



T.I.P. Troubleshooting Information on Power Gear

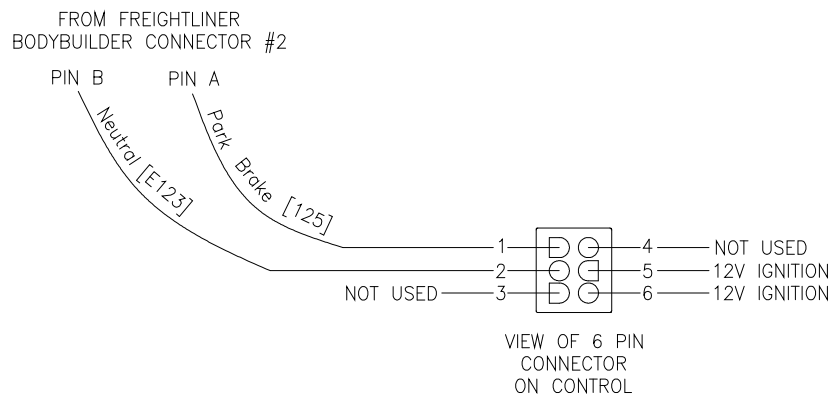
2004 FREIGHTLINER DIESEL CHASSIS HOOKUP OF POWER GEAR CONTROLS

Inside the Freightliner Bodybuilder connector #2 (this is an 8 pin Packard connector) are two of the wires we need to correctly operate the Power Gear controls. The first one is a neutral sensing wire and it is located on Pin B of this connector. This wire is called “Neutral [E123]” and gives a +12V signal when in neutral. The other wire is the park brake wire and it is located on Pin A of this connector. It is called “Park Brake [125]” and gives a ground signal when the park brake is set. We will also need a +12V ignition source.

Connect the “Neutral [E123]” wire directly to Pin 2 of the 6 Pin connector of the Power Gear control. Next, connect the “Park Brake [125]” wire directly to Pin 1 of the 6 Pin connector of the Power Gear control. Lastly, connect +12V Ignition directly to Pins 5 & 6 of the 6 Pin connector of the Power Gear control.

If a Power Gear supplied harness is used, see the chart below for wire colors & Pin connections.

Power Gear control Pin Connection #	Power Gear harness wire color
1	White/Blue
2	White/Orange
5	White/Red
6	White/Green



Wire up the Power Gear control as shown in the schematic above. 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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