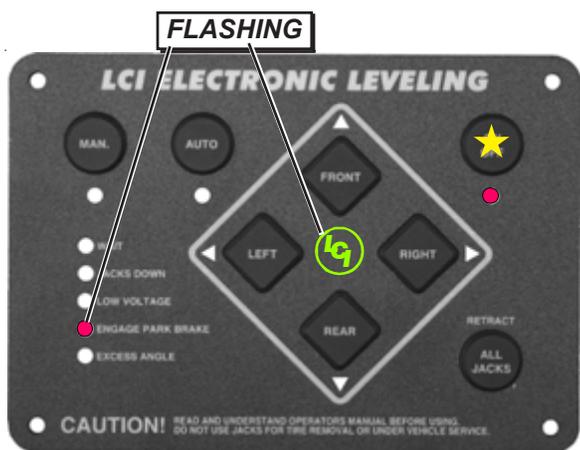


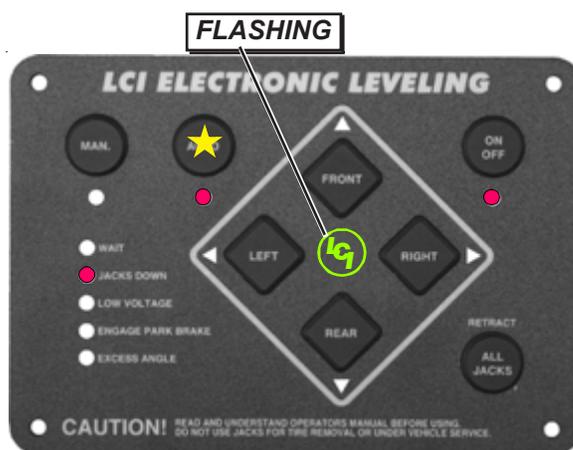


## ELECTRONIC LEVELING: OPERATION AND TROUBLESHOOTING WITH THE TOUCH PAD:

### AUTO-LEVELING



Push “ON/OFF” button ★. “ON/OFF” light illuminates; “LCI LOGO” light flashes. If PARKING BRAKE is not engaged, “PARKING BRAKE” light will flash. Engage PARKING BRAKE.



AUTO-LEVELING - Push “AUTO” button ★ and release. “AUTO” light will illuminate and the “LCI LOGO” light will flash when pump begins to run. “JACKS DOWN” light will illuminate indicating the jacks are moving. DO NOT TOUCH PAD DURING THIS PROCESS.



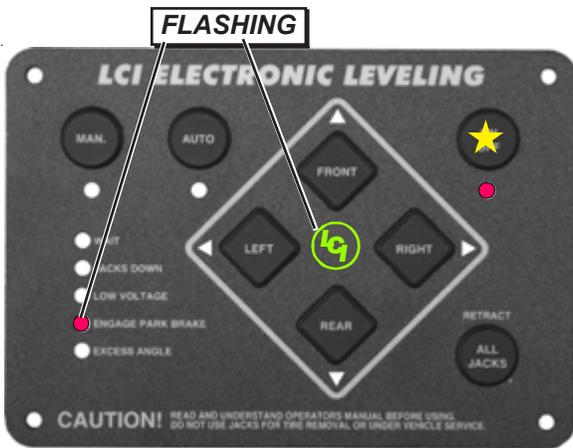
“LCI LOGO” light will go out when coach is initially leveled. The AUTO-LEVELING system will then go through a series of fine-tuning for leveling and the “ARROW” lights will indicate that the coach is leveling itself and which jacks are being activated.



When the system has automatically leveled the coach, the “ON/OFF”, “AUTO”, “JACKS DOWN” and “LCI LOGO” lights will all be illuminated. At this point the touch pad can be turned off.



