



OPERATORS MANUAL
for
AUTOMATIC RV SYSTEM

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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 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 diameter 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, A KNOWLEDGEABLE AND TRAINED PROFESSIONAL PERFORM IT. 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 OR DEATH.

OPERATION CAUTION NOTES!

- CAUTION - CHECK THAT POTENTIAL JACK CONTACT LOCATIONS ARE CLEAR OF OBSTRUCTIONS OR DEPRESSIONS BEFORE OPERATION.**
- CAUTION - KEEP PEOPLE CLEAR OF COACH PRIOR TO TURNING THE LEVELING SYSTEM ON AND 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 THE WHEELS OFF THE GROUND TO LEVEL THE COACH.**

BEFORE YOU OPERATE THE SYSTEM

The leveling system should 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 "Park" (or "Neutral" for a diesel coach).
- (D) The coach engine is running.

SELECTING A SITE

When the coach is parked on an excessive slope, the leveling requirements may exceed the jack lift stroke capability. When this occurs, the 4 orange jack LEDs and the green "POWER GEAR LEVEL" LED in the center will blink together. The coach must be moved to a more level surface before the leveling jacks are deployed. On the contrary, if the green "POWER GEAR LEVEL" LED in the center is on and/or blinking by itself, it means the coach is already level. You may, if you wish, operate the jacks anyway to act as a stabilizer.

LEVELING PROCEDURES

STEP 1 - Push the "On/Off" button on the touch pad. The system is now operational and some of the electronic level LEDs will turn on and/or flash.

STEP 2 - Check to see that the "engage park brake" LED is not flashing.

NOTE: Engage the parking brake if the "engage park brake" LED is flashing.

STEP 3 - Check to see that the "On/Off" LED and "Wait" LED are not flashing together.

NOTE: Put the coach into Park (or neutral for a diesel coach) if the "On/Off" and "Wait" LEDs are flashing together.

STEP 4 - Push the "Auto" button to begin the automatic leveling cycle.

CAUTION: After starting the automatic leveling cycle it is very important that you do not move around in the coach until the unit is level and the green Power Gear Level LED illuminates in the center of the touch pad. Failure to remain still during the leveling cycle could have an affect on the performance of the leveling system.

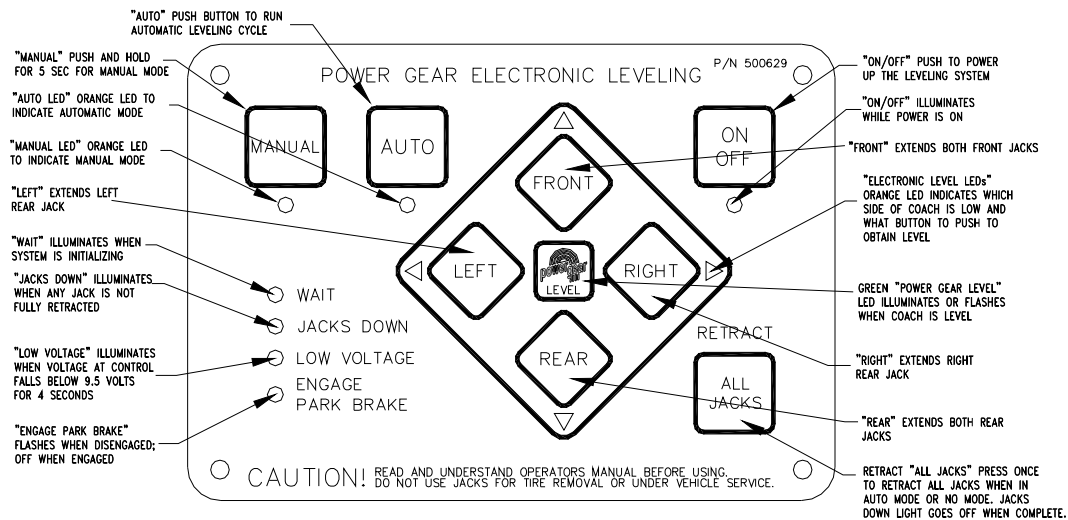
STEP 5 - If further adjustments are necessary, simply push and hold the "MAN" button for approximately 5 seconds until the LED under this button is illuminated. Push the appropriate leg button to override the system and level the coach to your liking.

CAUTION: Never lift the wheels off the ground when leveling the motorhome.

NOTE: When in the manual mode, if the retract button is pushed the jacks will only retract as long as the button is depressed.

NOTE: If the "Wait" LED is ever flashing by itself, it means the control is busy and you cannot operate the jacks. After a short period of time (from 5 to 30 seconds), the "Wait" LED will go off again, and you can resume operation as normal.

STEP 6 - Push the "On/Off" button to de-energize the system.



JACK RETRACT PROCEDURES

NOTE: Coach ignition must be on.

STEP 1 - Energize the system by pushing the "On/Off" button on touch pad. The "On/Off" and "Jacks Down" LEDs will be lit.

STEP 2 - Push and release the "Retract All Jacks" button. All the jacks will start to retract and return to the "full retract position" automatically. As the jacks approach the "full retract position," the "Wait" LED will flash for about 30 seconds. This is to ensure that the jacks retract all the way. During this 30 second wait period, the touch pad cannot be turned off. When all of the jacks return to the "full retract position," the "Jacks Down" LED will go off.

STEP 3 - When the "Jacks Down" LED turns off, push the "On/Off" button on the touch pad to de-energize the system. After a visual inspection underneath the coach (to verify that all of 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.

To reset the system the coach ignition must be turned off, then back on.

DRIVE AWAY PROTECTION SYSTEM

If the ignition is in the "RUN" position, the jacks are down, and the operator takes the transmission out of neutral or park, or releases the parking brake, all of the LEDs will flash and the alarm beeper will activate. The system will then automatically retract the jacks until the jacks are fully retracted. During this time the touch pad cannot be turned off.

RECOMMENDED HYDRAULIC FLUIDS FOR YOUR POWER GEAR LEVELING SYSTEM

In most applications, Type A automatic transmission fluid (ATF, Dexron III, etc.,) will work satisfactorily. Mercon V is also recommended as an alternative fluid for Power Gear leveling systems

If operating in cold temperatures (less than -10° F) the jacks may extend and retract slowly.

For cold weather operation, fluid specially-formulated for low temperatures may be desirable. Mobil DTE 11M, Texaco Rando HDZ-15HVI, Kendall Hyden Glacial Blu, or any Mil. Spec. H5606 hydraulic fluids are recommended for cold weather operation.

Please consult factory before using any other fluids.

PREVENTATIVE MAINTENANCE PROCEDURES

1. Change fluid every 36 months.

- Fill the reservoir with the jacks in the fully **retracted** position.
- On 1998 - PRESENT model year coaches, the fluid should be within 1/4 inch of the fill port lip and checked only with all jacks retracted. On pre-1998 model year coaches the fluid level should be approximately 1/8 inch on the dipstick and checked only with all jacks retracted.

2. Check the fluid level every month.

3. Inspect and clean all hydraulic pump electrical connections every 12 months.

4. Remove dirt and road debris from jacks as needed.

WARNING:

Your coach should be supported at both front and rear axles with jack stands before working underneath.

5. If jacks are down for extended periods, it is recommended to spray exposed chrome rods with a silicone lubricant every seven days for protection. If your coach is located in a salty environment, it is recommended to spray every 2 to 3 days.



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