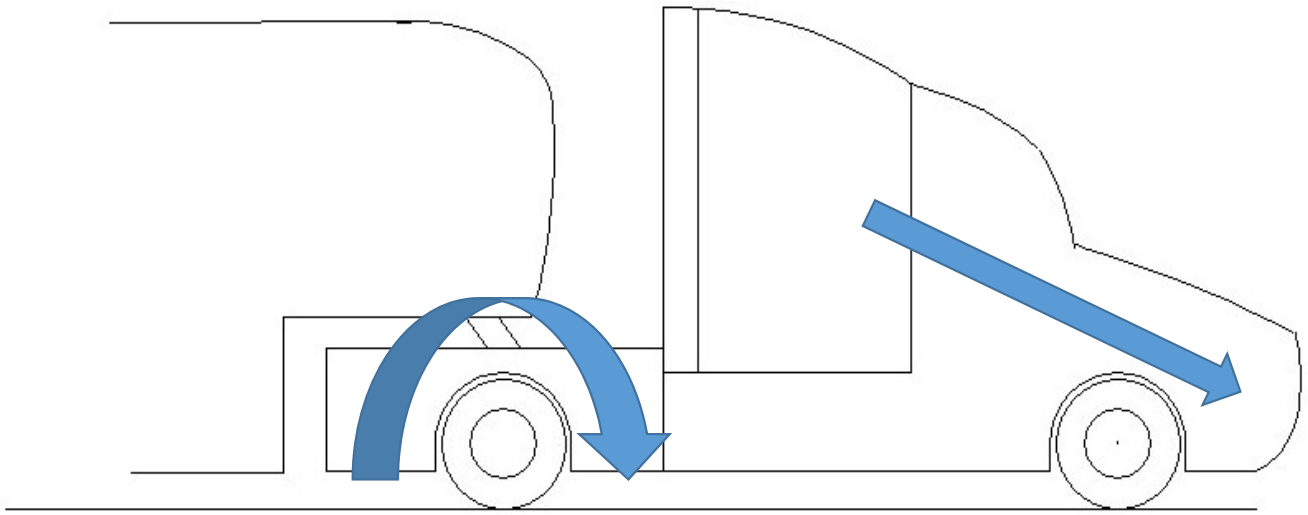
Truck brakes on – brake current sent to trailer brakes for a timed period

Electric Brake Controller - Proportional



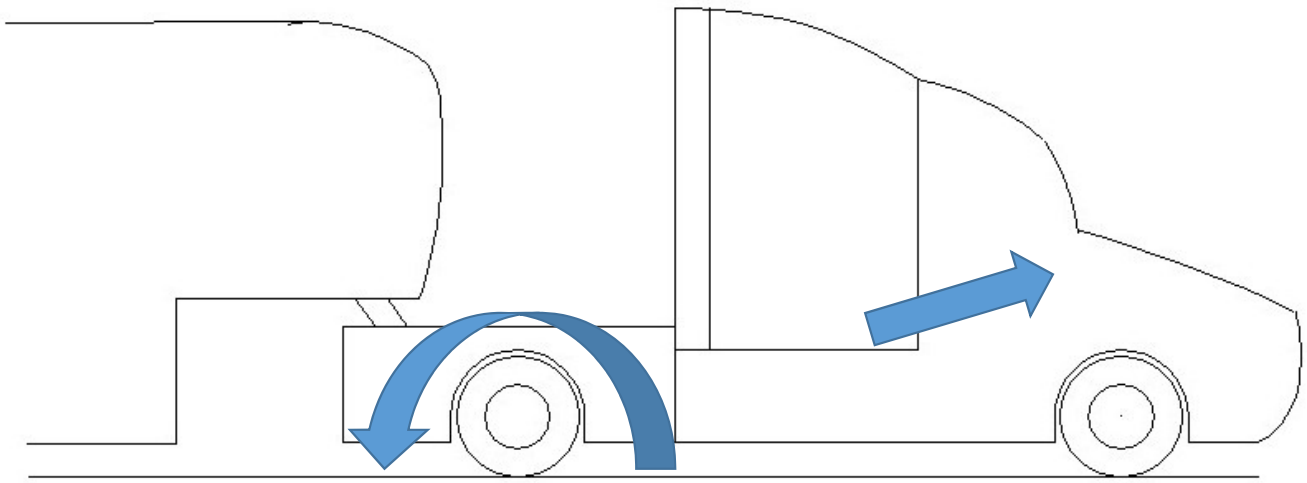
Truck brakes on – current is sent to the trailer brakes based upon the sensed deceleration of the truck.

