

If Hydraulic Power Unit does not operate:

1. Check to see that 10A fuse in the Pump Harness is good and seated in the receptacle properly.
2. Test the Pump Unit by operating the Slideout.
 - A. If Power Unit operates Slideout, we know that the problem cannot be the Power Unit.
 - B. If Power Unit does not operate the Slideout, there is an issue with the Power Unit.
 - I. Motor not operational - check the following:
 - a. Motor burnt out - replace Motor
 - b. Lead from Trombetta not making contact with motor.
 - c. Trombetta burnt out - replace Trombetta.
 - d. Wires on Trombetta not secured.
 - e. Fuse blown - replace fuse.
 - f. Low Voltage - Charge or change batteries.
 - g. Pump Harness unplugged.
 - h. Chassis Ground connection disconnected or not completed.

To Manually Override Leveling Jacks or Slideout if the above problems do not fix the issue:

1. Unbolt Power Unit Mounting Plate from the floor of the storage compartment and turn it to access the Manual Override in the end of the Motor.

NOTE: DO NOT manually override both the slideout and the jacks at the same time.

2. Remember to always extend the Leveling Jacks first and then extend the Slideout. When retracting the Slideout and Leveling Jacks, retract Slideout first and then Leveling Jacks. This pertains to the Manual Override procedure as well as normal operation.
3. Locate all valves that operate the Leveling Jacks and the Slideout. There will be four Leveling Jack Valves and one Slideout Valve. The Slideout Valve will have two black hoses entering the port whereas the Leveling Jacks will only have one black hose each (Fig. 5 pg. 2).
4. Locate the hex head receptacle at the end of the valve. This is the Manual Override for the valve. It should normally be in the fully counterclockwise position (Fig. 1). By turning the Manual Override clockwise with a 1/8" Allen wrench, the valve is Manually Overridden (Fig. 2). See **NOTE** on Page 2.

Fig. 1

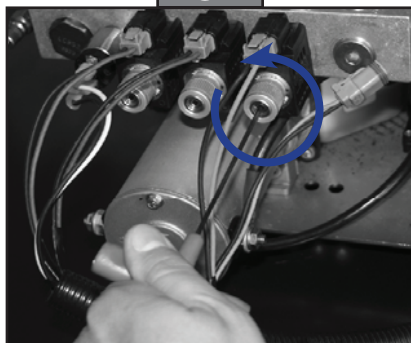
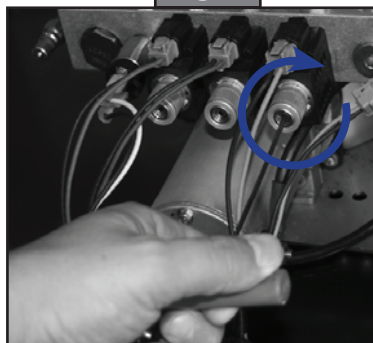


Fig. 2



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5. Once the Valve(s) are Manually Overridden, the Motor can now be overridden using a hand drill with a 1/4" hex head bit. Peel off protective label covering the Override (Fig. 3). Run the drill clockwise to extend the Leveling Jacks or Slideout and counterclockwise to retract (Fig. 4).

