

# PROFESSIONAL TOWBRAKE™

**The smartest  
tow-brake on the market!**

- All-electric – no air compressor, tank, or hoses to leak
- Wireless In-Coach Controller
- Manual Brake Lever on the Remote
- Proportional *and* Progressive
- One-button Setup
- Built-in backup 12V battery
- Works with all towable vehicles, including *Hybrids*

## Installation & Operating Instructions



# Congratulations on the purchase of your new Professional Tow Brake!

## This package includes:

(1) Wireless In-Coach Controller



(1) Professional Tow Brake



(1) Breakaway Switch



(1) Breakaway Cable



If any of the pictured items are missing please call us directly at (860) 826-4050 or email us at [Info@dbrake.com](mailto:Info@dbrake.com)

# Warranty

D-Brake LLC (“D-Brake”) warrants to the original retail purchaser that each product manufactured by D-Brake shall be free from defect in material and workmanship under normal use and service for a period of two years from the date of sale. D-Brake has the unilateral right to repair or replace the product at its sole discretion.

This limited warranty will not cover, in any way or form, any alleged damages caused by incorrect or improper installation, improper use, modification or neglect of product, failure to properly service and maintain, misuse, act of God, accident or failure of the user to follow guidelines contained in the instructional material provided by D-Brake

D-Brake shall not be liable for loss of use of product, loss of time, inconvenience or any other damages consequential or otherwise. Including, but not limited to mileage, expense of transporting of product, return shipping expense, mechanics travel time, telephone, road service, towing and rental during repairs, and loss or damage to personal property or loss of earnings.

## Safety & Compliance

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy, and if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.



### -FOR YOUR SAFETY-

Fully read and understand these installation & operating instructions before installing and/or operating the Professional Tow Brake. Improper installation and/or operation can create a hazard which can cause serious injury, property damage, or death. Improper installation and/or operation will void the warranty.

To satisfy FCC RF exposure requirements for mobile and base station transmission devices, a separation distance of 20 cm or more should be maintained between the antenna of this device and persons during operation. To ensure compliance, operation at closer than this distance is not recommended. The antenna(s) used for this transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

# Professional Tow Brake™ Installation Instructions (For Hybrid Vehicles, read page 5 first)

## In Towed Vehicle:

1. Open driver side door of towed vehicle, and push driver seat back as far as possible.
2. Place Professional Tow Brake on the floor.
3. Open “Claw” and place it on the brake pedal.  
(Fig. 1)

**Note:** Easiest way is to place the bottom claw under the pedal first, then slide the top claw over the top of the pedal.



Fig. 1 Place claw on brake pedal

4. Adjust the push-pad up or down for proper height position.
  5. Slide the driver’s seat forward to touch push pads.
- Note:** Seat must be as far forward as possible **WITHOUT** causing the brake lights to be activated.
6. Plug in power cord to cigarette lighter. Be sure there is 12 volt power. Indicator light will glow.
  7. Turn on the Professional Tow Brake power switch.
  8. When the display reads “Position Arm,” use the JOG switch to push slightly on the brake pedal. You want the brake pedal in as far as possible **WITHOUT** activating the brake lights.
  9. Push “SETUP” button.

The brake will stroke 3 (three) times then remain in the ready position.

**Note:** If the unit stops on the third stroke, and reads: “REPOSITION BRAKE”, this means the brake system is too far away from the brake pedal. Try moving the seat forward, still insuring that the brake lights are not activated, and proceed through the setup again.

## If a user gets the REPOSITION BRAKE error twice in a row while trying to set up their brake, then they should do the following:

1. With the brake plugged in but powered off, hold down the SETUP button while powering on the unit. Once it lights up you can release the setup button.
2. Once it is finished initializing, the screen will read “MODE: FORCE”. Hit the JOG switch to the left so that the screen now reads “MODE: POSITION”. Press SETUP to select this setting.
3. The next screen will read, “MAX FORCE” Press SETUP again at this screen.
4. The brake should read “SETTINGS SAVED!” and automatically restart.

These setting will be stored in the memory and remain until a user goes through this procedure again and changes them.

