



GROUND CONTROL[®] 3.0
5TH WHEEL LEVELING
PREPPED KIT

OEM INSTALLATION MANUAL

TABLE OF CONTENTS

Introduction	2
Safety	2
Resources Required	3
Installation of Prep Kit	3
Switch Panel Installation	3
Wiring the Switch Panel and Landing Gear	5
Rear Sensor Harness	6
Middle and Rear Jack Harnesses	6
Operation	7
Prior to Operation	7
Operating Landing Gear	7
Troubleshooting	8
Manual Override	8
Wiring Diagram	10
Notes	11

Introduction

The Ground Control® 3.0 5th Wheel Landing Gear operates independently on uneven terrain. Raise and lower the front of your RV quicker and easier than ever, with the push of a button. Power operation eliminates the need for manual cranking. The 5th wheel landing gear system can be upgraded to a fully automatic 6 -point leveling system.

For information on the assembly or individual components of this product, please visit:

<https://support.lci1.com/ground-control-3.0-touch-pad>.

NOTE: Images used in this document are for reference only when assembling, installing and/or operating this product. Actual appearance of provided and/or purchased parts and assemblies may differ.

Safety

Read and understand all instructions before installing or operating this product. Adhere to all safety labels.

This manual provides general instructions. Many variables can change the circumstances of the instructions, i.e., the degree of difficulty, operation and ability of the individual performing the instructions. This manual cannot begin to plot out instructions for every possibility, but provides the general instructions, as necessary, for effectively interfacing with the device, product or system. Failure to correctly follow the provided instructions may result in death, serious personal injury, severe product and/or property damage, including voiding of the LCI limited warranty.

WARNING

The "WARNING" symbol above is a sign that a procedure has a safety risk involved and may cause death or serious personal injury if not performed safely and within the parameters set forth in this manual.

Failure to follow instructions provided in this manual may result in death, serious personal injury and/or severe product and property damage, including voiding of the component warranty.

WARNING

The trailer MUST be supported per manufacturer's specifications before working underneath.

Failure to do so may result in death or serious injury.

⚠ CAUTION

The "CAUTION" symbol above is a sign that a safety risk is involved and may cause personal injury and/or product or property damage if not safely adhered to and within the parameters set forth in this manual. Always wear eye protection when performing service, maintenance or installation procedures. Other safety equipment to consider would be hearing protection, gloves and possibly a full face shield, depending on the nature of the task.

⚠ CAUTION

Moving parts can pinch, crush or cut. Keep clear and use caution.

⚠ NOTICE

All electrical wiring harnesses shall be loomed and secured to prevent possible damage and installed in accordance with RVIA electrical standards.

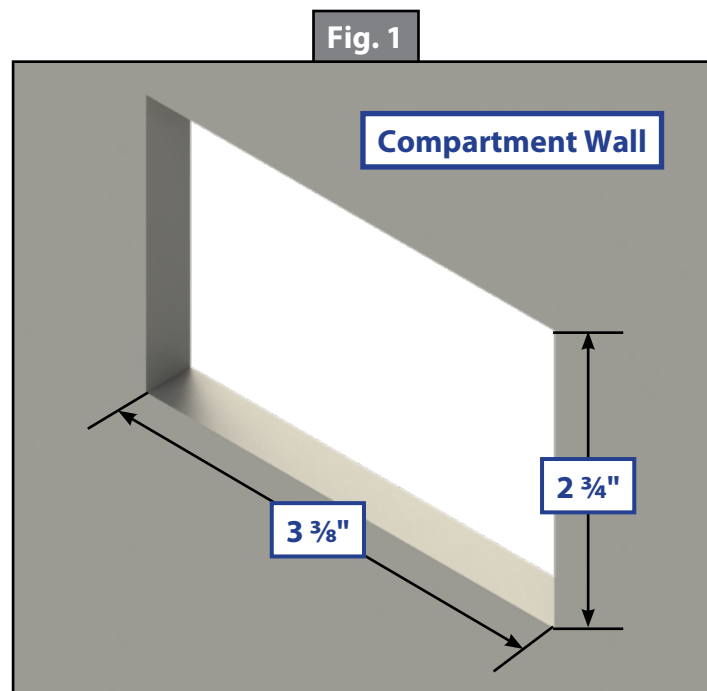
Resources Required

- Cordless or electric drill or screw gun
- Appropriate drive bits
- #8 X 1" wood screws or self-tapping screws depending on backer material
- Air saw with cutting blades
- Electrical connectors
- Seal foam
- 30 amp auto-reset circuit breaker
- 50 amp breaker
- 6 AWG wire
- Tape measure
- Marker