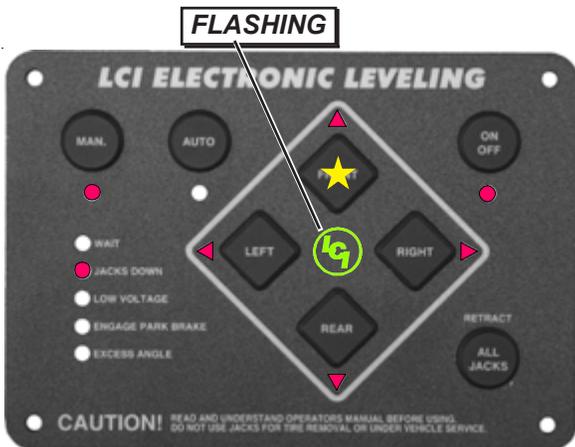
### MANUAL LEVELING



Push "ON/OFF" button ★. "ON/OFF" light illuminates; "LCI LOGO" light flashes. If PARKING BRAKE is not engaged, "PARKING BRAKE" light will flash. Engage PARKING BRAKE.



MANUAL LEVELING - Push and hold "MANUAL" button ★ and release. "MANUAL" light will illuminate.



Push "FRONT" button ★ and hold. Both FRONT jacks will move at the same time. Hold "FRONT" button until both FRONT jacks touch the ground.



Push and hold "BACK" button ★ until BACK jacks just touch the ground.



### MANUAL LEVELING



The arrow lights will indicate which button to push to get the coach to level.



When the “LCI LOGO” stops flashing and simply stays on, the coach is level. The TOUCH PAD can now be turned off by pushing the “ON/OFF” button★.

### SETTING ZERO POINT

Before “AUTO-LEVELING” or utilizing the TOUCH PAD as the level indicator for MANUAL LEVEL, the LEVEL ZERO POINT must be set. This process is done initially at the factory but may need to be done again in the event of loss of power or the owner wishes to reset level.



MANUALLY LEVEL the coach. Turn the TOUCH PAD “OFF”★. Turn the TOUCH PAD “ON”★ again. This readies the TOUCH PAD for reprogramming the LEVEL ZERO POINT.



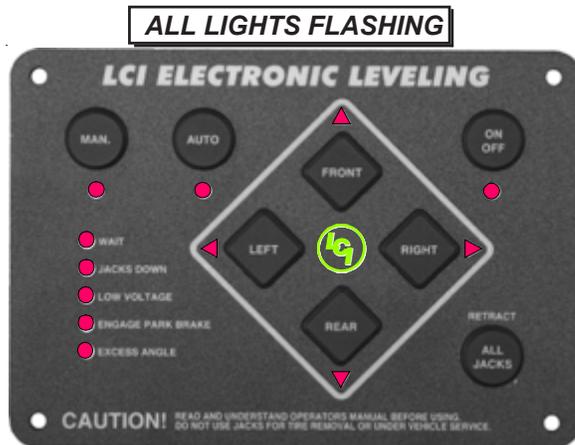
Push the “FRONT” button★5 times.