**Note:** For a traditional vehicle, the GAIN setting typically should be kept between settings 5 and 9. See page 6 for details.

### **In the Motor Coach:**

Find a sturdy, easy-to-reach location to mount the RF in-coach controller. The dashboard is the suggested mounting point, but anywhere that is secure and accessible will work.

### **For attaching the controller:**

Using the Velcro provided, attach one side to the desired mounting point, and the other side to the controller.



*RF in-coach controller mounted on dashboard*

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## **Setup Change for Hybrid Vehicles (or other vehicles with continuous power assist brakes)**

**Note:** *This is a one-time setup change. Once the following procedure is completed once, just follow the instructions on page 4 every time you are setting up your hybrid vehicle thereafter.*

### **In Towed Vehicle:**

1. With the brake plugged in but powered off, hold down the SETUP button while powering on the unit. Once it lights up you can release the setup button.
2. Once it is finished initializing, the screen will read "MODE: FORCE". Hit the JOG switch to the left so that the screen now reads "MODE: POSITION". Press SETUP to select this setting.
3. The next screen will read, "MAX FORCE" Press SETUP again at this screen.
4. The brake will read "SETTINGS SAVED!" and automatically restart. It is now ready to use with your hybrid vehicle! These settings will be saved in the brake until this procedure is repeated and changed.

**Note:** *It is highly recommended that the GAIN setting is kept at setting 3 or lower for hybrid vehicles. Any setting higher than this could result in excessive brake wear or damage to the hybrid vehicles' brake system.*

# Professional Tow Brake™ Operating Instructions

**Note:** *The Professional Tow Brake can be used with and without the RF remote controller. We recommend using the remote for the operational feedback, but it can be used without the RF controller if needed (if lost or damaged)*

1. Plug the remote into an available 12 volt outlet in the coach.
2. The large number on the display represents the GAIN setting of the Professional Tow Brake; the default setting is 5 when powered on.
3. Turn the "Gain" knob to the left or right to adjust this setting. The lowest setting (0) puts the tow brake in stand-by and will apply no pressure to the brake (except in a breakaway). Settings 1 through 9 will incrementally increase the force applied.
4. On the bottom of the RF Controller there is a Manual Brake Lever. Pressing down on this lever will cause the Professional Tow Brake to press down on the brake pedal. It will apply the brakes according to what the GAIN setting is set at, and it is useful in wet weather to keep the towed vehicle in line.

5. If the error light turns on, refer to the list on page 7 of possible display messages. After addressing the problem, turn off the Professional Brake and restart the setup procedure.

## Recommended GAIN Settings:

For traditional vehicles:

Small-Mid Size Vehicles	Settings 5-7
Full Size Vehicles	Settings 6-8
SUV's	Settings 7-9

For Hybrid Vehicles:

It is highly recommended that the GAIN setting is kept at setting 3 or lower. Any setting higher than this could result in excessive brake wear or damage to the hybrid vehicles' brake system.

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## Programming / Reprogramming Remote Controls

*If your Remote is not receiving a signal, or to pair a new or unpaired remote module, perform the steps listed below. Make sure to complete both the pairing of the remote, and pairing of the brake. Each step should take no more than 10 seconds.*

### To Pair the Remote:

1. Plug in the brake and power it on. Leave the remote unplugged.
2. Hold down the "Manual Override Lever" on the remote while plugging it in. When it begins to light up, you may release the lever.
3. A blinking "A" will appear on the screen indicating the remote is in "Search Mode".
4. Pairing is complete once the blinking "A" disappears and any other alpha-numeric character comes on the screen.