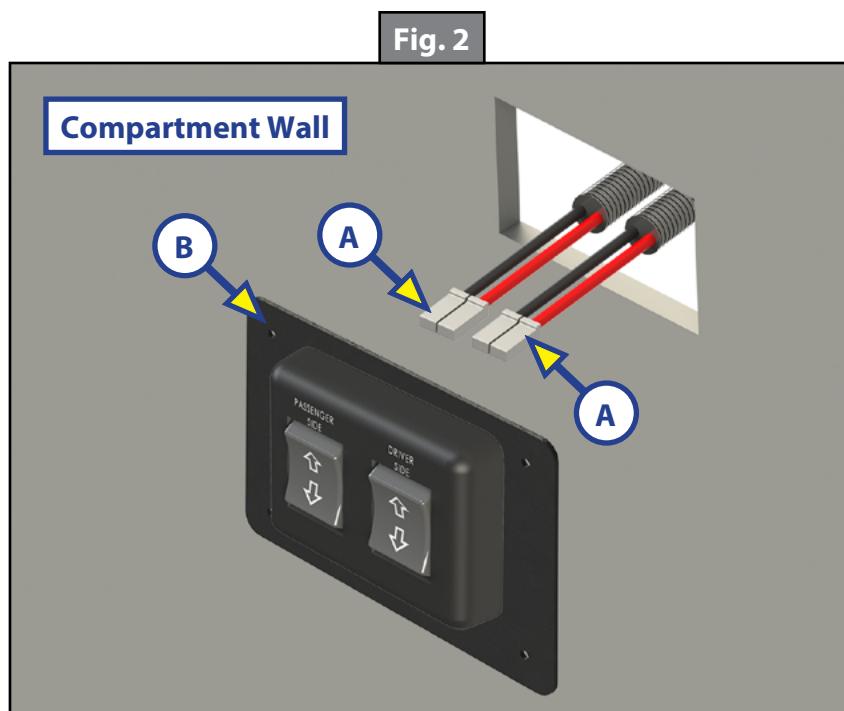
Installation of Prep Kit

Switch Panel Installation

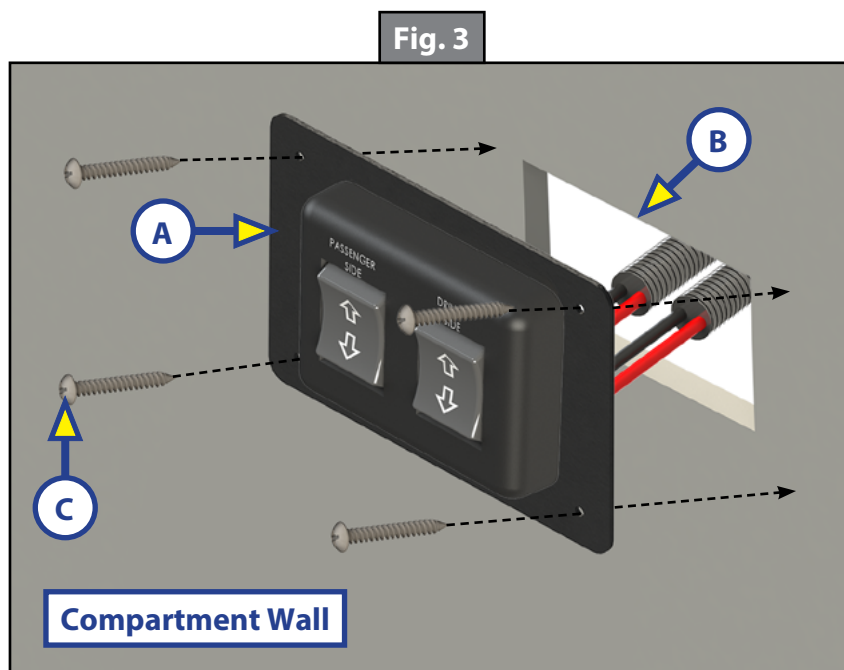
1. Determine where to mount the switch panel. The switch panel should be mounted in a compartment on the passenger or driver's side of the 5th wheel so the operator will have a view of the coupler while using the switch panel.
2. Cut a hole in the wall of the compartment 3 3/8" wide by 2 3/4" high (Fig. 1) so the top and bottom horizontal cuts are parallel to the floor of the compartment.



