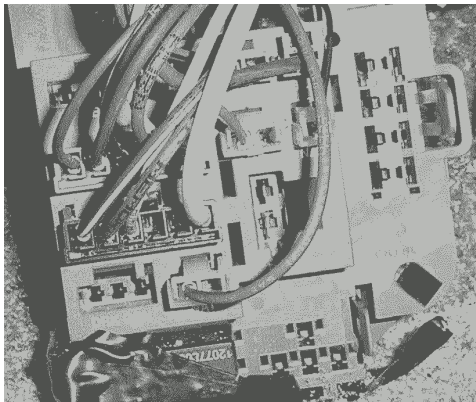




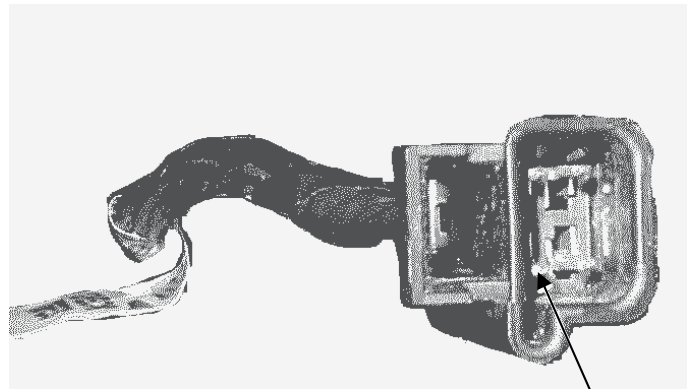
T.I.P. Troubleshooting Information on Power Gear

FLEETWOOD COACHES WITH WORKHORSE GAS CHASSIS - FIELD REPAIR FOR RETRACTING JACKS DURING KEY CYCLE

You will need to locate two connection points for this fix. Both of which are located underneath the dash on the driver's side. The first connection point is the Workhorse Convenience Center (pictured below). This is usually located inside the coach on the firewall to the left of the brake pedal. (Your wire colors and sizes may vary from those pictured). The second connection is a Workhorse connector, which was never used, called "Check Tires." Since this connector was never used, it is probably bundled up in electrical tape or a zip tie in the mix with a bunch of other harnesses coming into the dash area. This connector is there on all 2003 & 2004 Workhorse Gas Chassis, though sometimes it is difficult to find.

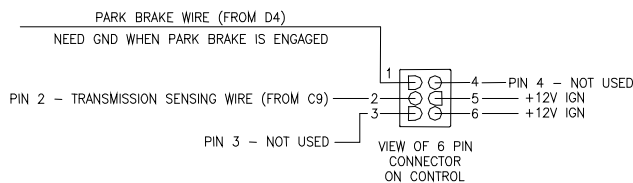


Workhorse Convenience Center



Check Tires
Connector

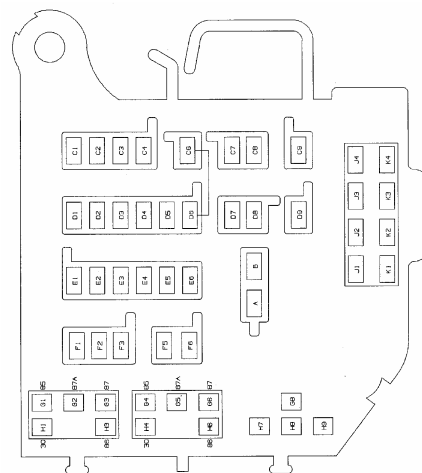
Pin B



Fleetwood Existing Wiring

This is only one possible wiring scenario. There are other wiring scenarios that will work, too (see Tip Sheet # 95).

D4 & C9 refer to the Convenience Center



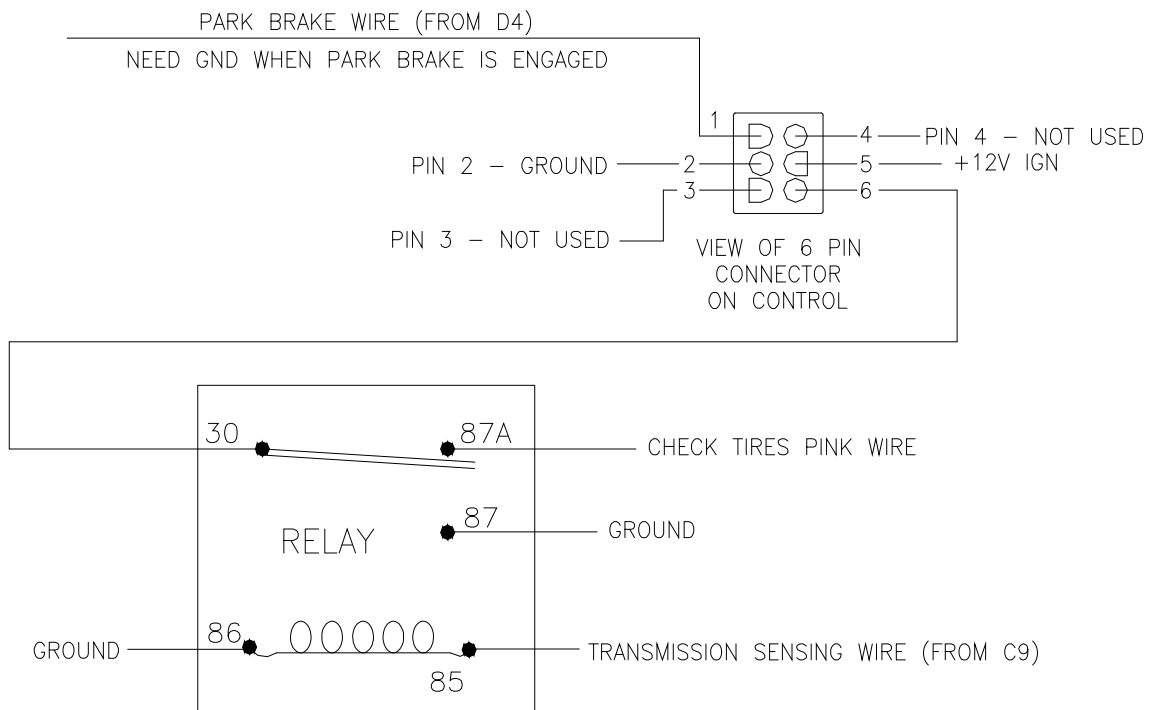
**Workhorse
Convenience
Center**



T.I.P. Troubleshooting Information on Power Gear

The Check Tires connector harness has a white label (although, it is barely visible in the picture above) that says “Check Tires.” This harness has 4 wires going into the connector (Red, Black, Pink & Orange). We will use the pink wire as an alternate 12V ignition source. On the connector, the pin attached to the pink wire is labeled as pin “B”.

Wire the control up as shown in the schematic below if the transmission sensing wire (C9) is high (12-15 V) when the coach is in park. If the transmission sensing wire is low when in park (0-1 V), then put the check tires wire (pink) on terminal 87 of the cube relay, and make terminal 87A the ground. You will need to add a standard 12V relay. The reference to C9 is on the Workhorse Convenience Center.



After you are finished, test the control by extending the jacks and releasing the park brake. Also extend the jacks and put the coach into gear. The alarm should sound and the jacks should automatically retract in each case.



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