



## Frequently Asked Questions

**Topic:** Reverse-A-Matic™

**Model :** RM-50/RM-60

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### INSTALLATION QUESTIONS

- Question:** Do I need to connect the **PINK** and **BROWN** wires together to lift a forward axle?
- Answer:** *No, the **PINK** wire will lift the axle the same as the **BROWN** wire and by using the four-way flasher feature. Connect the forward axle lift solenoid to the **PINK** wire; connect the rear lift axle solenoid to the **BROWN** wire.*
- Question:** Should I connect my steer lock to the **GREEN** wire or to the **BLACK** wire?
- Answer:** They are opposite to each other, **GREEN** is 60 KMPH power **ON**, **BLACK** is 60 KMPH power **OFF**. Please refer to the *Reverse-A-Matic™* for a complete description.
- Question:** Can I use an existing **ABS block** (PN# 200516) to mount my sensor (PN#200512)?
- Answer:** Yes, if you have an available block, it can be used to hold the *Reverse-A-Matic™* sensor. The barrel clip (PN#200517) is the same used for the ABS sensors (PN# 200512).
- Question:** How do I test my **Four Way Flasher** connections to my **RM-60 Module** (PN# 200506-60OEM)?
- Answer:** The *Reverse-A-Matic™* Diagnostic tool (PN# 200601) has a four-way flasher switch to test the system. A tractor may be used to test the connections.
- Question:** How do I test the **speed lock functions** of the **RM-60 module** (PN# 200506-60OEM)?
- Answer:** The *Reverse-A-Matic™* Diagnostic tool (PN# 200601) has high speed sensor simulations to test all functions. A light on the side of the trailer should be connected to the axle functions for road testing a module.

**Question:** Where should I mount the module?

**Answer:** The module can be installed anywhere under the trailer within the reach of the sensor. The sensor cable is eight feet long. There is a sensor extension available if you want to move the module to another location. The module is environmentally protected and can be mounted on the frame of the trailer.

**Question:** Do I need a drop out wiring harness?

**Answer:** The drop out wiring harness can make installation easier by providing a power and ground connection. It also provides several wiring connections for the module. There are four and seven wire versions available. We highly recommend purchasing the power harness to prevent ineligible warranty claims. Individual male and female moulded bullets are available in all of our colours to make connections easy if you prefer to make your own wiring harness. Refer to the wiring Diagram in our manual.

## OPERATION & SENSOR QUESTIONS

**Question:** My system is operating backwards?

**Answer:** *The sensor controls this; it should be on the driver's side with the arrow pointing outward from the axle. It should be mounted on a fixed axle.*

**Question:** My Reverse-A-Matic™ is not working?

**Answer:** *Check the **green** LED to see if it has power and refer to the trouble shooting section.*

**Question:** My Reverse-A-Matic™ is not working in the shop?

**Answer:** *DO NOT USE A BATTERY CHARGER TO POWER THE MODULE. A battery charger typically delivers unfiltered DC current. A battery must be used; a charger may be connected to a good battery. Use 9 to 16 Volts D.C.*

**Question:** Do I need the Reverse-A-Matic™ RM-50 or the RM-60?

**Answer:**

1. **RM-50** (PN#200501-OEM) - *The RM50 can be used for three and four axle trailers to meet there SPIF regulations. Two axle trailers can use the backup beeper functions.*
2. **RM-60** (PN#200506-60OEM) - *If you have a five or six axle trailer you need the RM60 to meet all SPIF regulations. The RM60 has many excellent features that can be used on other trailers. The Steer axle lock and the four-way flasher lift are two of them.*

