



Emergency Brake Breakaway Switch Wiring

Bulletin Type:	Safety Recall	Publication Date:	July 2019
Bulletin #:	19V-516 US 2019-341 Canada	Make:	Jayco
Job Code:	9901438	Model:	Whitehawk
Flat Rate:	RC005 Inspect no repair .1hr RC013 Inspect and repair .3hr	Model Years:	2019-2020

Incident:	Incorrect wiring of the Emergency Brake- breakaway switch will prevent trailer brakes from engaging.
Affected Units:	2019 White Hawk K1420134-0139 K1480133-0143 K14H0198-0234 K14Z0158-0169 2020 White Hawk L1480051-0062 L14H0052-0063 L14Z0051-0062
Misc. Tools & Supplies:	Screw gun with #2 square bit or #2 Philips screwdriver Wire cutters Wire strippers Fluke 376 meter (or equivalent) Wago 221 - 3 position connector or appropriate sized wire nut

INSPECTION STEP

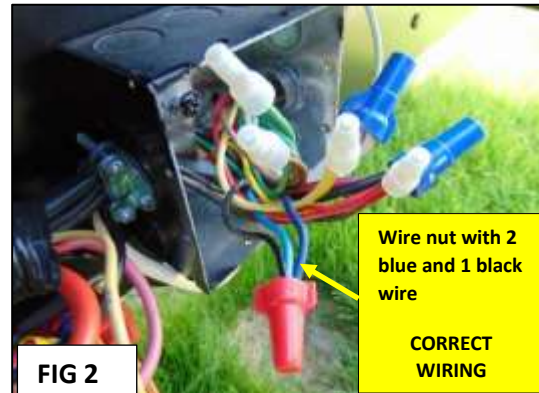
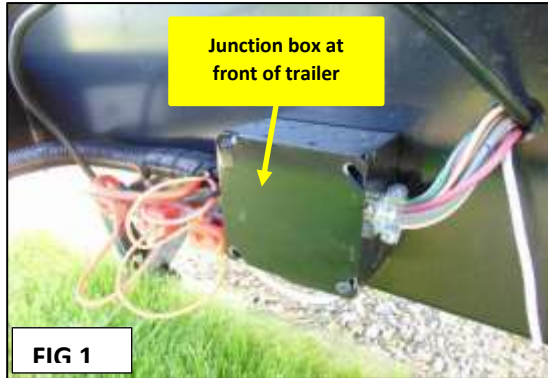


FIG 1:

- Locate the junction box located at the front of the trailer, mounted on the front cross member inside the A-frame hitch area.
- Remove the 2 screws holding the cover on.

FIG 2:

- Pull out the wiring and inspect the wiring.

Correct is a wire nut with 2 blue wires and 1 black wire. There will only be one wire nut with this wire color combination. If the switch wiring is correct, no repair is required. Replace the cover and the 2 screws.

Incorrect is the absence of a wire nut with 2 blue wires and 1 black wire. Continue with the following repair instructions.

REPAIR INSTRUCTIONS

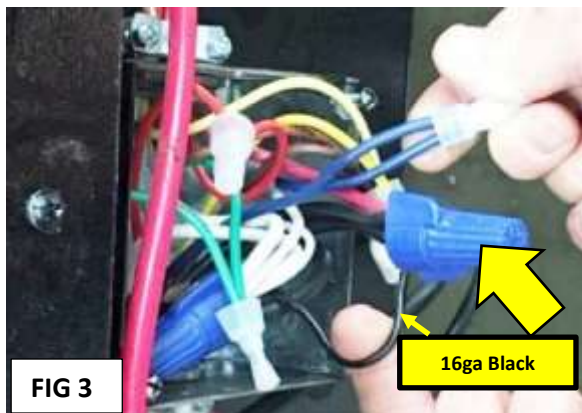
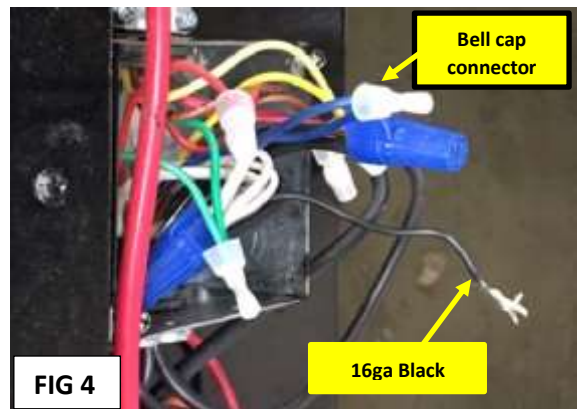


FIG 3:

- Locate the large blue wire nut with 4 black wires, and 1 red wire (large arrow). (**INCORRECT WIRING**)
- One of the 4 black wires will be a 16ga and smaller than the others.

FIG 4:

- Remove the 16ga wire from the group of 4 black wires in the large wire nut.
- Twist the remaining 3 black wires and the single red wire together and insert back into the large wire nut.
- Locate the Bell cap connector with 2 blue wires connected together.
- Cut the Bell cap connector off of the two blue wires.