Electric Brake Controller - Proportional



Typical pickup pin location: over axle
During braking, causes a forward rotation of the pin weight amplifying the motion of the truck

Electric Brake Controller -- Proportional

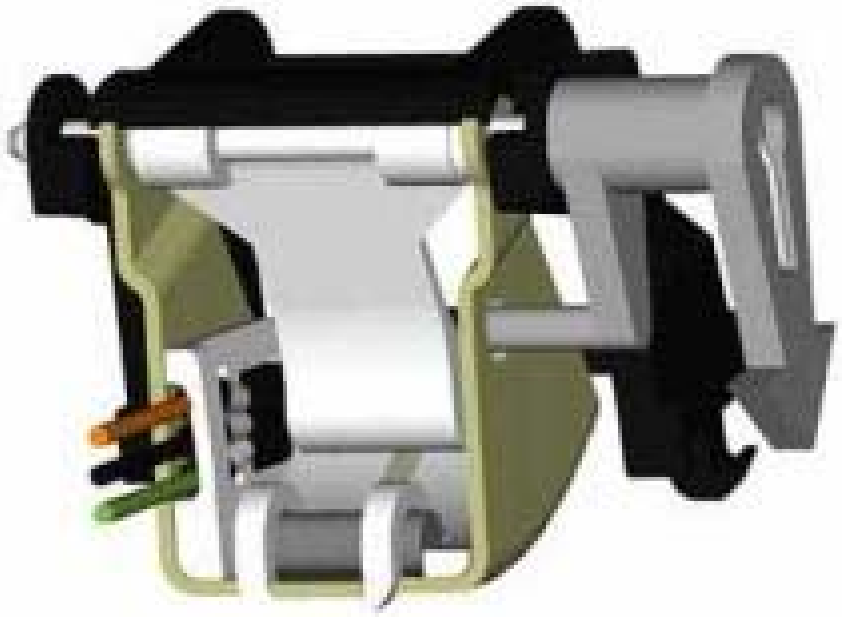


Typical HDT pin location: after the axle
During braking, causes a rotation to the rear of the pin weight reducing the effective truck motion.

Electric Brake Controller - Proportional

Prodigy P2: Uses an inertia sensor that self adjusts for angle. Uses a tilt sensor for speed change detection.