### To Pair the Brake:

1. Plug the remote in, while keeping the brake powered off.
2. Firmly hold down the SETUP button and the JOG switch to the left while powering on the brake. Release the buttons when the unit begins to light up.
3. *"Remote search" will appear on the screen, and once it begins to accept radio communication from the remote, it will read "Remote Found!", automatically restart, and come up in normal operation mode.*

**Note:** *Insure the gain knob on the remote changes the gain on the brake, and that the manual switch applies the brake to confirm you have completed the steps properly.*

**Note:** *The unit will remain paired until this procedure is repeated.*

# Error Messages

*If an error occurs, the error light on the remote will come on, an Error Code will be flashing on the remote LED display, and there will be an intermittent beeping.*

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## **Flashing “4”, with intermittent beep      Control Unit in CAR BATTERY LOW state**

What does this mean? The car battery low error comes on when the car voltage drops below 10V (unfiltered reading). This means that our brake has detected that the towed car’s battery is very low. It may not be completely dead yet but it is probably close. The brake will go into an idle state, and not work for normal braking but will work in the event of a breakaway.

It is not mandatory, but recommended that you pull over and charge the towed vehicle’s car battery. Make sure to go through the setup procedure again before you resume driving.

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## **Flashing “6”, with intermittent beep      Control Unit in REPOSITION state.**

How to fix it? Follow the instructions in the right hand column of Page 4.

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## **Flashing “7”, with intermittent beep      Control Unit in BREAKAWAY state**

What does this mean? Either the car actually did break away, or the breakaway pin was pulled out and the brake is being fully applied. Pull over, secure your car, reset the brake, go through the setup again, continue driving.

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## **Flashing “8”, with intermittent beep      Control Unit in BRAKING TIMEOUT state**

What is that? After the brake has been applied for a long duration of time (whether it is because you are actually braking, or if you hold down the “manual brake lever”) the brake will automatically retract itself and it will give this error code. This is to prevent possible damage to the brakes of the towed vehicle. When this error occurs, the brake will go into an idle state, it will not work for normal braking, but will work in the event of a breakaway.

It is not mandatory, but recommended that you pull over and check the towed vehicle. You will need to reset the brake, and make sure to go through the setup procedure again before you resume driving.

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## **Flashing “C”, with intermittent beep      COMMUNICATION ERROR**

What is this? This means that the remote and the brake are no longer communicating with one another. The brake is still 100% functional, and should return to normal operation within a few seconds. If this error persists, contact D-Brake directly at 860-826-4050.

**If you are having any persistent errors, please contact D-Brake at 860-826-4050**

# Professional Tow Brake™ Break-Away Installation

## Mounting the Break-Away Switch

**Note:** *The break-away switch is not to be installed on the tow bar or bracket.*

1. With the pin facing the motor home, secure the break-away switch onto the front of the towed vehicle in a sturdy location. This should be a convenient location which can be easily reached, and if possible, on the driver's side.

**Note:** *The surface must be strong enough to hold the break-away switch and allow for the pin to be pulled out cleanly.*

2. Make certain that the switch is securely attached, and that the pin can be removed from the switch without any complication. Plug the cable into the break-away switch.

## Connecting the Break-Away Switch to the Professional Tow Brake

There are two different ways to attach the break-away device to the Professional Tow Brake. Use the method which is most attractive to you.

### Method 1: Through the firewall

1. Look for a preexisting hole in the firewall, if no hole exists, drill a 1/2" diameter hole.

**Note:** *Make sure not to damage any components on either side of the firewall while drilling*

2. Find a path for the cable through the engine compartment to the firewall. Use wire ties to secure the cable. Make sure to avoid any hot or moving engine parts.

3. Insert the cable into the grommet and pull the excess slack into the driver's compartment. Seal around and inside of the grommet with silicone sealant.

4. Plug the cable into the Professional Tow Brake.

**Note:** *When not in use, the cable can be tucked away under the floor mat.*

### Method 2: Feeding the cable through the door/window

1) Find a path for the cable through the engine compartment to the rear of the hood / base of the windshield, on the driver's side. Use nylon ties to secure the cable so that it is avoiding any hot or moving engine parts.

2) Either roll down the window and thread the cable through, or open the door and thread the cable through. Make sure excess slack is safely coiled inside the driver's cockpit. Once the cable is through and connected, close the door/window.

**Note:** The break-away cable MUST be connected to the Professional Tow brake before turning on the brake.

**Note:** When the break-away switch is installed correctly and ready for use, the "BK/AWAY ON" light will be illuminated.



[www.dbrake.com](http://www.dbrake.com)