



OPERATORS MANUAL
for
SEMI-AUTOMATIC RV SYSTEM

82-L0100-00 Rev. 0
September 3, 1999



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OPERATION AND MAINTENANCE

- The Power Gear leveling system on your coach is designed and built to give you years of trouble free leveling and stabilizing operation. The Power Gear system reflects the latest state of the art technology in both hydraulic and electronic components. **Please read and study this manual before you operate the leveling system.**

SYSTEM DESCRIPTION - The Power Gear semi-automatic electro-hydraulic leveling system consists of the following major components:

(A) Power Gear supplies spring return jacks rated at a lifting capacity appropriate for your coach. Each jack has a large 10" diameter (78.3 square inch) shoe for maximum surface area on soft surfaces.

(B) Each jack is powered from a central 12VDC motor/pump assembly which also includes the hydraulic oil reservoir tank, control valve manifold, and solenoid valves.

(C) The system is controlled by the solid state touch pad located by the driver and a control box mounted on the top of a storage bin, centrally located in the coach.

WARNING

DO NOT USE LEVELING JACKS (OR AIR SUSPENSION) TO SUPPORT VEHICLE WHILE UNDER COACH OR CHANGING TIRES. THE HYDRAULIC LEVELING SYSTEM IS DESIGNED AS A LEVELING SYSTEM ONLY. DO NOT USE AS A JACK OR IN CONJUNCTION WITH A JACK. IT IS HIGHLY RECOMMENDED THAT, SHOULD A TIRE CHANGE BE REQUIRED, THAT IT BE PERFORMED BY A KNOWLEDGEABLE, TRAINED PROFESSIONAL. ATTEMPTS TO CHANGE TIRES WHILE SUPPORTING THE VEHICLE WITH THE HYDRAULIC SYSTEM COULD RESULT IN DAMAGE TO THE MOTOR HOME AND RISK CAUSING SERIOUS INJURY.

OPERATION CAUTION NOTES!

CAUTION - CHECK THAT POTENTIAL JACK CONTACT LOCATIONS ARE CLEAR OF LARGE OBSTRUCTIONS OR DEPRESSIONS BEFORE OPERATION.

CAUTION - KEEP PEOPLE CLEAR OF COACH WHILE LEVELING SYSTEM IS IN USE.

CAUTION - NEVER EXPOSE HANDS OR OTHER PARTS OF THE BODY NEAR HYDRAULIC LEAKS. HIGH PRESSURE OIL LEAKS MAY CUT AND PENETRATE THE SKIN CAUSING SERIOUS INJURY.

CAUTION - PARK COACH ON REASONABLY SOLID SURFACE OR JACKS MAY SINK INTO GROUND. ON EXTREMELY SOFT SURFACES USE LOAD DISTRIBUTION PADS UNDER EACH JACK.

CAUTION - NEVER LIFT ALL THE WHEELS OFF THE GROUND TO LEVEL THE COACH. DOING SO MAY CREATE AN UNSTABLE CONDITION.

BEFORE YOU OPERATE THE SYSTEM

The leveling system shall only be operated under the following conditions:

- (A) The coach is parked on a reasonably level surface.
- (B) The coach "PARKING BRAKE" is engaged.
- (C) The coach transmission is engaged in "Neutral or Park".
- (D) The coach engine is running.

EXCESS SLOPE

When the coach is parked on an excessive slope the leveling requirements may exceed the jack lift stroke capability. The coach should be moved to a more level surface before the leveling system is deployed.

LEVELING PROCEDURES

STEP 1 - Push "ON/OFF" pad on control panel. The system is now operational and the electronic level lights will become active.

STEP 2 - Check to see that the touch-pad neutral and parking brake lights are not flashing.

STEP 3 - Push and hold the "ALL JACKS DOWN" pad, until all the jacks contact the ground.

NOTE: The "JACKS DOWN" light only indicates that one or more of the jacks are not fully retracted, and should not be used as a guide in this step.

STEP 4 - Observe the "FRONT" and "REAR" electronic level lights (arrows). Push and hold the indicated pad. The controls will automatically stop the pump once level has been attained.

