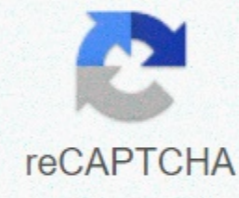




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Prodigy brake controller wiring

Prodigy brake controller wiring diagram prodigy 3 brake controller wiring diagram prodigy brake controller wiring diagram each electrical structure consists of various components. The black wire has a power of 12v and connects to the vehicle's battery post through a 20 or 30 amp circuit breaker, such as pk54220pl or pk54530. Prodigy brake controller Conduction Prodigy Brake Controller Wires Tekonsha P3 Wiring Diagram Prodigy Tekonsha P3 Brake Controller Tekonsha Tk 9030 Voyager brake controller wiring diagram prodigy brake controller. Basically, in your brake control instructions, it will show the connection between the foot brake and show you the basic general steps on how it is installed. Also I have to do any custom wiring. In both cases there is a factory port located behind the center console brake controller wiring pipe 22292. The problem I have is 5 wires on the wires and only 4 controller. Tekonsha trailer brake controller wiring scheme tekonsa electric trailer brake controller wiring had to have to diagramnsha p3 electric brake controller wiring diagram tekonsa p3 prodigy electric trailer brake controller wiring scheme people realize that trailer is a vehicle made up of very complex mechanics. Wiring diagram electric trailer brake control new tekonsa p3 prodigy controller 11 tekonsa prodigy brake controller wiring scheme P2 b2network co. across 10 prodigy brake controller wiring scheme awesome tekonsa electric box 9. Use a ventilator or a stopper on the back connections to protect all system cables. The wiring diagram is a simplified traditional photographic depiction in the electrical circuit. The best prodigy brake controller wiring scheme original electric trailer control tekonsa 3. Prodigy brake control wiring diagram collection. Electronic brake control installation 1 pn 4399 rev j 0803 general wiring diagram special instruction 1989 91 for ford e and f series trucks and vans equipped with anti-lock brakes does not connect to the light green cord direction belt connector under the dash next to the steering column splicelight wire to light green wire using the supplied wire tap connector 12. The 2011 Ford f 150 had come with either a 4-way flat or 7-way blade-style trailer connector. The prodigy brake controller will automatically smooth the sensor when it is installed. Brake controls with wiring braids from tekonsa valley draw title. Trailer brake controls, such as prodigy p2 90885, use a 4 wire hook. I have a 2006 chevy suburban equipped w trailer package I have wiring belts installed on my tekonsa voyager brake controller. The functions and connections of the wire are as follows. P3 Brake control wiring diagram Brake control wiring Diagram Electric brake controller Wires New Tekonsha Prodigy Rf Tekonsha Prodigy P2 Wiring Diagram Pretty Wiring Diagram Prodigy Electric Brakes Trailer Diagram Trailer Mounted Electric Brakes Prodigy P2 Wire Prodigy Brake Controller Wiring Diagram Copy New Electric Brake Controller wiring diagram Tekonsha Prodigy P3 Rv Trailer Brake Controller Wiring Diagram Inspirational Tekonsha P3 Wiring Diagram Electric Brake Controller Reference Tekonsha P3 Wiring Tekonsha Prodigy P2 Wiring Diagram Prodigy Brake Controller Wiring Diagram Free Wiring Diagram Electric Brakes Trailer Diagram Trailer Mounted Electric Brakes 27 Draw Tite Brake Controller Superb Prodigy Electric Brake Cords Prodigy Brake Controller Conductive Diagram Wiring Diagram Tekonsha Prodigy P2 Wiring Diagram Prettier Troubleshooting Tekonsha Tekonsha Tk 90885 Tekonsha Prodigy P2 Brake Controller © 1996-2014, Amazon.com, Inc. or its affiliates Use this forum : ALL Q&A on RV Electricity, including batteries, inverters, solar, chargers – anything electric RV. Members are reminded that working with electricity (240v) should be done only by licensed individuals to help their readers make their theme headline as relevant and descriptive as possible. The administrative team is not an expert in this field and assumes no responsibility for the messages made here. The administrative team may decide, at its discretion, that the entries made in other forums should be correctly transferred to this forum. Do not use CAPITALS to draw