- Question:** **How do I lift my axle using my four-way flashers?**  
*Answer:* *Easy, turn them on for three second, off for three seconds and ON again. It should lift the forward axle if you are traveling under 60 KPH. (35 MPH)*
- Question:** **Is there a problem connecting other wiring in to the Reverse-A-Matic™ outputs?**  
*Answer:* *No, the module has normally open relays, other switched inputs should not affect them as long as they are 12 volts and the current is less than 5 amps.*
- Question:** **Can I connect a spot light to the Reverse-A-Matic™?**  
*Answer:* *Yes, if the current is less than 5 amps, the Yellow wire will operate back up lights. An external relay is recommended for high power lights. The module can control the relay to provide more power. Any 12 volt external relay is OK; wheel monitor can supply a sealed unit with bullet connectors.*
- Question:** **What are SPIF regulations?**  
*Answer:* *They are ONTARIO REGULATION 413/05 VEHICLE WEIGHTS AND DIMENSIONS — FOR SAFE, PRODUCTIVE AND INFRASTRUCTURE-FRIENDLY VEHICLES. Quebec has similar regulations.*
- Question:** **Can I use the Reverse-A-Matic™ in the U.S.A.?**  
*Answer:* *It can be used in the United States. Refer to FMCSA part 393 section 207, FMCSA 393.207. for information on suspension regulations. The RM60\_D has a Dump valve feature to meet these regulations. Contact Wheel Monitor with more questions.*
- Question:** **My Sensor has melted.**  
*Answer:* *The Reverse-A-Matic™ sensor may be damaged if the temperature from an overheated brake exceeds 300°F. Replace the sensor and check all other components on the wheel end.*
- Question:** **My ABS light does not work?**  
*Answer:* *Check to ensure there is not a short circuit on the blue line. Check the connections of the dropout wiring harness if there is one. The Reverse-A-Matic™ module has an internal resetting fuse to ensure the module does not affect the blue line power.*
- Question:** **I replaced the Module but it still does not work?**  
*Answer:* *All of our modules are tested before they leave our facility. A problem may exist with the trailer wiring, the ground connection or the sensor. It is likely that the removed module is working properly.*

**\*\*The RM60 will read both wires for the four-way flasher. The RM60-D will read the turn signals. \*\***

**The SAE J560 standard connections are:**

- |   |               |  |
|---|---------------|--|
| 1 | <b>White</b>  | <b>Ground returns to towing vehicle</b>    |
| 2 | <b>Black</b>  | <b>Clearance, side marker and ID lamps</b> |
| 3 | <b>Yellow</b> | <b>Left turn signal and hazard lamps</b>   |
| 4 | <b>Red</b>    | <b>Stop lamps and antilock device</b>      |
| 5 | <b>Green</b>  | <b>Right turn signal and hazard lamps</b>  |
| 6 | <b>Brown</b>  | <b>Tail and license plate lamps</b>        |
| 7 | <b>Blue</b>   | <b>Continuous ABS power/ Auxiliary</b>     |

**Colour code and functions of the *Reverse-A-Matic***

Wire Colour	Description	Function	RM 50	RM 60
<b>White</b>	<b>Ground</b>	<b>Connect to wiring harness ground</b>	√	√
<b>Blue</b>	<b>+12 volts input</b>	<b>Connect to 12 Volts, blue wire</b>	√	√
<b>Yellow</b>	<b>Beeper &amp; Back Up lights</b>	<b>Turns ON while reversing and goes off in 5 seconds when stopped.</b>	√	√
<b>Brown</b>	<b>Lift axle</b>	<b>Turns on in reverse and stays on until trailer moves 100 feet forward</b>	√	√
<b>Pink</b>	<b>Forward Lift axle</b>	<b>Turns on in reverse and stays on until trailer moves 100 feet forward. Turns ON with four-way flasher input.</b>		√
<b>Red</b>	<b>Bulb Check</b>	<b>Blinks at power up to check bulb for air pressure warning.</b>		√
<b>Green</b>	<b>Steer axle</b>	<b>Power to lock the steer axle</b>		√
<b>Black</b>	<b>Steer axle</b>	<b>Power to unlock the steer axle</b>		√
<b>Grey</b>	<b>Four-way inputs</b>	<b>Connect to left and right turn signals</b>		√

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**THIS DOCUMENT IS AVAILABLE ONLINE PLEASE GO TO :**  
[http://www.wheelmonitor.com/downloads/FAQ\\_RM-50\\_and\\_RM-60.pdf](http://www.wheelmonitor.com/downloads/FAQ_RM-50_and_RM-60.pdf)

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