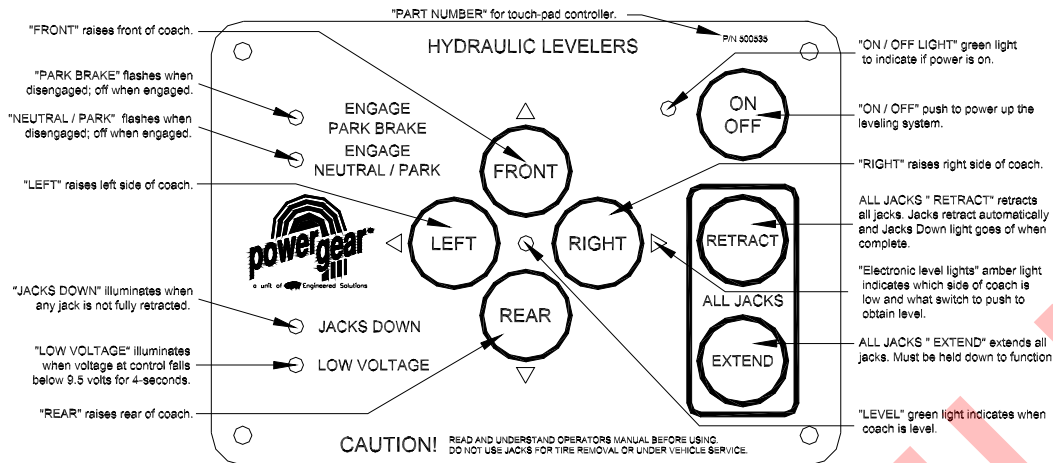
STEP 5 - Observe the "LEFT" and "RIGHT" electronic level lights (arrows). Push and hold the indicated pad. The controls will automatically stop the pump once level has been attained.

STEP 6 - The green center light should now be lit. Repeat steps 4 and 5 if this is not the case.

STEP 7 - If further adjustments are necessary, simply push the appropriate pad to override the system and level the coach to your liking.

STEP 8 - Visually inspect jacks to ensure all pads are touching ground.

CONTROL TOUCH PAD #500535



JACK RETRACT PROCEDURES

NOTE: Coach ignition must be on.

STEP 1 - Energize the system by pushing "ON/OFF" pad on control panel. The "ON/OFF" and "JACKS DOWN" lights will be lit.

STEP 2 - Push and release the "RETRACT" pad. All the jacks will start to retract and return to the full retract position automatically. When all jacks return to full retract position the "JACKS DOWN" light will go out.

NOTE: If you wish to stop the jacks from retracting, turn the system off and back on again by pushing the "ON/OFF" pad twice. You can then re-level the coach by following "leveling procedures" steps 1 - 5 again.

STEP 3 - When the "JACKS DOWN" light goes out push the "ON/OFF" pad on the control panel to de-energize the system. After a brief visual inspection around the coach to verify the jacks are fully retracted, you may proceed to travel.

AUTOMATIC SAFETY SHUTOFF FEATURE

If the touch panel is left on and inactive for four minutes it will shut off automatically.

The Motor Hot timer will de-energize the hydraulic pump if it has been operating for 60 consecutive seconds. The touch-pad will remain operational and leveling of the coach can resume.

To reset the system the coach ignition must be turned off, then back on. This will not affect the data stored for the level sensor.

DRIVE AWAY PROTECTION SYSTEM

If the ignition is in the "RUN" position, jacks are down, and the operator takes the transmission out of neutral or park, or releases the parking brake, the "JACKS DOWN" indicator will light and the alarm beeper will activate. The system will then automatically retract the jacks until the jacks are fully retracted or the operator resets the parking brake or shifts the transmission back into park or neutral.

RECOMMENDED HYDRAULIC FLUIDS FOR YOUR POWER GEAR LEVELING SYSTEM

In most applications, Type A automatic transmission fluid (ATF, Dexron III, etc.) will work satisfactorily. If operating in cold temperatures (less than -10° F) slow operation will occur.

If slow operation in cold weather affects you, we recommend using a fluid specially-formulated for cold temperatures. We suggest the following fluids for cold temperature (Mobil DTE 11M, Texaco Rando HDZ-15HVI, Kendall Hyden Glacial Blu, or any Mil. Spec. H5606).

Please consult factory before using any other fluids.

PREVENTATIVE MAINTENANCE PROCEDURES

1. Change fluid every 36 months.
 - Fill with jacks **retracted**.
 - Fill to port rim.
2. Check fluid level every month.
3. Inspect and clean all electrical connections with WD-40 or equivalent every 12 months.
4. Remove dirt and road debris from jack shoe as needed.
5. If jacks are down for extended periods, spray exposed chrome rods with a silicone lubricant every seven days for protection.

REQUIRED INFORMATION FOR ORDERING PARTS FROM YOUR LOCAL DEALER

When ordering parts, please provide the following information:

- 1) Your Name
- 2) Company Name
- 3) Phone Number
- 4) Shipping Address
- 5) Billing Address
- 6) Purchase Order Number