3. Feed the two landing gear harnesses ends (Fig. 2A) through compartment hole and attach to the appropriate switch panel (Fig. 2B) harness receptors, see Wiring the Switch Panel and Landing Gear and Wiring Diagram sections for complete wiring instructions.



4. Place the switch panel plate (Fig. 3A) centered over the the compartment hole (Fig. 3B). Attach the switch panel plate with four #8 x 1" screws (Fig. 3C) or screws with sufficient length to thread into the compartment wall.



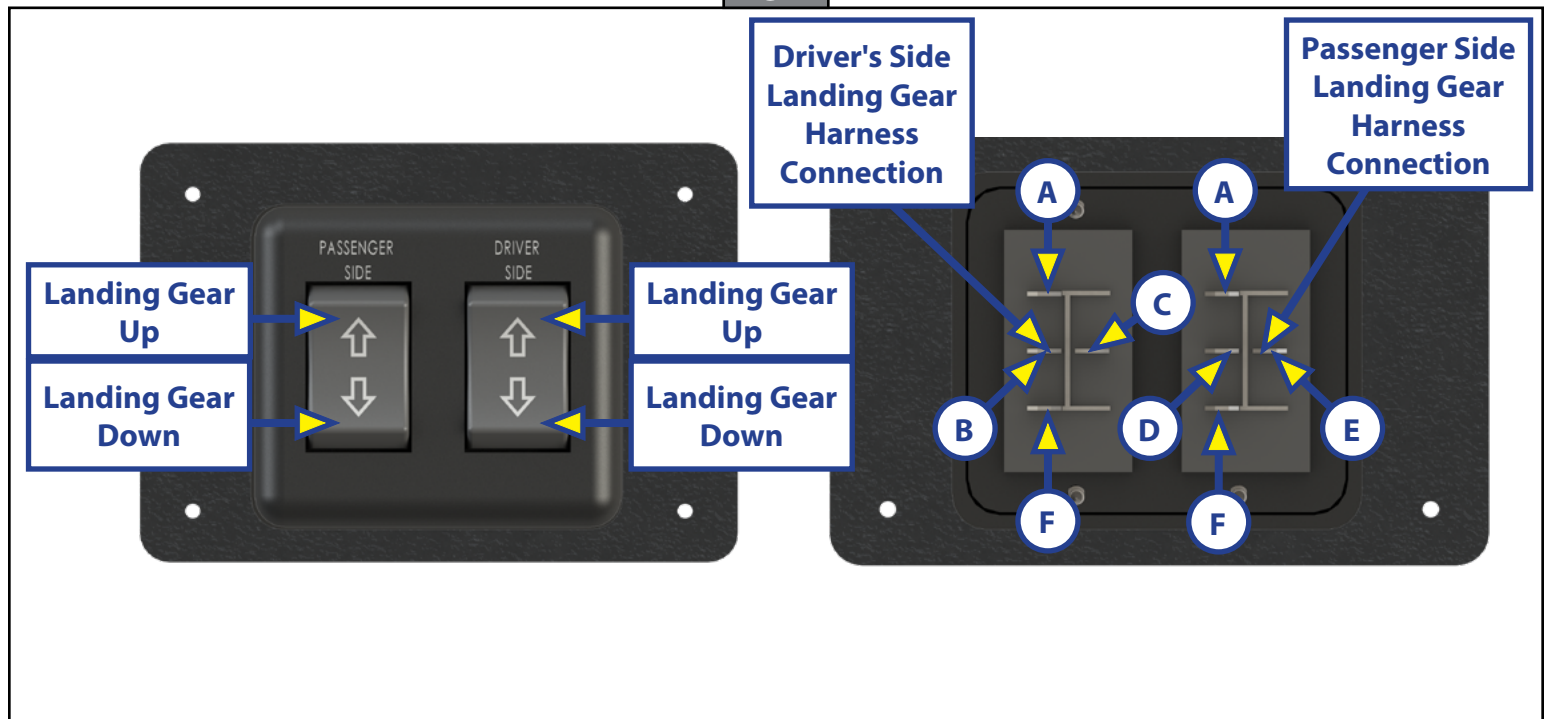
Wiring the Switch Panel and Landing Gear