Electric Brake Controller - Proportional

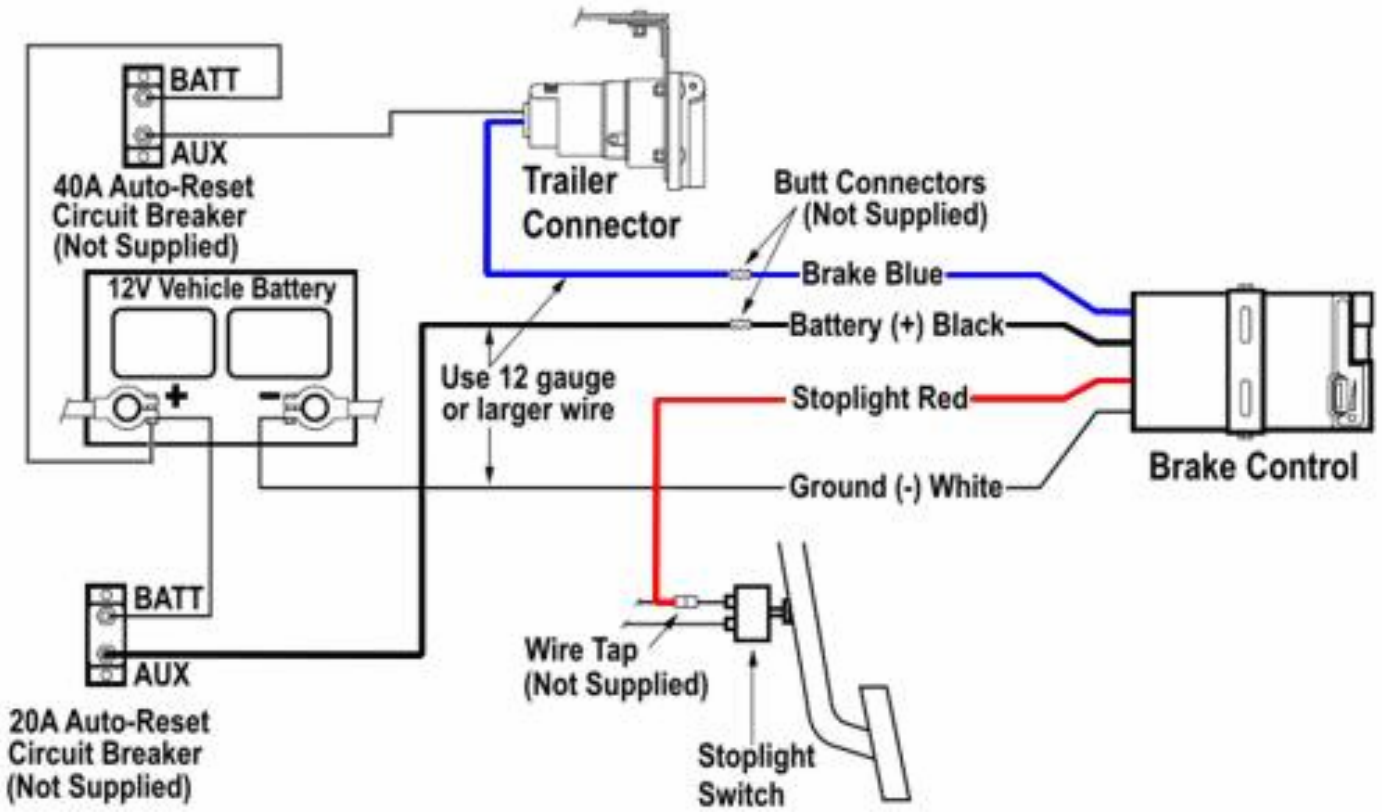


Example of typical
Proportional sensor

Electric Brake Controller - Proportional

Hensley: Uses an inertia sensor like a small gyroscope that is not dependent on tilt for speed change detection.

Electric Brake Controller - Proportional



Typical wiring for a Proportional controller

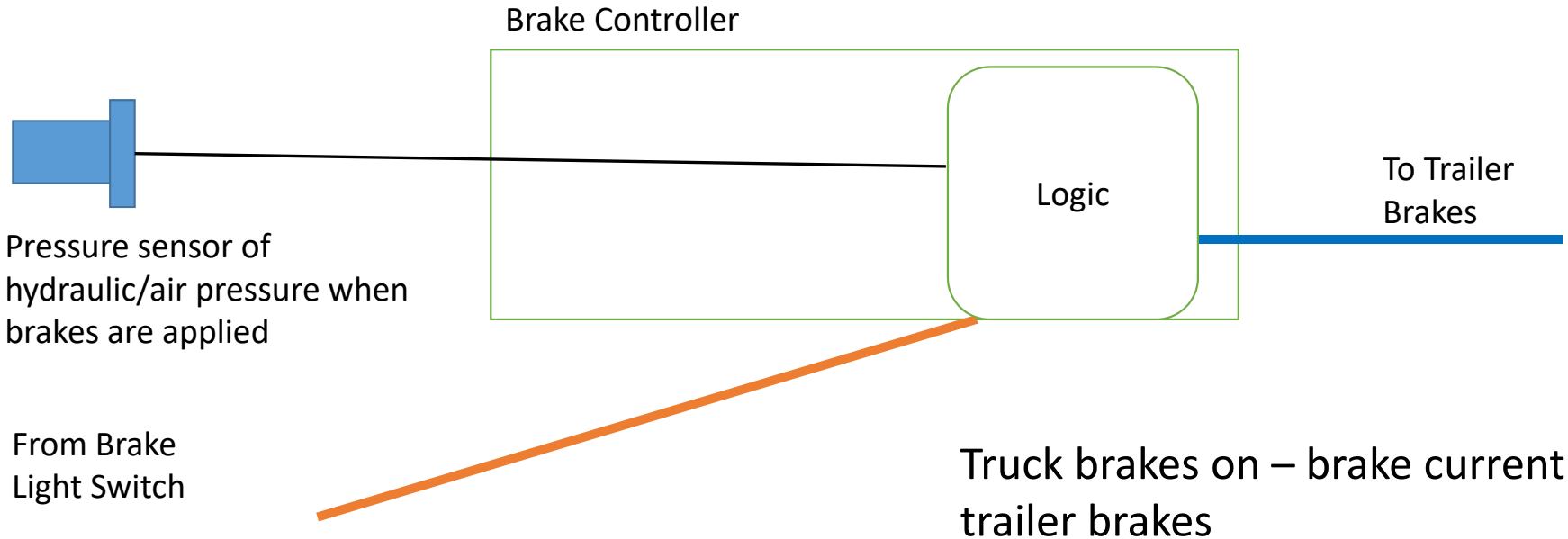
Electric Brake Controller - Direct

A Direct brake controller applies trailer brakes because the truck brakes are being applied.

There is no reliance on inertial change of the truck.

Trailer brakes remain applied as long as the truck brakes are applied.

Electric Brake Controller - Direct



Truck brakes on – brake current sent to trailer brakes

Electric Brake Controller - Direct

Hayes Air Actuated electric brake controller.

Air from the brake line causes a piston to push a rheostat to adjust the amount of current to the trailer brakes.

Very simple, no special provision for electric/hydraulic brake systems. Most electric/hydraulic systems can deal with a current only controller.

Primary appeal – low cost

Electric Brake Controller - Direct

MaxBrake is no longer available

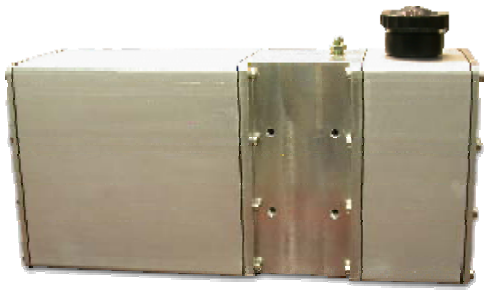
Electric Brake Controller - DirecLink

Tuson DirecLink was designed to connect to the OBD-II data ports of standard pickups.