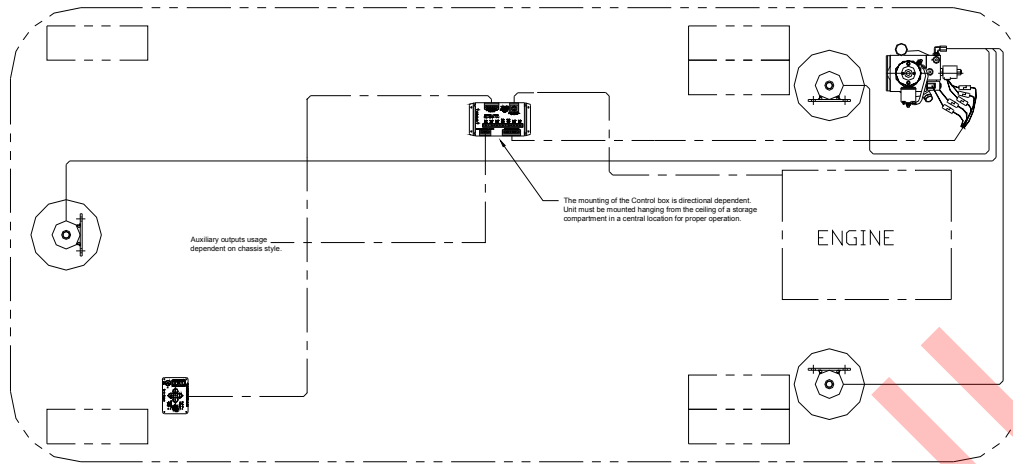
For each part needed

- 1) Coach
 - I.D.#
 - Make
 - Model
 - Wheel Base
 - Mileage
- 2) Part Number
- 3) Description
- 4) Quantity

ALL REPAIRS MUST BE MADE BY AN AUTHORIZED SERVICE CENTER. SYSTEMS THAT HAVE BEEN TAMPERED WITH, MODIFIED, ADJUSTED OR REPAIRED BY ANY PARTY OTHER THAN AN AUTHORIZED SERVICE CENTER WILL VOID ALL WARRANTIES.

GENERAL ARRANGEMENT

3 JACK SYSTEM



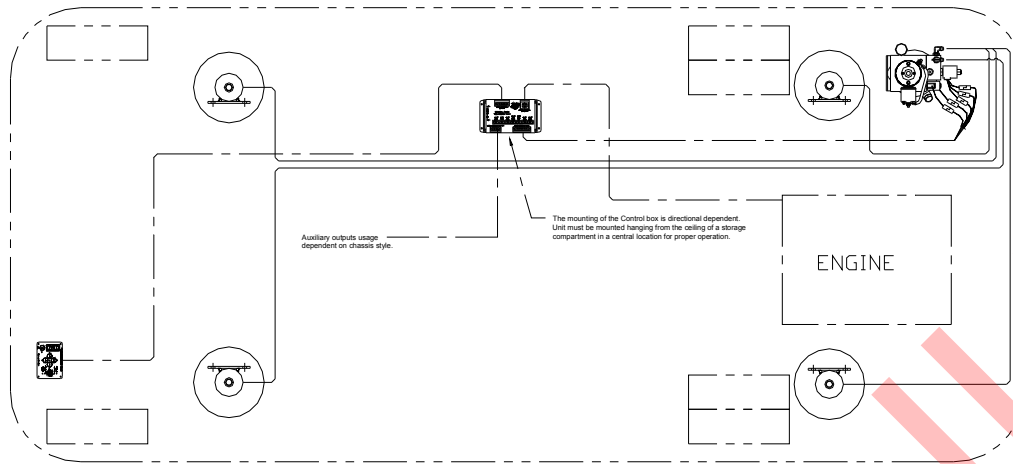
ITEM	PART NO	DESCRIPTION	QTY
1	500535	TOUCHPAD CONTROL - S.AUTO SYSTEM	1
2	500536	CONTROL CENTER - SEMI-AUTO. SYSTEM	1
3	NOTE 1	PUMP / MOTOR ASSEMBLY	1
4	NOTE 2	REAR JACKS	2
5	NOTE 2	FRONT JACK	2

NOTE 1: THE PUMP / MOTOR ASSEMBLY AND HOSES USED VARY BY COACH MODEL. PLEASE REFER TO YOUR COACH MAKE, MODEL AND YEAR WHEN ORDERING.

NOTE 2: THE PARTICULAR JACKS USED VARY BY COACH MODEL. PLEASE INDICATE THE MODEL AND YEAR OF YOUR COACH TO IDENTIFY WHICH JACKS ARE USED.