NOTE: Circuit protection is not supplied. LCI recommends a 30 amp auto-reset circuit breaker for this system and prep a 50 amp circuit breaker, placed in line with the power source for the future upgrade installation. See the Wiring Diagram section to complete these steps. OEM will need to supply miscellaneous wiring and wiring connectors. A minimum of 6 AWG wire is needed on all power and ground wiring.

1. Connect the positive wire from the switch (Fig. 4C) to the 30 amp auto-reset circuit breaker. See the Wiring Diagram section.
2. Connect the wire from the 30 amp auto-reset circuit breaker to the power source.
3. Mount and prep a 50 amp circuit breaker to be in line with the power source. This 50 amp circuit breaker will be used for the future upgrade installation. Prep wire from the 50 amp circuit breaker with a bell cap end. See the Wiring Diagram section.
4. Connect the negative wires from the switch (Fig. 4A) to the negative terminal of the battery.
5. Plug both passenger's side and driver's side harnesses into their respective connectors on the switch (Fig. 4B).
 - A. Connect the driver side landing gear harness red wire to the terminal (Fig. 4B).
 - B. Connect the driver side landing gear harness black wire to the terminal (Fig. 4C).
 - C. Connect the passenger side landing gear harness red wire to the terminal (Fig. 4D).
 - D. Connect the passenger side landing gear harness black wire to the terminal (Fig. 4 E).
6. Connect the positive wires from the switch (Fig. 4F) to the 30 amp circuit breaker.
7. Plug both passenger's side and driver's side harnesses into their respective landing gear jacks, see the Wiring Diagram section.

NOTE: Only the two-wire connector off of the landing gear motor will be used for the switch panel harness. The other wire connection from the motor is for a future optional leveling system.

Fig. 4



Rear Sensor Harness

1. In the same compartment as the switch panel, create a separate hole that will allow access to the inside chassis area or use any gap in the compartment walls.
NOTE: Allow ample harness excess at both ends to ensure room for future installation connection to the controller and sensor.
2. Lay the controller end of the rear sensor harness (Fig. 5) in the bottom of the compartment and run the opposite end of the harness through the inside bottom of the underbelly to the rear center of the underbelly.
3. Cut a small slit in the underbelly (Fig. 6A) to allow access to bring the rear sensor harness end (Fig. 6B) through the slit in the underbelly.
4. Loop the rear sensor harness end (Fig. 6B) back into the underbelly slit (Fig. 7A).

Fig. 5

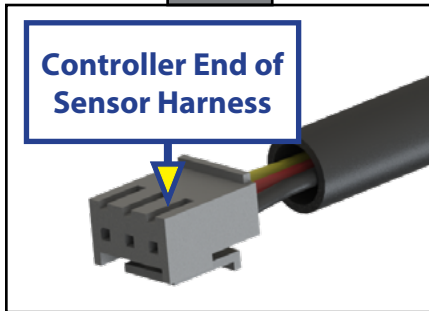


Fig. 6

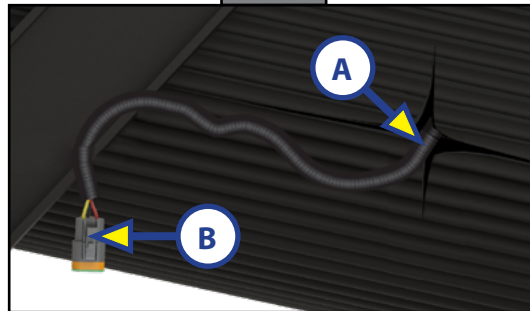
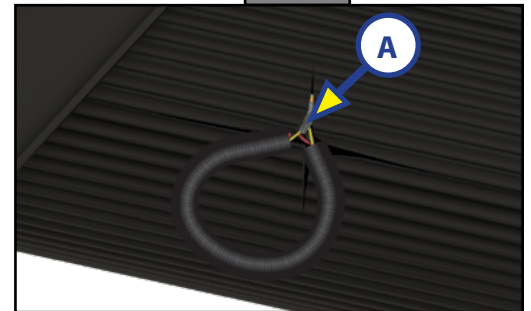