attention to your record. Members should be aware that some posters of this and other forums may have commercial interests that may affect their posts. Reaverly Posts: 21 Joined: Sun Dec 10, 2017 10:17 Pm Towing Vehicle: Ssangyong Rexton Caravan/Motorhome Type: Avan Name: Reaverly Post by Reaverly » Sun Dec 10, 2017 10:33 pm Hi guys Hi guys In each chain, I put a self-propelled fuse (30A) and an ignition-controlled relay (30-40A). In this way, the Anderson plug and brake controller receive energy from the battery only when the ignition is turned on. I connected the wire on the brake switch (cold cord) so that the signal is a red wire from Prodigy. It's the same wire that goes to the stop lights bulbs in the back of the car, but it also goes to the ABS device and ecu. Hopefully it is ok and it's not going to affect the ABS, especially when activating the handbrake slider on Van Prodigy without pressing the brake pedal as sends 12v + through the red wire to turn on the stop lights light so basically the ABS unit and ECU will think that the car is when in fact the accelerator can still be pressed (e.g. when you want to straighten the swaying van). Now I'm also wondering if this is a good idea for the brake controller to feed the wire (black wire) from the battery going through the ignition-controlled relay. Tekonsha wiring diagram has a controller channel always from the battery only going through a 30A self reset fuse. I can see the pros and cons in each direction. What do you think? mikerezny Posts: 596 Joined: Thu Jan 19, 2017 7:51 pm Towing vehicle: Caravan/Motorhome Type: Name: Partner Name: Common Location: Post by mikerezny » Sun Dec 10, 2017 10:57 pm Hi, I strongly recommend that the power brake control should be directly from the battery (although self-restored circuit breaker) and not through relay-enabled ignition. That's how I got my wired. Prodigy has built-in diagnostics showing battery rollers, brake rollers, brake ampers, etc. that make it very useful for me to check whether the electric brakes van is wired, connected, and works correctly. I don't have abs on a van or ecu, so I can't comment on how they should be wired. Prodigy will power down into standby after a few minutes so that constant power consumption will not cause problems. cheers Mike Reaverly Posts: 21 Joined: Sun Dec 10, 2017 10:17 pm Towing vehicle: Ssangyong Rexton Caravan/Motorhome Type: Avan Name: Reaverly Post by Reaverly » Sun Dec 10, 2017 11:17 pm Thank you Mike. Now I think it might be better to have a black wire from prodigy wired directly into the battery through a self-fuse. That's how I got another car. Mostly because if the relay fails or if the fuse that is before the relay strikes, I don't have brakes in the van. Although it also made sense to insulate the brake controller from the battery with the relay when the car is turned off. The ABS and ECU I will mention are in the car, not in the van. Cord to brake pedal (cold side) I connected the red cord from the controller, and also goes to all the brake bulbs, ECU and ABS contox device. So when I push the handbrake onto the prodigy they all get a 12v+ signal, as if the brake pedal is pressed, although that is not the case. John_D2 Posts: 213 Joined: Mon Apr 03, 2017 4:28pm Towing Vehicle: Land Rover Discovery 2 TD5 Caravan/Motorhome Type: Jayco Swan Outback 2006 Name: John Post by John_D2 » Sun Dec 10, 2017 11:30 pm I wired mine (not always over inflammation). I've never had a problem. It will also shut down after when the car was turned off while mikerezny posts: 596 Joined: Thu Jan 19, 2017 7:51 pm Towing vehicle: Caravan / Motorhome Type: Name: Partner Name: Common Location: A Post by mikerezny » Mon Dec 11, 2017 12:05 am Reaverly wrote:ABS and ECU I mention being in the car, not the van. to the brake pedal (cold side) I connected the red wire cord the control also goes to all stop lamps, ecu and ABS contoiser. So when I push the handbrake onto the prodigy they all get a 12v+ signal, as if the brake pedal is pressed, although that is not the case. Hello, hmm that is interesting... Which caused something I forgot about when I was wiring my brake controller. The power of the brake pedal on my Falcon is only when the ignition is in. (Which was handy because I had that feed to control the relay, which supplies 12V through my 12-pin plug to power my 3-way refrigerator). Also, I noticed that there was a potential problem when the inflammation is OFF 1: move the brake control manual lever. It now feeds 12V on the brake pedal switch to activate the stop lamps. It's okay! 2: NOW, at the same time, press the brake pedal. 