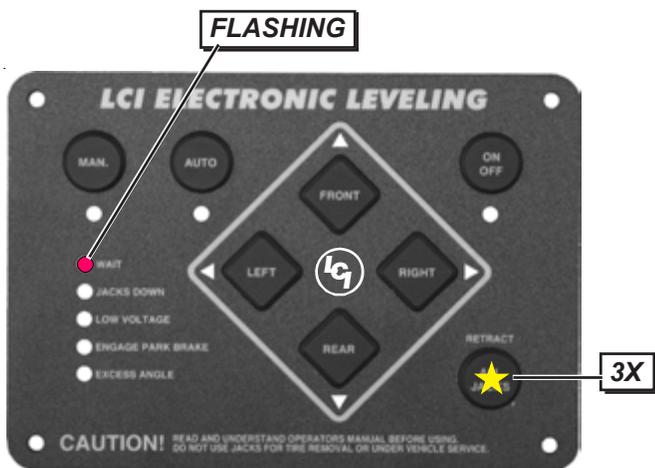
### SETTING ZERO POINT



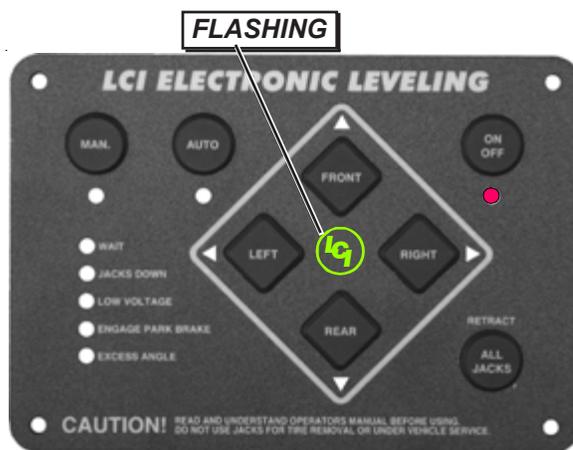
Push the "REAR" button ★ 5 times.



All lights on TOUCH PAD will now flash and the buzzer will be off. The TOUCH PAD is now in IDLE MODE.



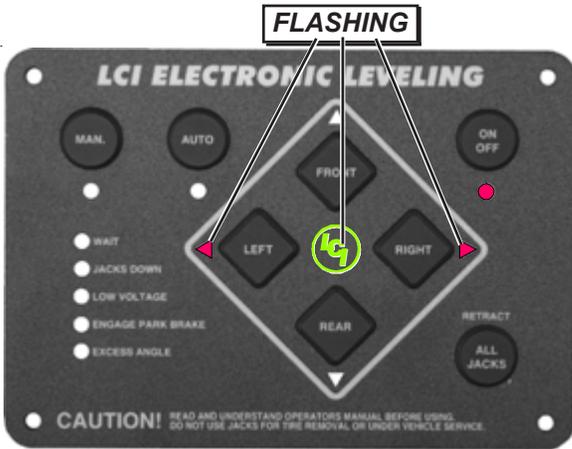
Push the "RETRACT ALL" button ★ 3 times. The "WAIT" light will flash. This sets LEVEL ZERO POINT.



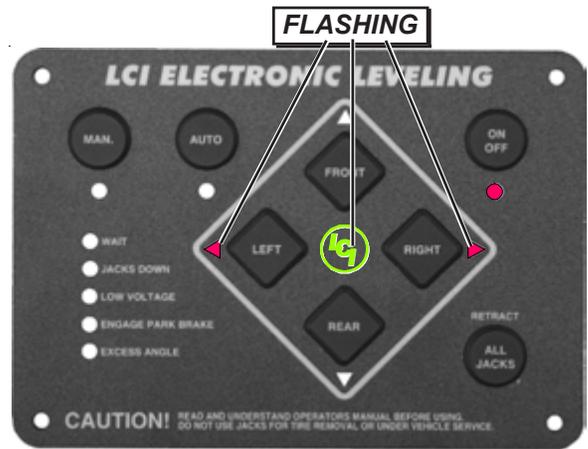
When the "WAIT" light goes off, the "LCI LOGO" will flash waiting for the operator to choose which mode to level the coach with, "MAN" or "AUTO."



### TROUBLESHOOTING - ERROR MODE



If an issue involving the system occurs, the TOUCH PAD will register an ERROR MODE alert, indicated by the “LCI LOGO” and the “LEFT” and “RIGHT” arrow lights flashing.

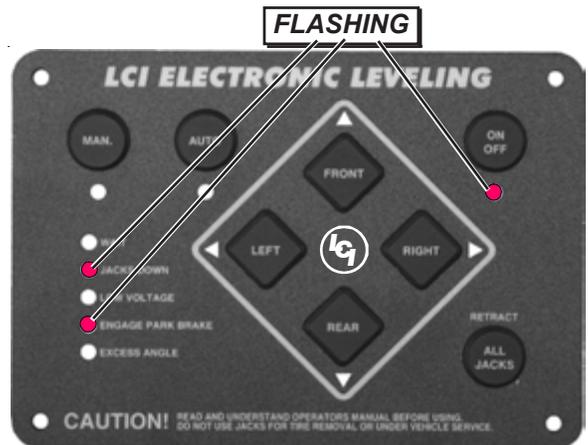


- The following ERRORS are detected by the TOUCH PAD:
- 1) Jack over current = short circuit.
  - 2) Jack under current + open circuit
  - 3) Jack extend too long (ground not detected after 2 mins.)
  - 4) Jack retract too long (fully retracted not detected after 2 mins.)
  - 5) Six consecutive seconds out of stroke during auto-leveling cycle.
  - 6) Total time in auto-level greater than 105 seconds without achieving level (not including jacks travel to ground time).