GENERAL ARRANGEMENT

4 JACK SYSTEM

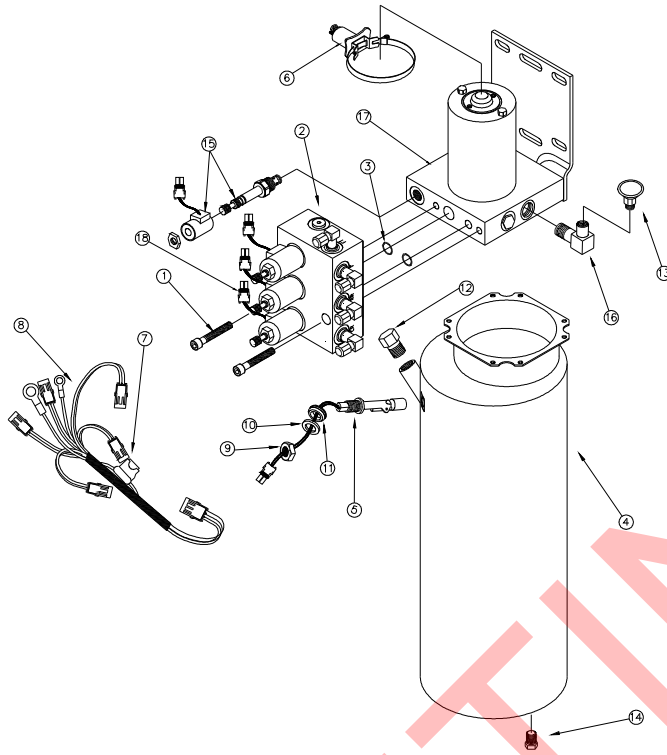


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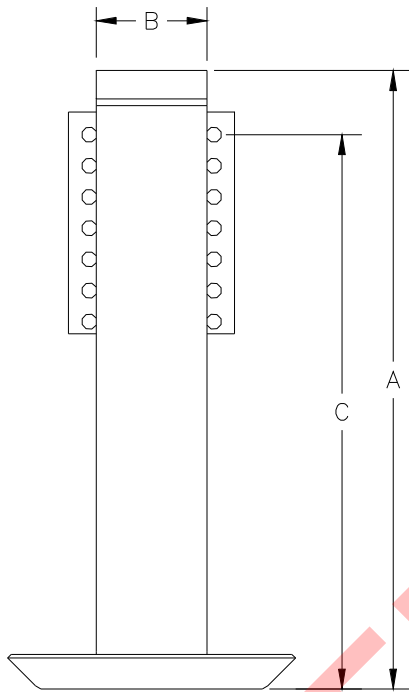
PUMP DIAGRAM



ITEM	P/N	DESCRIPTION	QTY EACH	APPLICATION
1-18	500453	COMPLETE POWER UNIT	1	1998 - PRESENT
1, 2, 3	500454	VALVE BLOCK ASSEMBLY	1	SEE PAGE 9
4, 12, 14	500189	TANK, FILL PLUG, DRAIN PLUG	1	1998 - PRESENT
12	07-1238	FILL PLUG	1	1998 - PRESENT
14	07-1239	DRAIN PLUG	1	1998 - PRESENT
5, 9, 10, 11	14-1116	FLOAT SWITCH ASSEMBLY	1	1998 - PRESENT
7, 8	500438	PUMP HARNESS WITH FUSE	1	1998 - PRESENT
7	14-1055	FUSE 10 AMP	1	1998 - PRESENT
15	500439	DUMP VALVE SOLENOID	1	1998 - PRESENT
6	500310	MOTOR SOLENOID	1	1998 - PRESENT
13, 16	500511	AIR BREATHER	1	1998 - PRESENT
17	13-1088	MOTOR/PUMP ASSEMBLY	1	1998 - PRESENT
18	500440	LEG VALVE AND SOLENOID	1	1998 - PRESENT

ORDER BY MODEL AND YEAR

REPLACEMENT JACKS (LEGS)