12V is now fed up back into the switch across the brake and up to where... It is probably not a good idea, because I am sure that vehicle designers never expected it to happen. So never tried it to see what was really going on! At the time I remember thinking that maybe I should have a wiring brake controller so that it was only driven when the ignition was turned on, like the power of the brake pedal. Then the new van arrived and I forgot quickly I forgot everything about it. My last thoughts at the time were to put the diode in a series with fodder, so that the current would not return from the brake controller in the situation described above. However, it would be interesting to read about what others think. The end result, I am not sure now whether to operate the brake control directly from the battery or through an ignition-controlled relay. I've had it wired directly over the years now, and haven't had any problems. However, the probability of using the brake control in manual mode, disabling ignition and pressing the brake pedal is the most likely scenario. cheers Mike ozwapet Posts: 10106 Joined: Wed Oct 06, 2010 9:15 am Towing vehicle: Ford Ranger XLT MY2017 Caravan /Motorhome Type: 2018 Jayco Journey Outback 20.6.3 Name: Oz General Location: Oz Post by ozwapet » Mon Dec 11, 2017 6:59 am mikerezny wrote: Hi, I strongly recommend that the power brake controller should come directly from the battery (although self-restore circuit breaker) and not through the relay switched ignition. That's how I got my wired. Prodigy has built-in diagnostics showing battery rollers, brake rollers, brake ampers, etc. that make it very useful for me to check whether the electric brakes van is wired, connected, and works correctly. I don't have abs on a van or ecu, so I can't comment on how they should be wired. Prodigy will power down into standby after a few minutes so that constant power consumption will not cause problems. cheers Mike I didn't think prodigy had those diagnoses, were they just p3? mikerezny Posts: 596 Thu Jan 19, 2017 7:51 pm Drag Tow Caravan /Motorhome Type: Name: Partner Name: Common Location: A Post by mikerezny » Mon Dec 11, 2017 7:08 am ozwapet wrote:I didn't think Prodigy had those diagnoses, they were just P3? Hello, oh, yes, I'm referring to P3. cheers Mike John_D2 Posts: 213 Joined: Mon Apr 03, 2017 4:28 pm Towing vehicle: Land Rover Discovery 2 TD5 Caravan/Motorhome Type: Jayco Swan Outback 2006 Name: John Post by John_D2 » Mon Dec 11, 2017 8:49 am Curious tho if the manager said that wiring directly to the battery, why not just that? ozwapet Posts: 10106 Joined: Wed Oct 06, 2010 9:15 am Towing Vehicle: Ford Ranger XLT MY2017 Caravan /Motorhome Type: 2018 Jayco Journey Outback 20.6.3 Name: Oz General Location: Oz Post by ozwapet » Dec 11, 10:45 am John_D2 2017 10:45 am John_D2 wrote: Curious tho, if the manager said that the wiring directly to the battery, why not just do it? Always have wiring, as according to the manufacturer's recommendation. If ever there was a serious accident they would look at all that stuff, and could cause potential insurance benefits issues. John_D2 Posts: 213 Joined: Mon Apr 03, 2017 4:28 pm Towing vehicle: Land Rover Discovery 2 TD5 Caravan/Motorhome Type: Jayco Swan Outback 2006 Name: John Post by John_D2 » Mon Dec 11, 2017 1:37 pm I also thought that if the controller is wired through a battery, then the trailer brakes will be activated when you sit in a car without a key. That would be useful. Reaverly Posts: 21 Joined: Sun Dec 10, 2017 10:17 pm Towing vehicle: Ssangyong Rexton Caravan/Motorhome Type: Avan Name: Reaverly Post by Reaverly » Mon Dec 11, 2017 2:37 pm My Prodigy is old. P1 I think it's not a fancy diagnosis. I wired it through the relay kind of by mistake because I just duplicated the chain Anderson connected to that I had at the same time. Then I started thinking about it and thought it wasn't such a bad thing to reduce the power of the brake controller when the car is turned off. Yes, it poses a