

How the JBDL Downlight System is powered on a **Trailer** and the Checks for the System to working correctly

PLEASE NOTE: the tractor unit (prime mover) MUST have a switchable 24v supply from the ignition switch available through its main electrical connection to the trailer **AUX port** which supplies **pin4** on the trailer to give an ON/OFF 24v supply to the JBDL system. Not all vehicle manufacturers do this as a standard fit and so this function may have to be requested by the operator to the vehicle manufacturer/dealer to enable the JBDL system to work. It is possible for a trailer to have a fully functional downlight system but when connected up to certain tractor units (prime movers) the downlights won't work since the permanent 24v power to pin4 is NOT available.

Once the system is connected up fully:

Slow-speed Function

1. Turn ignition ON – the downlights should come ON.
2. Take the vehicle/trailer above 15 kph – the downlights OUT.
3. Slow back down again below 16 kph – the downlights ON.

For the above function to work, there has to be a switchable power source to the JBDL Control Box so that when the ignition is turned on, there is 24v going to the Control Box all of the time. This is done through the AUX 1 Pin4 on the trailer (or similar permanent supply if another lighting system is fitted). Once the vehicle goes above the programmed speed, the given 24v power source stops and becomes 0v. This is done through the JBDL control box. This allows the slow-speed system to work automatically.

Sidelight Switch

1. With the sidelights ON – the vehicle/trailer should be taken ABOVE 15 kph and the downlights stay ON.

The ignition MUST be on for this function to work.

Flashing

1. With the indicators 'Left' and 'Right' being applied separately, the downlights on each side should flash in unison.
2. Finally, turn ON the hazards – all of the downlights should flash.

The ignition MUST be on for this function to work.