



INSPECTOR 920 FUNCTIONS GUIDE

LIGHTING & ELECTRICAL DIAGNOSIS

- **Perform a full diagnosis of electrical & lighting systems in a matter of minutes.**

Identifying if you have a light out – The only way to check if you have a light out is to physically walk around the trailer and actuate the electrical circuits from the remote control and make sure the lights come on. If your light is out and no audible fault tone is present on the tester you have a burnt out light.

Identifying Electrical Faults – While pressing the different buttons on the remote or tester to actuate the different circuits, should an electrical fault be present the tester will make an audible tone and will identify which fault is present both on the Screen of the tester and by the audible tone.

So if a light is out on the trailer but an alarm is sounding, do not replace the light until after you have fixed the fault. The light is most likely still good and will come back on when the fault is corrected.

All Circuit Test – When you press the All Circuit Test button the tester will do a quick walk of all of the electrical circuits on the trailer looking for electrical faults. If a fault is present on a circuit you will here a quick beeping tone from the tester and it will move on to the next circuit. Once it has completed the walk of all the circuits you will be able to see a readout on the screen from left to right showing all of the circuit's conditions. You will see an identifying letter under each circuit that will identify what the circuit's condition is.

You will see the following description;

P = Pass

S = Short (Circuit-to-Circuit short. If you see this fault their will be another S on another circuit as the tester does circuit identification for shorts)

O = Open

G = Open Ground

C = Chassis Ground

Once you have completed the test simply press the All Circuit Test button to exit the test.

Again the tester does not actually diagnose if a Light bulb is out and that is why we recommend an actual walk around the trailer with the remote control while you are doing your circuit testing.

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AIRBRAKE APPLICATION

- **Perform an individual Airbrake leak down test on both the Emergency Air & Service Air.**

To test the Emergency side air - Press the Emergency button on the tester or the remote control, this will actuate the Emergency circuit on the tester and begin filling the air tanks on the trailer (**allow enough time for your air system to fully charge**). You will then need to press the Air Leak test button on the tester or the remote. The tester's gauges are set at two pound intervals and the timer on the tester is set at a minute count down. Upon pressing the Air Leak test button you may see slight movement in the needles initially, this is ok. The needle should then hold solid and not move for the entire minute countdown. If the needle moves one increment on the gauges of the tester within that minute, the trailer is out of DOT specifications and the leak needs to be identified and repaired.

To test the Service side air – Keeping the emergency line turned on, press the Service button on the tester and follow the same steps as on the emergency side Air Leak test. Once you have identified there are no leaks on the Service side, release the Air leak down test by pressing the Air Leak Test button.

Needles equalize on tester - If you see the needles on the gauges equalize at any point on the tester and hold steady you have an internal leak in your braking system.

- **You can apply the airbrakes using only one technician from the remote control.**

To operate the braking system - From either the tester or the remote control, simply press the Emergency button to supply air to the trailer and then press the Service button on the tester or the Brake button on the remote control to operate the braking system. To cycle the brakes simply press the Service button on the tester or the Brake button on the remote control. You can do this as many times as you need to actuate the braking system to make your adjustments.

ABS SYSTEM

- **Perform a complete diagnosis of a PLC ABS system.**

You should always begin your ABS testing by checking the brake circuit & the auxiliary circuit to identify those circuits are in a good condition to start with – By testing the brake circuit you will identify the brake circuit has no faults. By testing the auxiliary circuit you tested your warning light is working and you should be told by either the light turning on and staying on or turning on and shutting off if you have a fault on your trailer or not.



Check the ABS system of the trailer - With the INSPECTOR 920, hook up your 7-way cable to the trailer and the tester and simply press the ABS button on the tester. You should hear a few clicking noises as the tester identifies what type of ECU is on the trailer. The tester will display what type of ABS unit is present and then it will automatically search for any faults present. If you do not have a fault, the tester will tell you no faults are present and your ABS system is good.

- **In order to assist you in the repair process of ABS systems, LITE-CHECK LLC has installed all of the repair procedures into the software.**

Retrieving ABS repair instructions - After pressing the ABS button, the INSPECTOR will automatically identify the ABS manufacturer and the screen will identify if there are faults present. You can then press the Select button on the tester to enter into the menu. Press the Up/Down arrows to cycle through the menu to view Active Faults, Stored Faults, Clear Faults, Mileage, ECU voltage, MFG/Configuration, Serial Number, and Wheel speed. Press Select to enter, and press ABS to go back a level.

Select either Active Faults or Stored Faults to view the fault code being sent from the ECU. When you have the fault on the screen, press Select to view the manufacturers recommended troubleshooting and repair procedures.

EXTRA TESTER FEATURES

- **Cable test**

Performing a cable test - Sometimes the simplest fix to an electrical problem can be the 7-way cable. Many times an electrical problem is created by a faulty 7-way cable. We developed a simple test on the 910B INSPECTOR that allows you to test all of your 7-way cables and determine if they are still good or if in fact they are faulty.

All you have to do is press the Tractor button on the tester (**it is important that you remember to press the Tractor button before you do the next steps or your tester will freeze and you will have to turn it off and on to reset it**) and insert one end of the 7-way cord into the front of the tester and one end of the 7-way cord into the side of the tester. You will get a display read out on the tester that will show you if all of your circuits are good. If all of the circuits are not good you will see a blank spot where the number was supposed to be, or you will see two of the numbers out of sequence representing they have been miss-wired.

- **Testing the outputs of a Tractor**

To test tractor outputs – Press the Tractor button on the tester and plug the 7-way connector into the output of the Tractor. You will be able to see the Tractor output voltage. So if you turn the engine on and you see the amperage spiking up and down on the tester you most likely have a faulty alternator.

You can test the tractor outputs by turning on the turn signal and by pressing on the brake pedal. You should see the Tractors Electrical Voltage output for each circuit.

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