Fig. 7



Middle and Rear Jack Harnesses

1. Lay the controller end connections (Fig. 8A) of the four jack harnesses in the bottom of the same compartment as the rear sensor harness.
2. Run the jack connection ends (Fig. 8B) of the jack harness to the future jack locations through the same compartment hole as the rear sensor harness. Run the harnesses to their respective jack locations, and out through the chassis penetrations (Fig. 9A) above the jack brackets (Fig. 9B).
3. Make sure there is plenty of jack harness (Fig. 9B) length out from the chassis hole to attach to the future jack motor and loop the jack harness end back into the chassis penetration (Fig. 9A).
4. Use seal foam to fill and secure the jack harness wire in the chassis penetration location (Fig. 9A).

Fig. 8

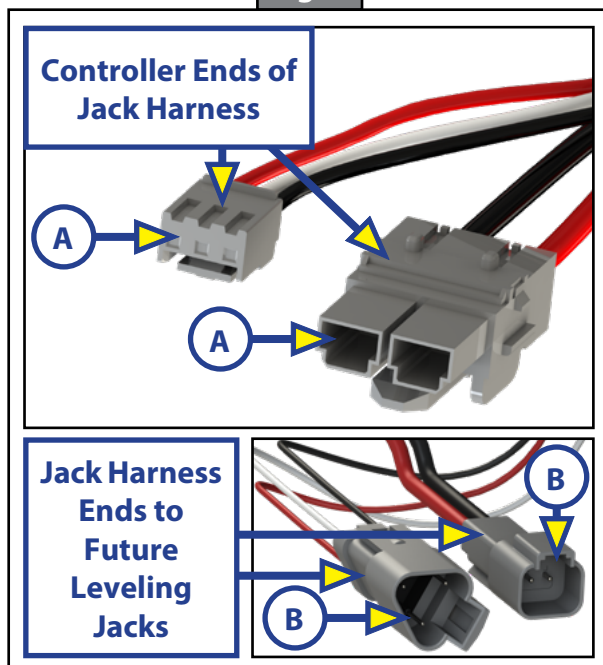
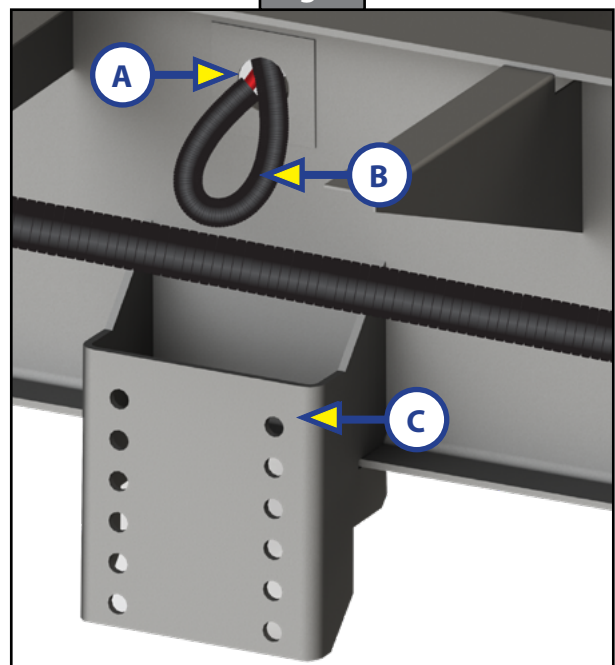


Fig. 9



Operation

⚠ WARNING

Never attempt to operate the system without the footpad properly secured or severe product damage, serious personal injury or death may occur. Electric landing gear is designed for vertical operation. Excessive side loads may cause damage to the landing gear. The bolt-on pull pin **MUST** be inserted fully through both sides of the tube prior to use. Retract landing gear completely prior to moving the trailer, including retraction of the bolt-on pull pin inner leg.

Prior to Operation

The landing gear system should only be operated under the following conditions:

1. The trailer is parked on a reasonably level surface and the tires are chocked.
2. Make sure all persons and property are clear of the trailer while the landing gear system is in operation.
3. Make sure battery power source is fully charged.