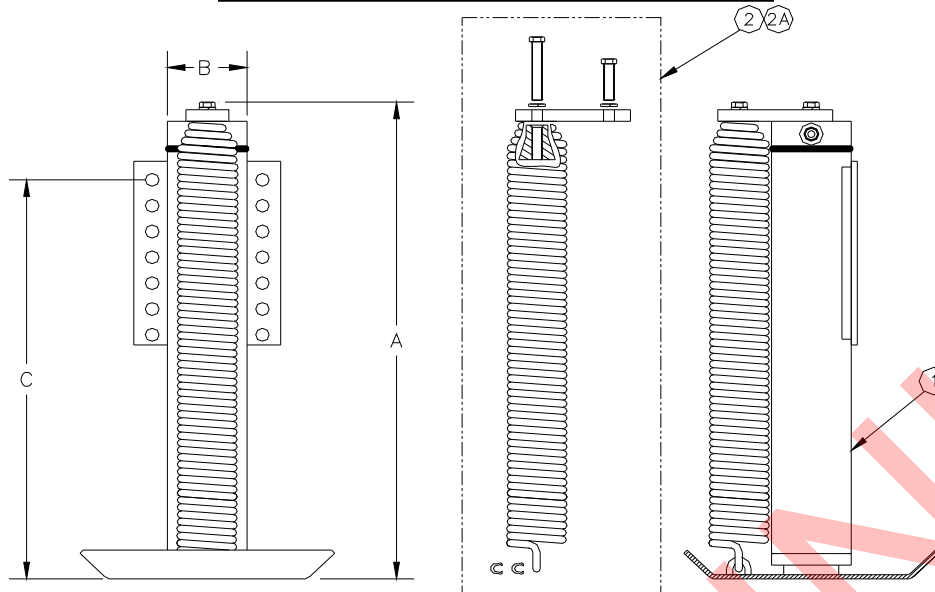


ITEM	P/N	NOTE	DESCRIPTION	QTY EACH	APPLICATION
1	500145	N	16,000 LBS. JACK (LEG) ASSY. 16" STROKE A=22-5/16" B=4" C=20"	1	1994 - PRESENT MODEL YEAR
1	500385	N	12,000 LBS. JACK (LEG) ASSY. 16" STROKE A=22-5/16" B=3-5/8" C=20-1/8"	1	1999 - PRESENT MODEL YEAR
1	500386	N	24,000 LBS. JACK (LEG) ASSY. 16" STROKE A=22-3/8" B=4-1/2" C=20-3/32"	1	1999 - PRESENT MODEL YEAR

**N - ORDER BY MODEL, YEAR, AND WHEEL BASE OR BY DIMENSIONS A, B, C
NO SERVICEABLE PARTS, ORDER COMPLETE JACK (LEG)**

X - NOT SHOWN (ORDER BY LENGTH)

REPLACEMENT JACKS (LEGS)



ITEM	P/N	NOTE	DESCRIPTION	QTY EACH	APPLICATION
1	500146	N	9,000 LBS. JACK (LEG) ASSY. 15" STROKE - A=20-3/4" B=3-1/4" C=17-3/8"	1	1994 - PRESENT
			MODEL YEAR		
1	500235	NN	9,000 LBS. JACK (LEG) ASSY. 12" STROKE - A=18-15/16" B=3-1/4" C=17-3/8"	1	1994 - PRESENT
			MODEL YEAR		
1	500272	N	9,000 LBS. JACK (LEG) ASSY. 15" STROKE - A=20-3/4" B=3-1/4" C=17-13/16" (SHOE = 10' DIA. FLAT)	1	1996 BEAVER PATRIOT ONLY
1	500384	N	6,000 LBS. JACK (LEG) ASSY. 14" STROKE - A=21-5/16" B=2-7/8" C=17-15/16"	1	1999 - PRESENT
			MODEL YEAR		
1	500482	NN	6,000 LBS. JACK (LEG) ASSY. 12" STROKE - A=18" B=2-5/8" C=15-3/8"	1	1999 - PRESENT
			MODEL YEAR		
2	500094		SPRING KIT FOR 15" STROKE JACK (LEG) ASSY.	1	1994 - PRESENT
			MODEL YEAR		
2A	500252		SPRING KIT FOR 12" STROKE JACK (LEG) ASSY.	1	1994 - PRESENT
			MODEL YEAR		
	08-XXXX	X	HOSE ASSEMBLY	1	SEE PAGE L32

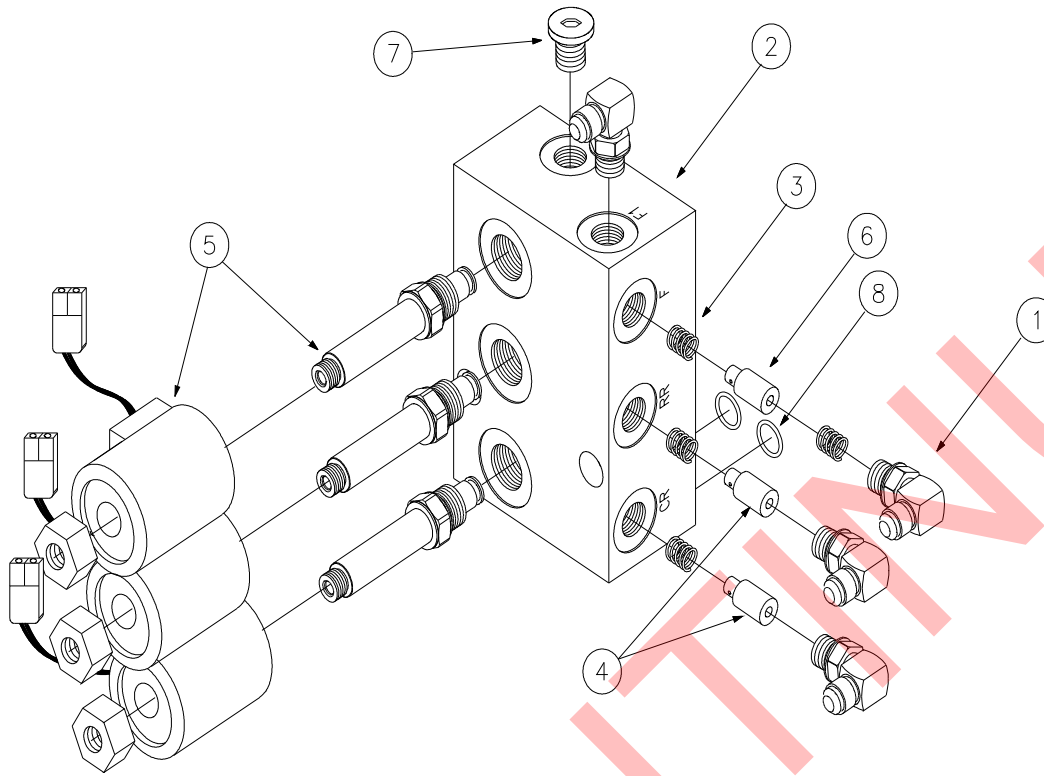
N - ORDER BY MODEL, YEAR AND WHEEL BASE OR BY DIMENSIONS A, B, C
NO SERVICEABLE PARTS, ORDER COMPLETE JACK (LEG)