risk of relay failure or an ignition circuit fuse that feeds on relay blowing, but then if the fuse that gives power to the brake switch and the brake lamps blows, you are in the same situation. There is no van brake because the tge controller does not receive a 12v + signal. Swamp Posts: 1450 Joined: Wed Feb 24, 2016 7:42pm Towing Vehicle: Hilux Caravan/Motorhome Type: Camper Name: Paul Post by Swamp » Mon Dec 11, 2017 6:05pm hi Controller has sleep mode. Pressing the brakes while stationary 100% is applied then switches to a lower setting to say 25% applied power automatically after say 3-10mins . All this is in the manual. Just use at least 4.5mmsq [6mmauto cable] in an 8mmsq cable Use this size for all cables Use both pos and neg cable brakes per /plug then on the battery/ground vehicle NEG & amp; amp; controller in the car, if you run a double axle with axis braking 4 wheels use to use Cable GlenRod Admin Posts: 6378 Joined: Sun Sep 02, 2012 12:34 pm Tug: Toyota Hilux 2017 2.8 diesel auto caravan/motorhome Type: Supreme Spirit 22' Name: Rod Partner Name: Bosslady Common Location: Perth Region WA Post by GlenRod » Jan 28, 2018 2:33 pm I had a Toyota dealer fit and wire 2 mode and Tekonsha Prodigy from my old cruiser in the new 2017 Hilux SR5. They were very happy to do this, and I gave them a little folder that came with a brake control unit about 8 or 9 years ago. This device worked perfectly with the old car. I actually followed the bouncing ball, so to speak, and did successfully install myself. As we got our first van towing trip coming up soon I thought I'd better hook the ute and van together and make sure the electricity on the new towing and van actually get along with each other. To be sure that the ground was correctly connected I did not sit on the towing ball van, just connected everything so that the ground wires were not having half of this work done during the towing owing. Turning indicators well, park/width lights well, slide hand override across the brake controller, all good 12 volts fed brake magnets brake lights on the van coming in. I had drums off re-packed bearings, checking brake linings and replacing seals, so in addition to checking the voltage I did a quick mechanical check, holding a piece of steel next to the magnets and had the wife apply the slide. Everyone was good and everyone pulled steel and kept it with the same force, or as close as I could say, trying to separate them. Foot on the brake pedal uh oh, nothing after a good read of my little booklet to re-access the information led screen was giving me and check the fault detection section of Tekonsha's website it seemed that if the van brakes are applied with a manual override slide but no brake pedal there were 3 options. 1. The position of the device, i.e. from one side to the other and from front to rear, is behind it. Re = check that all good. 2. No power on the red wire to the device from the cold side of the brake switch when the pedal is pushed. 3. The device is stuffed. So after much exertion and use of expletives I managed to wedge my aging, slightly obese frame on the floor and under the dash. I really get too old for this sh1t. Anyway, I pushed a nice sharp pin into the insulation on the red wire and one of my fingers. More sworn, this time along with a little bleeding, but in the end I managed to connect my multi-meter

said pin and screw that appear to have steering column in place. It looks like there's no current in that wire, no matter how hard I hit the brake pedal. One thing that has become quite obvious, except for me being too old, is that amount, and a dazzling array shows seem to have increased about about kick off from what was under my old beast dash. Even what should be a simple brake light switch cord was complicated without faith. There is a bloody, in one case literally, wires in many shades going in all directions. I have no idea where the connection at the shopping block did, well I hope did. I've heard that with these modern vehicles connecting on what I think is a fairly simple point can cause some unfortunate side effects. So while I am going to cap into my hands with my friendly dealer, does anyone know any specific requirements regarding these modern examples of car manufacturers craft, according to brake controllers? Please Cheers