Operating Landing Gear

1. Extend both landing gear to the ground by pulling the quick release bolt-on pull pins (Fig. 10A).

NOTE: If the front of the trailer is above level, do not extend the inner legs to the ground. The trailer cannot be leveled if the front is above level.

2. Make sure the bolt-on pull pins are inserted fully through both sides of the tube.
3. Press and hold the arrow up or arrow down on one or both sides of the landing gear switch panel (Fig. 11) as desired.

NOTE: For retracting, be sure to hold down the switches until both landing gear are fully retracted before pulling the bolt-on pull pins.

4. When the landing gear has fully retracted, pull the bolt-on pull pins and slide the inner legs into the outer landing gear legs.
5. Make sure the bolt-on pull pins are inserted fully through both sides of the tube upon completion.

Fig. 10

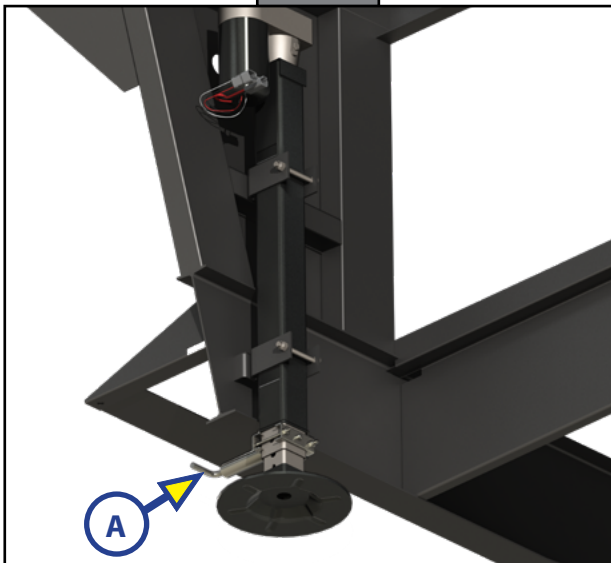
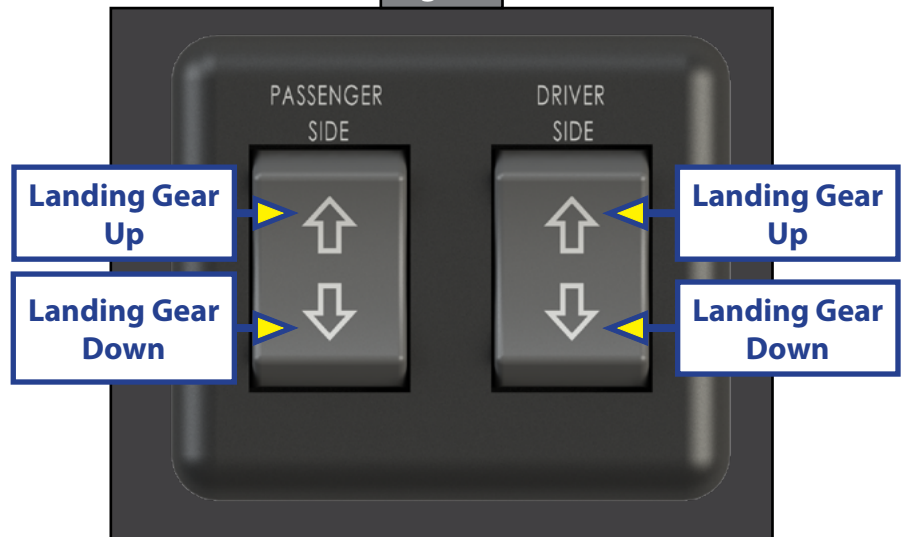


Fig. 11



Troubleshooting

What is happening?	Why?	What should be done?
Unable to level trailer.	Inner legs were extended while trailer was above level.	Connect to tow vehicle, retract jacks, extend inner leg making sure to allow room to level trailer once tow vehicle is removed
Switch does not activate landing gear.	No power.	Test battery voltage under load. Charge or replace.
	Wiring damaged.	Check wiring. Repair or replace.

Manual Override

⚠ WARNING

Make sure the trailer is supported at both the front and rear with jack stands before performing any troubleshooting or service to the trailer. Failure to do so may result in death or personal injury.