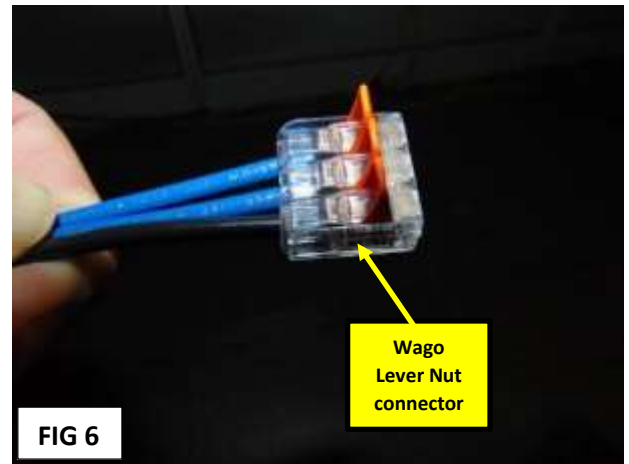
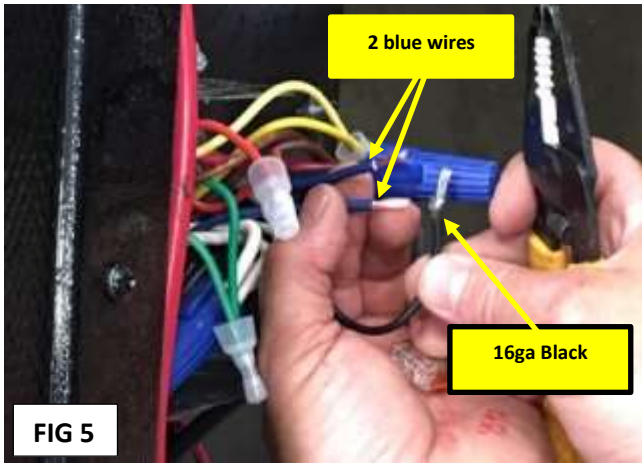


FIG 5:

- Strip the ends of the 2 blue wires and the single black 16ga wire from Fig 4.
- Wires should be stripped back approximately 3/8".

FIG 6:

- Open the 3 tabs on the Wago Lever Nut connector as shown. *****(see note below)**
- Insert the 2 blue wires and the 16ga black wire into the Wago Lever Nut connector.
- It does not matter which wire goes into which connector position.
- All 3 positions of the connector are electrically tied together.

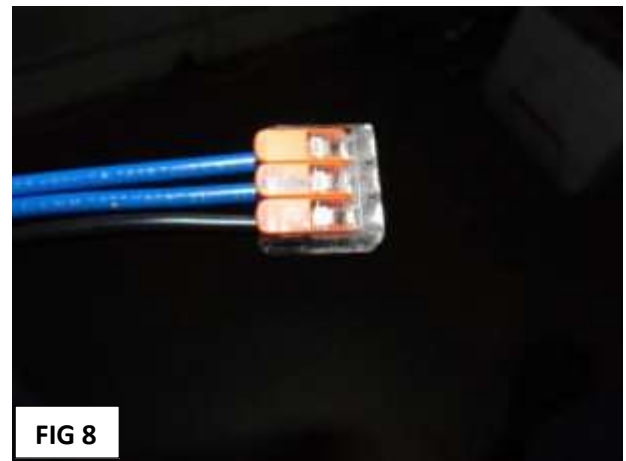
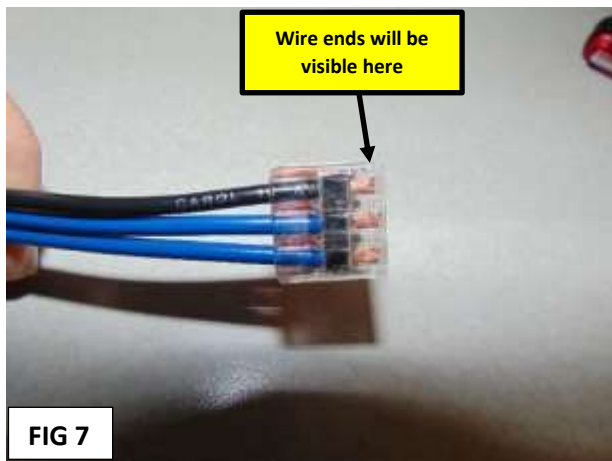


FIG 7:

- If wires are inserted correctly, you will see the ends of the wires extending to the end of the case.

FIG 8:

- When wires are inserted correctly, clamp the 3 levers down and the connection has been made.

*****NOTE: IF YOU ARE USING A WIRE NUT RATHER THAN A WAGO CONNECTOR:**

- Strip the 3 wires (2 blue, 1 black) approximately 3/8" each.
- Twist the stripped ends of the 3 wires together.
- Twist a wire nut (large enough to accommodate the 3 wires) onto the wires until tight.
- Refer to Fig 2 which shows the 3 correct wires connected with a proper wire nut.

TESTING THE BREAKAWAY SWITCH REPAIR

1. Apply power to the trailer in one of 3 ways:
 - Plug in shore power
 - Attach a 12V battery to the trailer
 - Connect the trailer to a tow vehicle
2. The junction box on the front of the trailer should be open with wiring pulled out of the box.
3. Place a DC current meter around both blue wires in the Wago connector/ wire nut from (Fig 8).
4. Set the meter to DC current setting.
5. The meter will have no reading if the breakaway switch has not been activated.
6. Pull the breakaway switch as if the trailer has become disconnected from the tow vehicle.
7. The display on the meter should read between 12 and 14 amps if the repair was made correctly. This indicates the trailer brakes have been activated.



TESTING COMPLETED

1. Remove the meter and replace the breakaway switch plug.
2. Replace all the wiring back into the junction box.
3. Replace the cover with the 2 screws.

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