The DirecLink communicates with the ECM and knows when the truck brakes are being applied and applies the trailer brakes.

An adapter cable has been created to fit the data ports of HDTs. However DirecLink-ECM has not worked on every truck. Consider DireLink a Beta product for HDTs.

Electric Brake Controller - DirecLink



With a Tuson DirecLink NE controller, you can add a Tuson AcuLink electric-hydraulic brake actuator.

The AcuLink actuator is different from traditional electric/hydraulic actuators in that instead of pretending to be a set of brake magnets, the AcuLink uses digital signals over current wiring to the DirecLink NE controller.

The signal connection allows for bidirectional data transfer. This means that the AcuLink can indicate failures like fluid loss to the DirecLink.

Electric Brake Controller - DirecLink

With a Tuson DirecLink controller and AcuLink actuator, you can add a Tuson AcuLink ABS module which provides for Anti-Skid braking,

There are four independent channels to which wheel cylinders are connected providing independent wheel braking.

For triple axle trailers, two axles are paired together.

Electric Hydraulic Brakes

Dexter Electric Hydraulic. Brake Actuator

Senses either current or control signals from the brake controller and turns on the pump that drives hydraulic pressure to the wheel brake cylinders or calipers.

Air/Hydraulic Brakes

Air Over Hydraulic brake system eliminate the need for a electric brake controller. The action is similar to a Direct brake controller, the trailer brakes are applied when the truck brakes are on as long as the truck brakes are on.

The system is similar to commercial trailer air brakes.

The most popular conversion kit is call BluDot.

Basically the electric hydraulic actuator is replaced with a air hydraulic actuator plus some extra hardware.