NN - INCLUDES ITEM 2 OR 2A

NN - INCLUDES ITEM 2 OR 2A

X - NOT SHOWN (ORDER BY LENGTH)

JACK (LEG) VALVE ASSEMBLY 1998 - PRESENT



3 JACK WITH MANUAL OVERRIDE

ITEM	P/N	DESCRIPTION	QTY EACH	APPLICATION
1, 3, 4	500512	REAR HOSE CONNECTOR KIT	1	1998 - PRESENT
1, 3, 6	500513*	FRONT HOSE CONNECTOR KIT	1	1998 - PRESENT
5	500440	LEG VALVE SOLENOID	1	1998 - PRESENT
7		PLUG		
8	500523	O-RING KIT	2	1998 - PRESENT
1-8	500454	VALVE BLOCK ASSEMBLY	1	1998 - PRESENT

* - "F" PORT HAS TWO SPRINGS

ORDER BY MODEL AND YEAR

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SYSTEM WILL NOT OPERATE

PROBABLE CAUSE	CORRECTIVE ACTION
1 COACH IGNITION NOT IN RUN POSITION	TURN IGNITION TO RUN POSITION
2 TRANSMISSION NOT IN PARK OR NEUTRAL	PLACE TRANSMISSION IN PARK OR NEUTRAL
3 PARKING BRAKE NOT SET	SET PARKING BRAKE
4 CONTROL HAS BEEN LEFT ON FOR MORE THAN FOUR MINUTES, AUTO SHUT OFF	PUSH ON/OFF BUTTON
5 POWER WIRE DISCONNECTED OR SHORTED	PIN #5 OF THE 6 PIN CONNECTOR MUST HAVE +12 VDC WITH IGNITION IN RUN POSITION, CHECK COACH FUSE OR BREAKER
6 GROUND WIRE DISCONNECTED OR SHORTED	PIN #1 OF THE 8 PIN CONNECTOR IS THE MAIN GROUND
7 TRANSMISSION WIRES SHORTED	CONTACT POWER GEAR CUSTOMER SERVICE
8 PARKING BRAKE WIRE SHORTED	PIN #1 OF THE 6 PIN CONNECTOR TO THE +12 VDC OF THE PARKING BRAKE SWITCH, THIS GOES TO GROUND WITH PARKING BRAKE SWITCH SET
9 OTHER	CONTACT POWER GEAR CUSTOMER SERVICE

ALWAYS CHECK FOR GOOD WIRE CONNECTIONS

JACKS WILL NOT EXTEND, PUMP IS NOT RUNNING

PROBABLE CAUSE	CORRECTIVE ACTION
1 FUSE ON CONTROL BOX BLOWN	TEST PUMP FUSE
2 MOTOR SOLENOID WIRE SHORTED	CHECK FOR +12 VDC AT THE SMALL TERMINAL OF THE MOTOR SOLENOID, IF NO VOLTAGE WITH BUTTON PUSHED REPLACE WIRE
3 POWER FROM BATTERY TO PUMP SHORTED	CHECK FOR +12 VDC AT THE LARGE BATTERY TERMINAL OF THE SOLENOID, IF NO VOLTAGE CHECK BATTERY
4 BAD GROUND TO PUMP MOTOR	ADD NEW GROUND CABLE FROM PUMP MOTOR TO CHASSIS BATTERY
5 MOTOR SOLENOID FAULTY, CLICKING SOUND	REPLACE SOLENOID
6 OTHER	CONTACT POWER GEAR CUSTOMER SERVICE

