



# AUTO TAB CONTROL (ATC) FREQUENTLY ASKED QUESTIONS

**Note:** These FAQs refer to the ATC Installation Instructions. Please either have a copy of your instructions handy, or click on the links provided to view the instructions online.

## ATC OPERATION

**1) Does the Auto Tab Control take the place of my manual control for trim tabs?**

No, the Auto Tab Control does not replace your manual control. It works in conjunction with your manual control.



**ATC Keypad**

**2) How well will the Auto Tab Control work on my boat?**

The Auto Tab Control works on boats large and small. It operates the tabs like a manual control, but it will make the corrections you wouldn't take the time to make manually. It will correct for changing conditions and maintain an optimum attitude as long as the boat speed and tab size are adequate. If the trim tabs are too small to properly trim your vessel, your ATC system will not be able to make the adjustment.

In addition to trim tab surface area, the amount of water flow under the tab affects lift. The slower the boat is moving, the less effect the tab will have on your running attitude.



**ES2000  
Manual Control**

**3) How is the Auto Tab Control like "cruise control" for my boat?**

When you activate cruise control in your car, you select the speed you want to maintain and the car will remain at that speed until you press the pedals. With ATC, you first set the optimum running attitude for your boat and save that into memory. This is called the Zero Point. Then when you turn on the ATC, it will adjust the tabs for you to recreate that programmed attitude, regardless of changes in speed, weight distribution, sea conditions, and other variables. It will do this until you deactivate the ATC by pressing the on/off button.

**4) In what sea conditions is the Auto Tab Control most effective?**

The ATC is most effective for cruising at a constant speed over long distances — those times when you want to relax and not worry about adjusting your trim tabs. If your passengers move about the boat, causing a list, the ATC will move the tabs and correct the list. If wind conditions create a bumpy ride, it will level out the boat, recreating the attitude setting (Zero Point) you programmed.



**Tip:** If you cruise within a wide range of running speeds (Example: 20 to 40 mph) you should set the Zero Point within the lower half of the running range.



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### ATC OPERATION (cont.)

The ATC analyzes and calculates attitude readings more than a thousand times per second. Since it averages the readings, it won't over-correct in rough water or momentary weight shifts. It is programmed not to activate during sharp turns.

Still, the ATC is not as effective for "start/stop" boating where the boat operator should be in full control of the running attitude. In any condition requiring a bow-high attitude, the ATC should be turned off and the tabs fully retracted.

#### 5) How long does the Auto Tab Control take to correct for a changing condition?

The ATC system has a built-in delay between corrections, so that the vessel can have time to react to the last correction and the ATC can analyze the amount of correction needed. The ATC will learn and store your boat's characteristics in its memory and use this information to fine-tune trim tab corrections. For example, the ATC is constantly adjusting both the length of time it runs the tabs down and the length of time between corrections. Over time, and through consistent boat operation, the ATC will be more and more responsive as it reacts to your boat and attitude history.

If the ATC cannot make a particular attitude correction after several attempts, it will stop trying. If this occurs, a condition may be preventing the tabs from making effective contact with the water surface, the tabs may not be adequately sized to trim the boat, or the boat speed could be too slow.

#### 6) Does the Auto Tab Control provide trim tab indication?

No, the Auto Tab Control should not be confused with a trim tab indicator, like the **Electronic Indicator Control**. The arrows on the ATC light up to show you which tabs are moving and the direction they are moving in, but they do not show trim tab position. The ATC is designed to connect easily with the Electronic Indicator Control (EIC5000), Bennett's popular 3-in-1 control that features the most accurate trim tab indication on the market.



**EIC5000**

### ATC INSTALLATION

**Important Note:** The ATC will only work correctly if your trim tab system is installed properly. It is critical that wiring and tubing are connected correctly to the Hydraulic Power Unit. See page 3 of the **Installation Instructions** for correct connections.

#### 7) Can the small white box (Relay Module) connect directly to the ATC Control Unit? How is it supposed to be installed?

The **Relay Module** is best located in a dry location close to the Hydraulic Power Unit (HPU). Its purpose is to connect the HPU to the Auto Tab Control system.



**Relay Module**



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### ATC INSTALLATION (cont.)

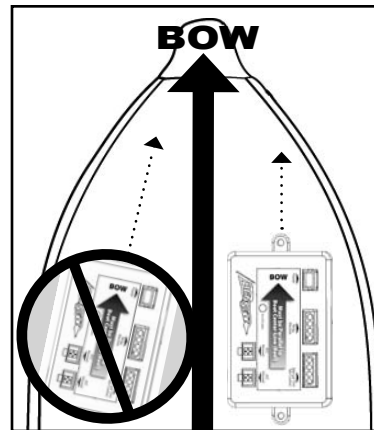
The Relay Module DOES NOT plug directly into the **ATC Control Unit**. See diagram.

Please read page 10 in the Installation Instructions, Steps 5 and 6 to make the correct connections. Call Client Services at **954-427-1400** with any questions.

If you have an Electronic Indicator Control instead of a standard control, the same rules apply. Do not connect the **EIC Relay Module** directly to the ATC Control Unit. See page 13 in the Installation Instructions and the diagram on page 15.

#### 8) Does the ATC Control Unit need to be mounted on the centerline of my boat?

No, the Control Unit needs to be mounted parallel with the centerline (Keel) of the boat. But this does not mean mount it on the centerline. Make sure that when you mount the Control Unit, the arrow is pointing forward toward the bow. **DO NOT** mount the Control Unit at an angle, upside down or vertically.



If you have any questions regarding the installation of the **Bennett Auto Tab Control**, please contact us at  
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