Fig. 3

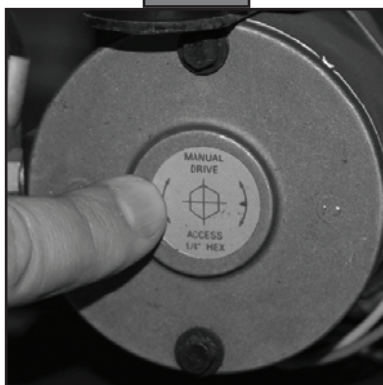


Fig. 4



Fig. 5

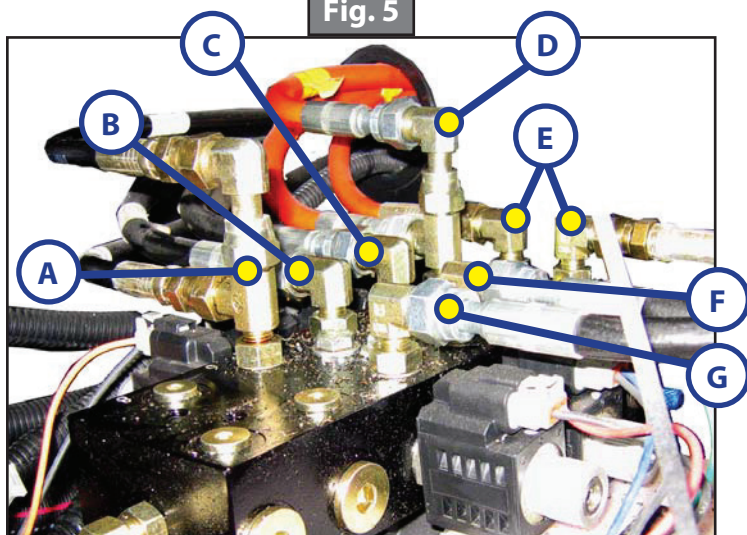


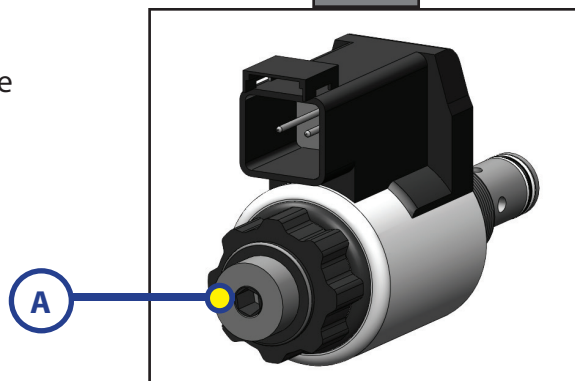
Fig. 5.1

Callout	Description	Hose Color
A	Slideout - Extend	Black
B	Front Curbside - Extend	Black
C	Front Roadside - Extend	Black
D	Slideout - Retract	Orange
E	Leveling Jacks - Retract	Orange
F	Rear Roadside - Extend	Black
G	Rear Curbside - Extend	Black

6. Once the Leveling Jacks and Slideout have completed their operation, turn all Manual Overrides to the Normal or counterclockwise position to close the valves. (Fig. 1 pg. 1).

NOTE: Some units may have a new style of hydac valve with a Deutsch-style coil (Fig. 6). The manual override will operate the same via the hex head receptacle at the end of the valve (Fig. 6A).

Fig. 6

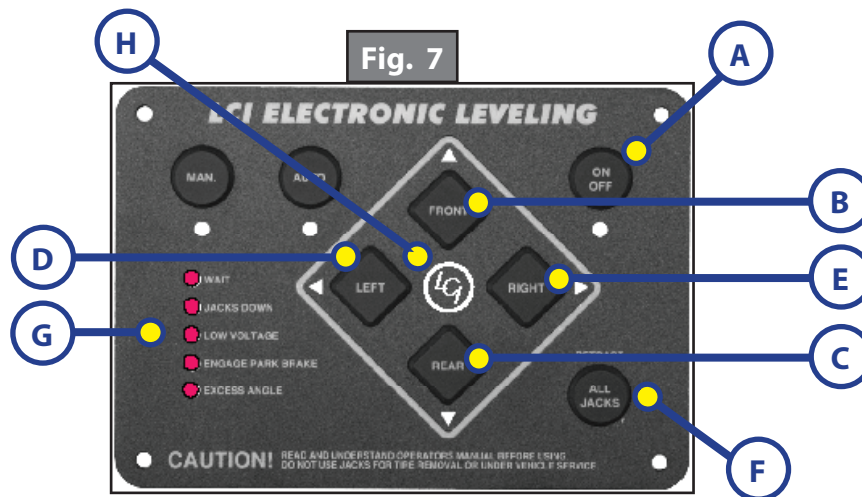


Level Zero Point Calibration

Before auto-leveling features are available, the Level Zero point must be set. This is the point to which the system will return when an auto leveling cycle is initiated. To set the zero point (controller module must be fully secured in production intent location), first run a manual leveling sequence to get the vehicle to the desired level point, then activate the Level Zero point configuration mode.

This mode is enabled by performing the following sequence:

1. Turn panel off. Then turn panel on. (Fig. 7A)
2. Press the Front switch 5 times (Fig. 7B)
3. Press the Rear switch 5 times (Fig. 7C)
4. At this point all LED outputs will blink, and the buzzer will be off.
5. You are now in IDLE mode ready to set Zero Point.
6. With a carpenter's level, manually level the coach. This will give the leveling controls the reference point for the Zero Point Configuration.
7. When coach is completely leveled manually press the Retract All (Fig. 7F) switch 3 times to set the zero point.
8. WAIT light will blink for approximately 20 seconds. When WAIT light goes out LCI light (Fig. 7H) will flash. System is ready for use.



Latched Error mode is "WAIT," "JACKS DOWN," "LOW VOLTAGE," "ENGAGE PARK BRAKE," and "EXCESS ANGLE" lights flashing (Fig. 7G). This is caused by being in AUTO RETRACT for more than 90 seconds. This is the only Latched Error Mode. All revisions prior to "G" controllers treat this error as regular ERROR mode. To reset, push all 4 diamond-shaped jack buttons at the same time (Fig. 7B, 7C, 7D, 7E).