JACKS WILL NOT EXTEND, PUMP IS RUNNING

PROBABLE CAUSE	CORRECTIVE ACTION
1 FLUID LEVEL LOW	FILL TANK WITH AUTOMATIC TRANSMISSION FLUID SEE PAGE 4
2 PUMP HARNESS FUSE BLOWN	REPLACE WITH 10 AMP MINI FUSE
3 DUMP VALVE SOLENOID FAULTY	REPLACE DUMP VALVE SOLENOID
4 VALVE SOLENOIDS MISWIRED	CHECK WIRING DIAGRAMS - SEE PAGE 7
5 OTHER	CONTACT POWER GEAR CUSTOMER SERVICE

ALWAYS CHECK FOR GOOD WIRE CONNECTIONS

ONLY FRONT JACKS WILL NOT EXTEND, PUMP IS RUNNING

PROBABLE CAUSE	CORRECTIVE ACTION
1 FUSE ON CONTROL BOX BLOWN	TEST FRONT JACK FUSE
2 FRONT JACK COIL WIRE SHORTED (SWITCHES TO GROUND WITH BUTTON PUSHED)	PIN #7 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT CHECK FOR CONTINUITY, IF NONE REPLACE WIRE
3 FRONT JACK COIL +12 VDC WIRE SHORTED	CHECK FOR +12 VDC AT THE COIL TERMINAL CHECK COIL FOR CONTINUITY, IF NONE REPLACE SOLENOID
4 FRONT JACK VALVE FAULTY	SPRING LOADED INNER SHAFT OF VALVE SHOULD MOVE IF NO MOVEMENT, REPLACE VALVE
5 OTHER	CONTACT POWER GEAR CUSTOMER SERVICE

ANY ONE OF THE REAR JACKS WILL NOT EXTEND, PUMP IS RUNNING

PROBABLE CAUSE	CORRECTIVE ACTION
1 FUSE ON CONTROL BOX BLOWN	TEST LEFT REAR FUSE FOR ROAD SIDE JACK TEST RIGHT REAR FUSE FOR CURB SIDE JACK
2 JACK COIL WIRE SHORTED	PIN #5 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT FOR ROAD SIDE JACK PIN #6 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT FOR CURB SIDE JACK CHECK FOR CONTINUITY, IF NONE REPLACE WIRE
3 JACK COIL +12 VDC WIRE SHORTED	CHECK FOR +12 VDC AT THE COIL TERMINAL CHECK COIL FOR CONTINUITY, IF NONE REPLACE SOLENOID
4 JACK VALVE FAULTY	SPRING LOADED INNER SHAFT OF VALVE SHOULD MOVE IF NO MOVEMENT, REPLACE VALVE
6 OTHER	CONTACT POWER GEAR CUSTOMER SERVICE

ALWAYS CHECK FOR GOOD WIRE CONNECTIONS

ALL JACKS WILL NOT RETRACT

PROBABLE CAUSE

CORRECTIVE ACTION

- | | |
|--|---|
| 1 FUSE ON CONTROL BOX BLOWN | TEST DUMP FUSE |
| 2 PUMP HARNESS FUSE BLOWN | REPLACE WITH 10 AMP MINI FUSE |
| 2 DUMP SOLENOID COIL WIRE SHORTED
SWITCHES TO GROUND WITH BUTTON PUSHED | PIN #4 OF THE 8 PIN CONNECTOR COMPLETES CURCUIT
CHECK FOR CONTINUITY, IF NONE REPLACE WIRE |
| 3 DUMP SOLENOID COIL +12 VDC WIRE SHORTED | CHECK FOR +12 VDC AT THE COIL TERMINAL
CHECK COIL FOR CONTINUITY, IF NONE REPLACE SOLENOID |
| 4 DUMP SOLENOID VALVE FAULTY | SPRING LOADED INNER SHAFT OF VALVE SHOULD MOVE
IF NO MOVEMENT, REPLACE VALVE |
| 5 OTHER | CONTACT POWER GEAR CUSTOMER SERVICE |

ANY ONE OR TWO JACKS WILL NOT RETRACT

PROBABLE CAUSE

CORRECTIVE ACTION

- | | |
|----------------------------------|---|
| 1 BROKEN SPRING (S) | REPLACE SPRING OR JACK |
| 2 FUSE ON CONTROL BOX BLOWN | TEST LEFT REAR FUSE FOR ROAD SIDE JACK
TEST RIGHT REAR FUSE FOR CURB SIDE JACK
TEST FRONT FUSE FOR FRONT JACK (S) |
| 3 JACK COIL WIRE SHORTED | PIN #5 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT
FOR ROAD SIDE JACK
PIN #6 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT
FOR CURB SIDE JACK
PIN #7 OF THE 8 PIN CONNECTOR COMPLETES CIRCUIT
FOR FRONT JACK (S)
CHECK FOR CONTINUITY, IF NONE REPLACE WIRE |
| 4 JACK COIL +12 VDC WIRE SHORTED | CHECK FOR +12 VDC AT THE COIL TERMINAL
CHECK COIL FOR CONTINUITY, IF NONE REPLACE SOLENOID |
| 5 JACK VALVE FAULTY | SPRING LOADED INNER SHAFT OF VALVE SHOULD MOVE
IF NO MOVEMENT, REPLACE VALVE |
| 6 OTHER | CONTACT POWER GEAR CUSTOMER SERVICE |