NOTE: For ease of manual override it is recommended to unplug the power harness to the motor prior to performing the manual override procedure.

NOTE: Use of a 12-18 volt cordless screw gun or pneumatic screw gun is acceptable to manually override the jacks. Do not use an impact screw gun to perform any of the override procedures, as this may damage the motor.

Top of Landing Gear Motor Override:

Tools needed: $\frac{3}{8}$ " drive ratchet and extension (no socket)

1. Find the port on the top of the jack motor (Fig. 12A).
2. Remove the rubber plug (Fig. 13A).
3. Insert the $\frac{3}{8}$ " drive into the port (Fig. 14).
4. Turn override until the jack extends or retracts to desired position.
5. Insert the rubber plug back into the port after extension/retraction is complete.

Fig. 12

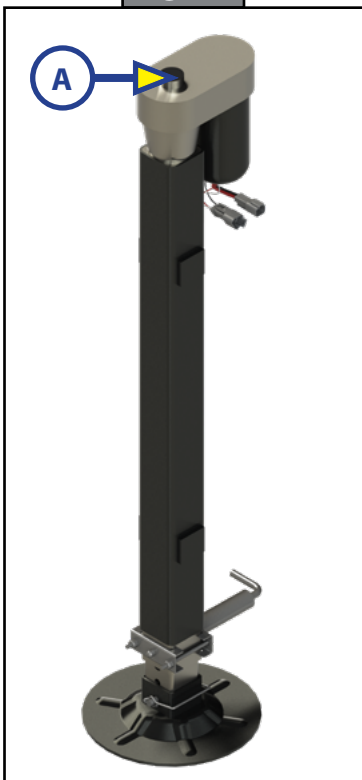


Fig. 13

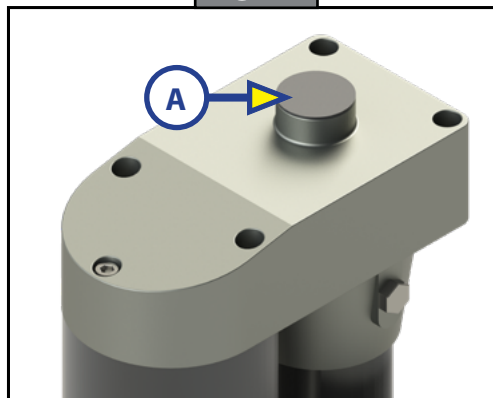


Fig. 14



Bottom of Jack Motor Override:

Tools needed: $\frac{3}{8}$ " drive ratchet and extension, $\frac{5}{16}$ " socket

1. Find the port on the bottom of the jack motor (Fig. 15A).
2. Remove the rubber plug (Fig. 16A).
3. Insert the $\frac{5}{16}$ " socket into the port (Fig. 17).
4. Turn override until the jack extends or retracts to desired position.
5. Insert the rubber plug back into the port after extension/retraction is complete.