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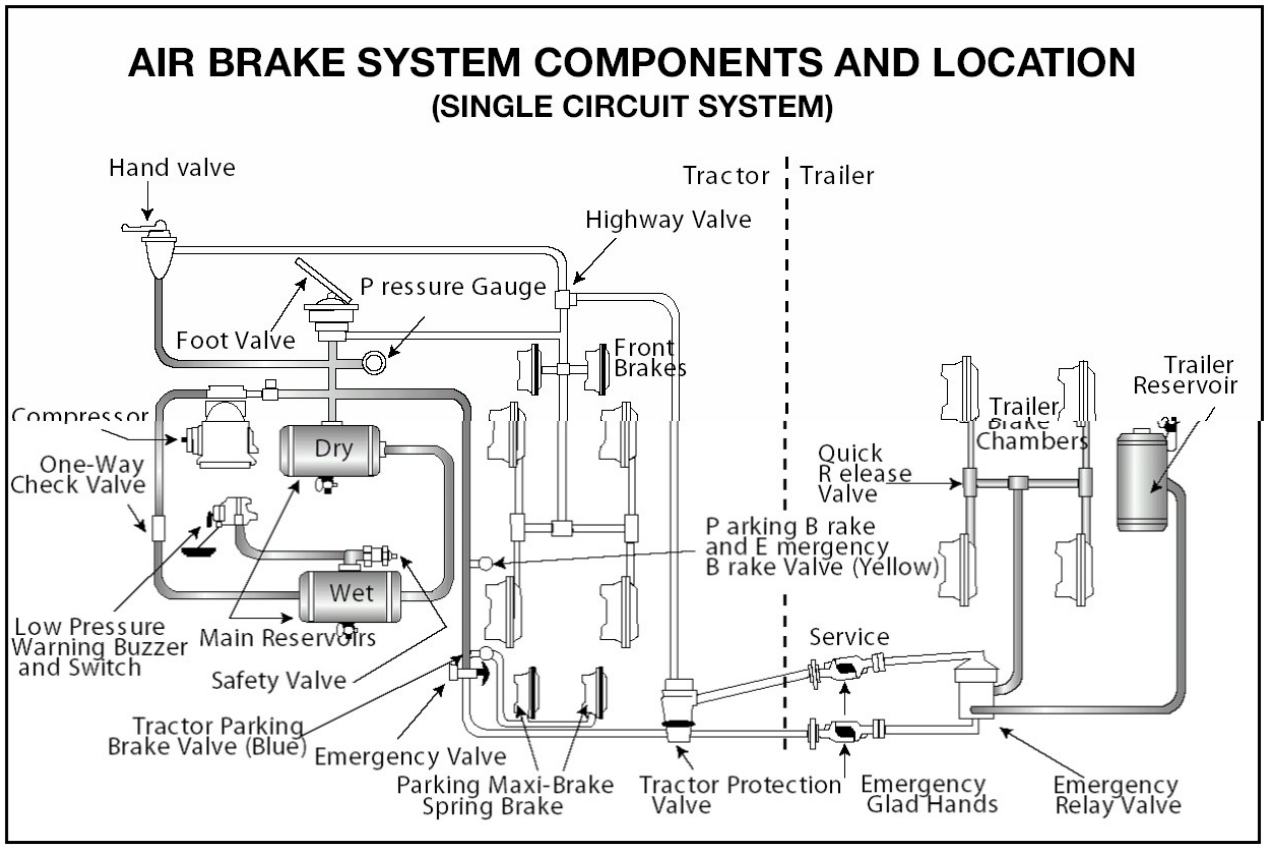
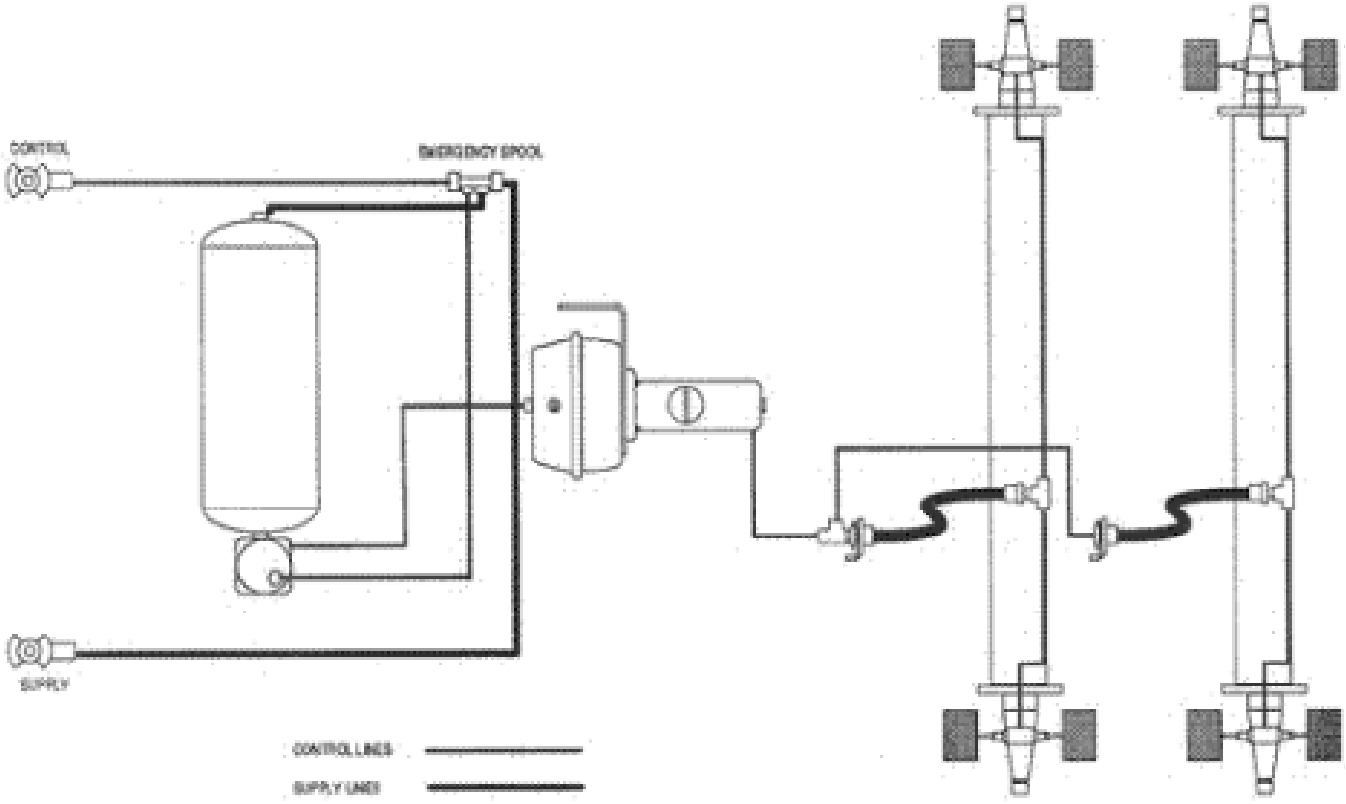
Commercial Air Brake System



The Emergency air hose fills the Trailer reservoir. For brake actuators that have Parking springs, the Emergency air also releases the Parking springs.

The Service air hose applies the braking air to the Brake actuators.

Air/Hydraulic Brake System



The Supply (Emergency) air hose fills the Trailer reservoir.

The Control (Service) air hose tells the Control Valve to apply air pressure from the Trailer reservoir to the hydraulic actuator.