ALWAYS CHECK FOR GOOD WIRE CONNECTIONS

ANY JACK RETRACTS WITH NO POWER, WITH POSSIBLE POPPING SOUND

PROBABLE CAUSE

CORRECTIVE ACTION

- | | |
|---|---|
| 1 AIR IN SYSTEM | EXTEND ALL JACKS TO FULL EXTENSION, THEN
RETRACT FULLY, REPEAT 4 CYCLES, CHECK FLUID LEVEL |
| 2 OLD, DIRTY FLUID | REPLACE FLUID, COMPLETE STEP 1 |
| 3 LEG SOLENOID VALVES DIRTY | REMOVE SOLENOID VALVES, CLEAN
COMPLETE STEPS 1 AND 2 |
| 4 LEG SOLENOID VALVES STUCK OPEN | REPLACE SOLENOID VALVE
COMPLETE STEPS 1 AND 2 |
| 5 DUMP SOLENOID VALVE DIRTY | REMOVE SOLENOID VALVE, CLEAN
COMPLETE STEPS 1 AND 2 |
| 6 DUMP SOLENOID VALVE STUCK OPEN | REPLACE SOLENOID VALVE
COMPLETE STEPS 1 AND 2 |
| 7 ALL SOLENOID VALVES STUCK OPEN
STEPS 3 through 6 | REPLACE COMPLETE VALVE BLOCK ASSEMBLY
COMPLETE STEPS 1 AND 2 |
| 8 JACK LEGS CREATE POPPING SOUND * | EXTEND JACK LEGS, CLEAN ROD
LUBRICATE WITH SILICONE SPRAY |

* DUE TO CHANGES IN TEMPERATURE, EXPANDING AND CONTRACTING OF FLUID WILL MAGNIFY THIS PROBLEM, TO HELP MINIMIZE THIS COMPLETE STEPS 1 AND 2 ACCORDING TO OWNERS MANUAL

JACKS DOWN LIGHT WILL NOT GO ON WITH JACKS EXTENDED

PROBABLE CAUSE

CORRECTIVE ACTION

- | | | |
|---|----------------------|---|
| 1 | FLOAT SWITCH SHORTED | CHECK FOR +12 VDC AT FLOAT SWITCH
REPLACE 10 AMP MINI FUSE ON PUMP HARNESS |
| 2 | FLOAT SWITCH FAULTY | CHECK FLOAT SWITCH FOR CONTINUITY WITH
JACKS EXTENDED, IF NO CONTINUITY, REPLACE
SWITCH, SEE TIP SHEETS 30 & 54 |
| 3 | OTHER | CONTACT POWER GEAR CUSTOMER SERVICE |

JACKS DOWN LIGHT WILL NOT GO OFF WITH JACKS RETRACTED

PROBABLE CAUSE

CORRECTIVE ACTION

- | | | |
|---|---------------------|--|
| 1 | LOW FLUID LEVEL | FILL TANK WITH AUTOMATIC TRANSMISSION FLUID |
| 2 | FLOAT SWITCH FAULTY | CHECK FLOAT SWITCH FOR CONTINUITY WITH
JACKS EXTENDED, IF NO CONTINUITY, REPLACE SWITCH |
| 3 | OTHER | CONTACT POWER GEAR CUSTOMER SERVICE |

JACKS DOWN LIGHT AND ALARM WILL GO ON WHILE DRIVING, JACKS RETRACTED

PROBABLE CAUSE

CORRECTIVE ACTION

- | | | |
|---|---------------------|--|
| 1 | LOW FLUID LEVEL | FILL TANK WITH AUTOMATIC TRANSMISSION FLUID |
| 2 | FLOAT SWITCH FAULTY | CHECK FLOAT SWITCH FOR CONTINUITY WITH
JACKS EXTENDED, IF NO CONTINUITY, REPLACE SWITCH |
| 3 | OTHER | CONTACT POWER GEAR CUSTOMER SERVICE |

NOTE:

" JACKS DOWN " LIGHT WILL FLASH WITH **ALARM** SOUNDING
DURING EMERGENCY RETRACT MODE

This document has been modified from the original Power Gear Rev. 0 SEP99 release. All former references to the Power Gear warranty and contact information were removed.

**For all concerns or questions, please contact
Lippert Components, Inc.**

Ph: (574) 537-8900 | Web: lci1.com | Email: customerservice@lci1.com