Pop Rod Reavergy Posts: 21 Online: Sun Dec 10, 2017 10:17 pm Towing vehicle: Ssangyong Rexton Caravan/Motorhome Type: Avan Name: Reavergy Post by Reavergy » Mon Jan 29, 2018 12:08 Pm Hi Pop I'm not familiar with your 2017 Hilux electricity, but my understanding is that the signal cable from the brake controller (red cord) may be connected to either the 1) cold cord from the brake pedal switch (the one that gets + pressing the brake pedal), but in some cars it can cause problems with abs; or (2) a positive cord going to the stop light at the rear. This seems to solve abs interference problems. GlenRod Admin Posts: 6378 Joined: Sun Sep 02, 2012 12:34 pm Tugboat: Toyota Hilux 2017 2.8 diesel autoavanas / Motorhome Type: Supreme Spirit 22' Name: Rod Partner Name: Bosslady Common Location: Perth Region WA Post by GlenRod » Mon Jan 29, 2018 4:34 Pm Reavergy wrote: Hi Pop I'm not familiar with you in 2017 Hilux is electric, but I understand that the brake control signal cable (red wire) can be connected to either 1) cold cord from the brake pedal switch (the one that gets + when the brake pedal is applied), but in some cars this can cause problems with the ABS; or (2) a positive cord going to the stop light at the rear. This seems to solve abs interference problems. Thanks for the reply. That's a problem for me, I'm not familiar with electricity in my 2017 Hilux either. It must be abs that I heard might get a little confused if the controller wasn't connected to the right place. I think there must be some component (diode maybe?) between the brake switch and the stop light, and not just straight wires otherwise there would be no difference that ends with a straight run of wires you make a sensory connection. Or so I think. That's why I asked the dealer at home to block it. I was a little reluctant to test myself if I cut short out half the wires and maybe a very expensive ecu or other component that wouldn't appreciate my fumbling fingers hooking stuff up where it shouldn't be. I think all I can do is ask nicely if they could have a look and hope short) he. And for the good old times, when extrajudicial action mainly resulted in very hot and melting wire drip insulation through some unreasonable fingers. Cheers Pop Rod 03_Troopy Posts: 4141 Joined: Sun Aug 04, 2013 12:54 pm Tug: Toyota Troopy, 2003 Caravan/Motorhome Type: Avan Ray II Name: Troopy Partner Name: Godzilla Common Location: Port Stephens, NSW Post by 03_Troopy » Mon Jan 29, 2018 4:52 Pm GlenRod wrote: 'Hi Pop I'm not familiar with your 2017 Hilux electricas, but my understanding is that the signal cord from the brake controller (red wire) can be connected or attached to 1) cold cord from the brake pedal switch (the one that gets + when the brake pedal is pressed), but this can cause problems with abs in some cars; or (2) a positive cord going to the stop light at the rear. This seems to solve abs interference problems. Thanks for the reply. That's a problem for me, I'm not familiar with electricity in my 2017 Hilux either. It must be abs that I heard might get a little confused if the controller wasn't connected to the right place. I think there must be some component (diode maybe?) between the brake switch and the stop light, and not just straight wires otherwise there would be no difference that ends with a straight run of wires you make a sensory connection. Or so I think. That's why I asked the dealer at home to block it. I was a little reluctant to test myself if I cut short out half the wires and maybe a very expensive ecu or other component that wouldn't appreciate my fumbling fingers hooking stuff up where it shouldn't be. I think all I can do is ask nicely if they could have a look and hopefully sort (not short) it. And for the good old times, when extrajudicial action mainly resulted in very hot and melting wire drip insulation through some unreasonable fingers. Cheers Pop Body Control Module (BCM) maybe? Old b@ \$#@&.), who is a FEOB retiree... I drink beer and I know things... GlenRod Admin Posts: 6378 Joined: Sun Sep 02, 2012 12:34 pm Towing vehicle: Toyota Hilux 2017 2.8 diesel caravan/Motorhome type: Supreme Spirit 22' Name: Rod Partner Name: Bosslady Common Location: Perth Region WA Post by GlenRod » Mon Jan 29, 2018 9:15pm 03_Troopy wrote: GlenRod wrote: Thanks for the reply. That's