Operator must press “ON/OFF” button ★ to reset operation.

NOTE-All normal features and functions will be disabled.



If TOUCH PAD and CONTROLLER lose communication for more than 5 seconds, the TOUCH PAD will flash the “JACKS DOWN”, “ENGAGE PARK BRAKE”, and “ON/OFF” lights. Turn off ignition and check that TOUCH PAD and CONTROLLER are securely connected.



### TROUBLESHOOTING - LATCHED ERROR MODE

**FLASHING**



LATCHED ERROR mode is “WAIT,” “JACKS DOWN,” “PARK BRAKE,” “EXCESS SLOPE” AND “LOW VOLTAGE” lights flashing.

Retract time over 90 seconds in auto retract. This is the only LATCHED ERROR MODE. All revisions prior to “G” controllers treat this error as regular ERROR mode. To RESET, push all 4 diamond-shaped jack buttons★ at the same time.

### ALARM MODE

**ALL LIGHTS FLASHING**



**ALL LIGHTS FLASHING**



The system ALARM will sound and all TOUCH PAD lights will flash if the PARKING BRAKE is release and at least one (1) jack is not fully retracted or if the ignition is in the “RUN” position and the jacks are down. The system will perform an automatic retract.

The TOUCH PAD will sound an alarm and the TOUCH PAD will flash all lights for either of two possible reasons; (1) A “RETRACT” hose is leaking or (2) the pressure holding the retracted jacks falls below 1500 psi.



### TROUBLESHOOTING



#### **SYSTEM WILL NOT TURN ON AND ON/OFF INDICATOR LIGHT DOES NOT ILLUMINATE**

##### **PROBABLE CAUSES**

- Coach Ignition not in RUN position
- Parking brake not set
- Controls have been on for more than four minutes and have timed out.

##### **CORRECTIVE ACTIONS**

- Turn ignition to RUN position
- Set parking brake
- Turn ignition OFF and then back ON



#### **CONTROL PAD TURNS ON, COACH WILL NOT AUTO-LEVEL, JACKS DOWN LIGHT IS ON, JACKS ARE RETRACTED**

##### **PROBABLE CAUSE**

- Low fluid level

##### **CORRECTIVE ACTION**

- Check fluid level in reservoir, if fluid is low add fluid to top of white label
- If JACKS DOWN light remains on, call Lippert Service.



**CONTROL PAD TURNS ON BUT TURNS OFF WHEN LEG BUTTON IS PUSHED**

PROBABLE CAUSE

Low voltage on battery

CORRECTIVE ACTION

Start coach to charge battery



**“JACKS DOWN” LIGHT DOES NOT GO OUT WHEN ALL JACKS ARE RETRACTED**

PROBABLE CAUSE

Low fluid level  
PSI switch inoperable

CORRECTIVE ACTION

Fill reservoir to proper level with ATF  
Check connection, wiring and continuity or replace



**ALARM SOUNDS AND “JACKS DOWN” LIGHT STARTS FLASHING WHILE TRAVELING. JACKS ARE FULLY RETRACTED**

PROBABLE CAUSE

Low fluid level  
PSI switch inoperable

CORRECTIVE ACTION

Fill reservoir to proper level with ATF  
Check connection, wiring and continuity or replace

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Over the years of running a mobile RV repair service, having a dedicated place to access service manuals for all the different appliances and components found on RVs was something that I always had a desire to create.

I hope this resource makes your RV repairs easier, as it has mine, but please be careful and follow proper safety practices when attempting to repair your own RV.

If in doubt, please consult with a professional RV technician!



DARREN KOEPP - OWNER, MY RV WORKS, INC.

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