Bludot System - why use it

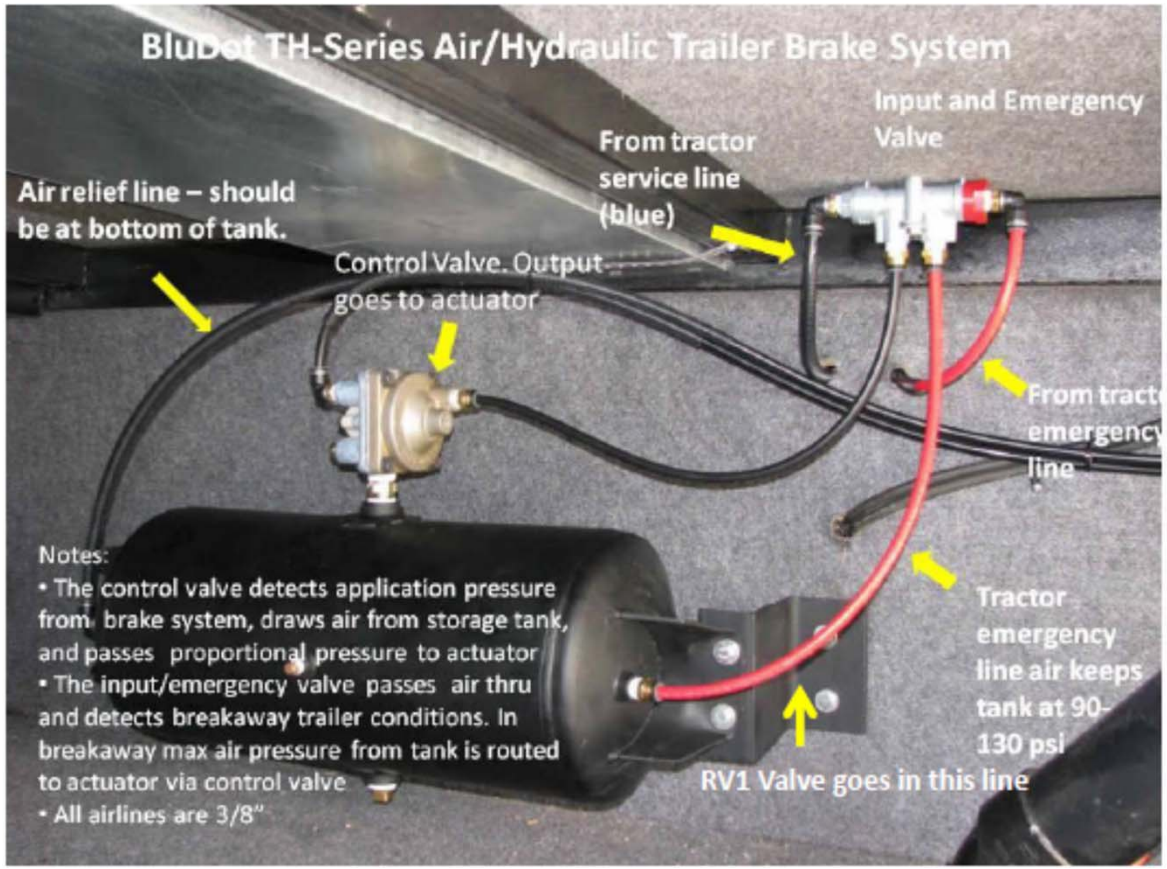
- It is proportional – it is as if there is only ONE unit
- The entire system is simpler, one less step of conversion from air to hydraulic
- It uses DOT-certified components tested over billions of miles in commercial operation
- There is NO brake controller – it uses the tractor air system
- There is no electrical or mechanical pickup to supply brake controller signal
- Your tractor is *designed* around air systems
- There is NO electrical connection or conversion
- There are no plugs to go bad (electrically)
- There is no hydraulic pump to “spool up” before brakes actuate, so less delay

Bludot System - Cons

- You have airlines running between truck/trailer
- You **must have** a vehicle with air brakes tow the trailer
- You truck will not have a conventional controller to tow other trailers (unless you add one)
- Resale of trailer may be affected (requires air)
- Some manufacturers will not install (no skills)
- It ***may*** be more expensive because of installation costs

Bludot System - Components

Bludot System - Components



Bludot System - How does it work

- Service air and emergency air supplied via gladhands to trailer
- Service air is “signal” and provides proportioning
- Emergency air is stored in tank on trailer
- “Proportioning” valve takes air from tank at same level as service air and applies it to a brake can which drives a master cylinder
- Master cylinder mechanically converts air pressure to hydraulic line pressure and “amplifies” the pressure.
- Hydraulic pressure drives the brakes

There is an emergency “breakaway” capability for air loss or disconnect.