a problem for me, I'm not familiar with electricity in my 2017 Hilux either. It must be abs that I heard might get a little confused if the controller wasn't connected to the right place. I think there must be some component (diode maybe?) between the brake switch and the stop light, and not just straight wires otherwise there would be no difference that ends with a straight run of wires you make a sensory connection. Or so I think. That's why I asked the dealer for house blokes it. I was a little reluctant to test myself if I cut short out half the wires and maybe a very expensive ecu or other component that wouldn't appreciate my fumbling fingers hooking stuff up where it shouldn't be. I think all I can do is ask nicely if they could have a look and hopefully sort (not short) it. And for the good old times, when extrajudicial action mainly resulted in very hot and melting wire drip insulation through some unreasonable fingers. Cheers Pop Body Control Module (BCM) maybe? I think it is without the engine /transmission ecu? What exactly is the body control module responsible for?? And don't tell me for body control. I had to look under the bonnet today. Omg. There is a fuse box with a brake fuse, but it is not large due to the details, be it the brakes of the vehicle or the trailer. Either way I tested it and everyone else in that box and they all came ok. Next to it is a much larger box and apparently there are more fuses and relays. I didn't game even to lift the cap. Cheers Pop Rod 03_Troopy Posts: 4141 Joined: Sun Aug 04, 2013 12:54 pm Tug: Toyota Troopy, 2003 Caravan/Motorhome Type: Avan Ray II Name: Troopy Partner Name: Godzilla Common Location: Port Stephens, NSW Post by 03_Troopy » Mon Jan 29, 2018 11:52 pm Modern vehicle has control units all over the place today. Engine control units, body control units, lighting control units, etc. Basically, it's a small computer that looks after things like vehicle electronics, lights, etc. This website from Toyota (In fact, they call it the body control module - BCM)Toyota body control module is an electronic control unit that is responsible for monitoring and controlling individual electronic accessories for the vehicle bodywork. Its task is to control the activation relays that perform tasks in the vehicle, such as locking doors or dimming internal lamps. When it runs up to par, all body-operated electronics will operate as provided by Toyota. Most body control modules will be installed in the interior under the central console or behind the glove compartment. Although they are carefully protected against negative elements that can cause partial failure, even BCM is susceptible to failure with this level of protection. ... odule.html I have no idea what your vehicle is equipped for, or what it controls in your particular case though. But usually what happens is the brake pedal switch supplying the ground to BCM when it is activated. BCM then controls the relay to deliver 12V brake lamps. Old b@ \$#@&.), who is a FEOB retiree... I drink beer and I know things... 03_Troopy: 4141. Joined: Sun Aug 04, 2013 12:54 pm Tug: Toyota Troopy, 2003 Caravan/Motorhome Type: Avan Ray II Troopy Partner Partner Godzilla Common Location: Port Stephens, NSW Post by 03_Troopy » Tue Jan 30, 2018 12:28 am Back about 2013, when I installed the brake controls on my vehicles, it was the connector under the centre dash where you got the brake supply to the brake controller. Old b@ \$#@&.), who is a FEOB retiree... I drink beer and I know things... Prydey Posts: 1288 Joined: Tue May 16, 2017 11:24 am Towing vehicle: Ford Territory SZ TS Diesel Caravan/Motorhome Type: Jayco swan Name: Rob Common Location: Woodcroft, Adelaide. Post by Prydey » Tue Jan 30, 2018 at 1:53 am I had an automatic sparkle up to my old car (fg falcon) and no wires were connected to under the dash. All connections to the car (except battery power) were made through the trailer plug in the back of the car. I still wire up the territory, but I removed the entire setup from my falcon and hope to just install the same territory. I think it's a little more wire doing it this way, but you have to run the wires through the back plug anyway so it's really not any extra work. If anything it's much easier. Easier.

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