Fig. 15

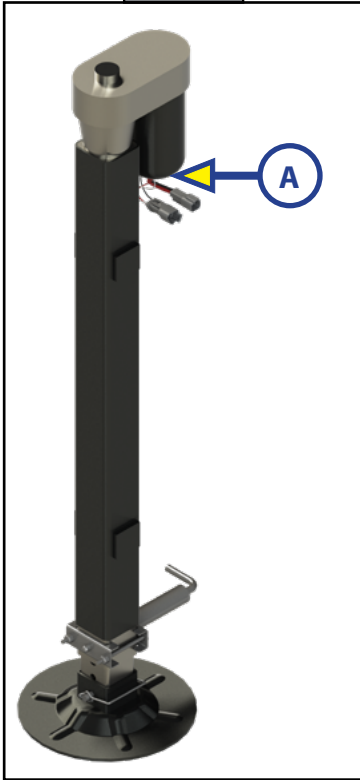


Fig. 16

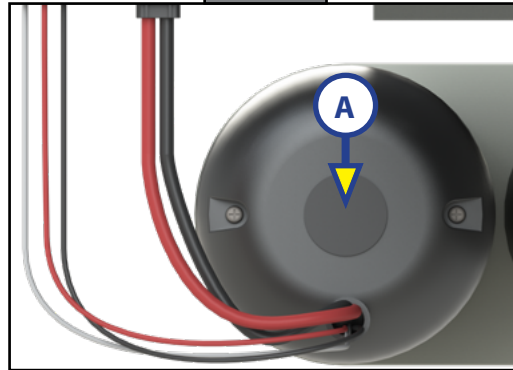
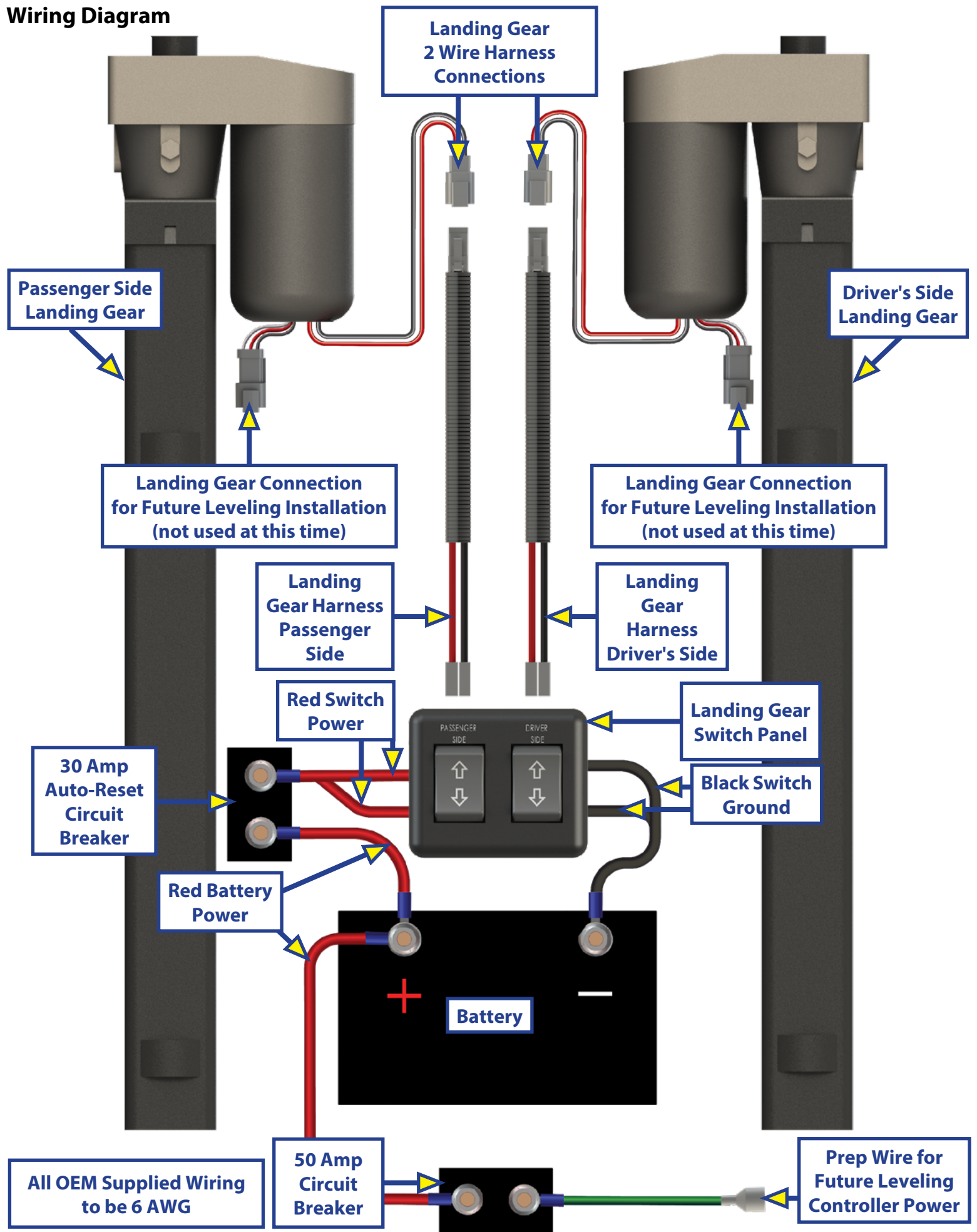


Fig. 17



Wiring Diagram



Notes

This image shows a full page of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page, typical of notebook or legal stationery. There are no margins, text, or other markings present.



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