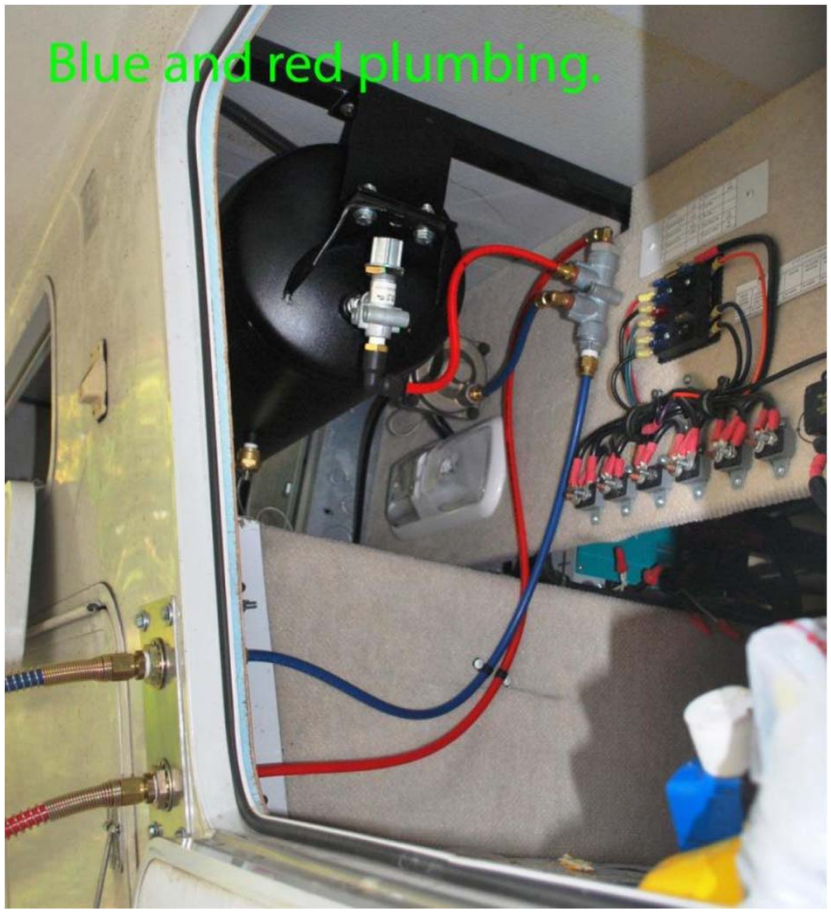
Note – The Emergency brake function should not be used for parking. After the trailer is on its legs, the pressure should be released from the brakes.

Bludot System - Nuances and Improvements

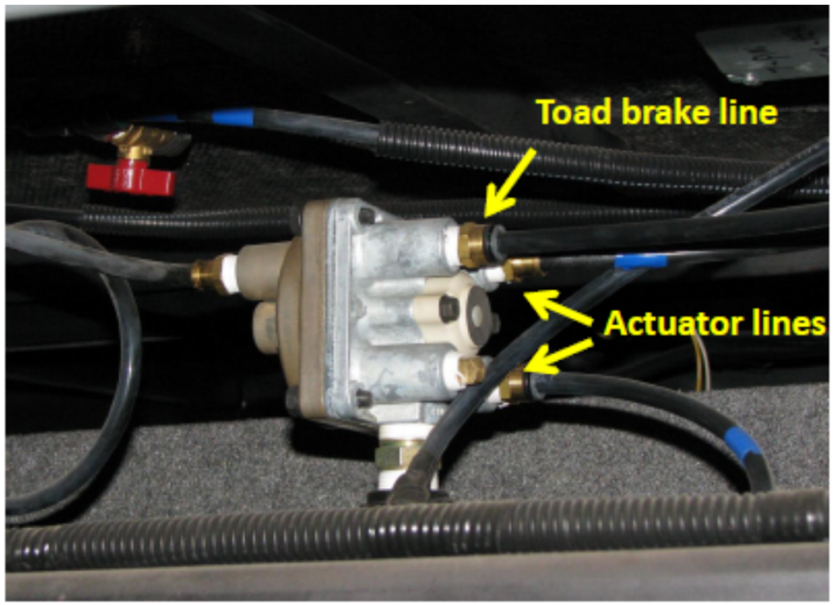
- Dexter brakes work with unmodified BluDot systems (high line pressures permissible)
- Kodiak brakes require lower line pressures – must use a reducing valve on tank (pressure around 90psi, RV1 valve)
- Relief valve/water drain valve must be added
- Recommend a tank pressure gauge
- Gladhand placement is “backward” from commercial operation (gladhands stay with trailer)
- **Installation is sensitive to proper brake bleeding**
- **Recommend at least DOT 4 brake fluid**
- **Sizing is critical for actuator – there must be enough volume for all the calipers**

Bludot System - Kodiak Modification Parts

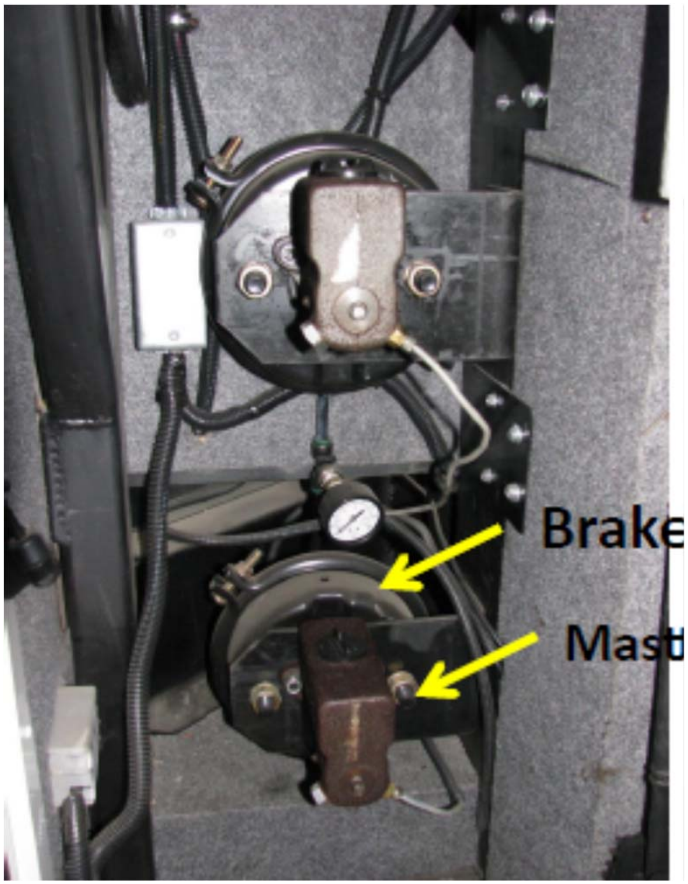
Bludot System - Installation Photos



Bludot System - Installation Photos



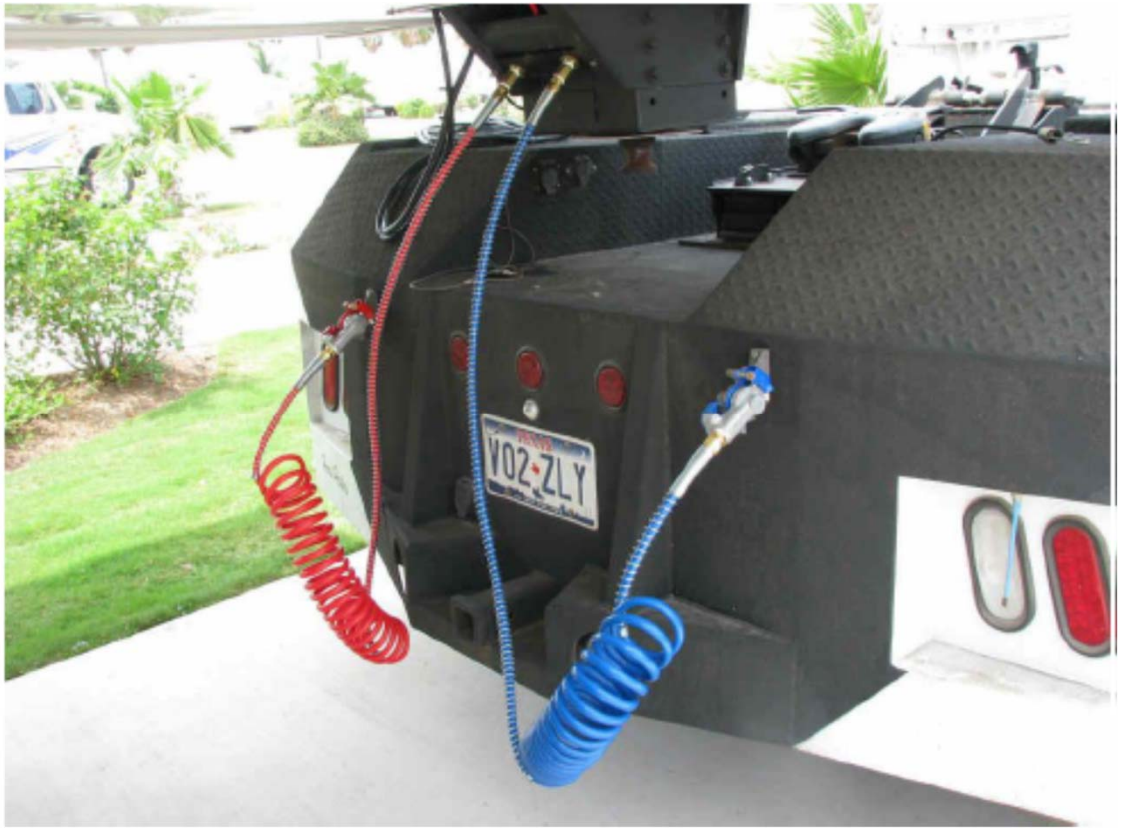
Dual Actuator Installation to gain enough fluid volume.



Bludot System - Gladhands and Coils

- This can be difficult on a retrofit
- Two methods: through gooseneck, or across “gap”
- Coils mount to trailer and “stay with” trailer. This is a cleaner install than commercial method.
- Location of fittings on truck
  - Together or spread
  - Use of angled fittings
- Protection when not connected

Bludot System - Installation Photos



Bludot System - Installation Photos

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Discussion