



PROPER ENGAGEMENT AND TESTING OF MOTOR BRAKE ON POWER GEAR SLIDE OUT SYSTEM

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! WARNING

Keep all personnel and objects out of the path of the slide out when releasing the brake on the motor assembly.

! WARNING

Verify that all room locks and travel bars are in the retracted state or removed to allow a clear slide out room path. Failure to retract the room locks or remove the travel locks could result in coach and or personnel damage. Consult the owner's manual for the operation of the locking mechanisms.

Proper Engagement and Testing of Motor Brake on Power Gear Slide Out System

Proper Engagement of Motor Brake

When the motor brake is disengaged the slide out room will not lock into place; therefore, the room will not be sealed. If the room has been manually retracted, be sure to return the motor brake lever to its **NORMAL ENGAGED POSITION** in order to seal and lock the room into position. See Figure 2a on this page for the normal engaged position of brake release lever.

1. Locate the slide out motor. The motor will be attached to the base of the system or in between the slide out arms. Refer to **FIGURE 1**.
2. Engage the brake lever by rotating clockwise (see **FIGURE 2**).

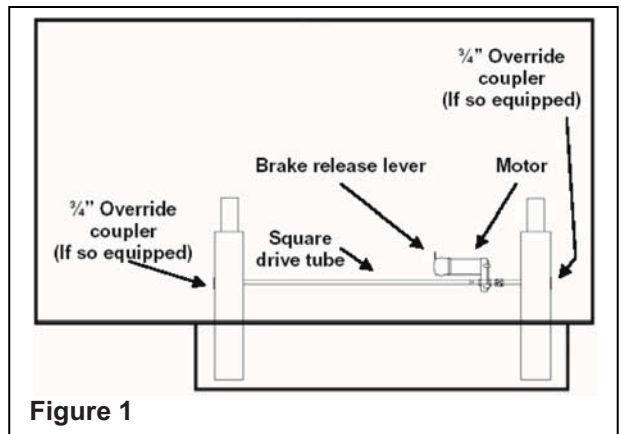


Figure 1

Rubber boot removed from end of motor only to show brake lever and spring lock. **DO NOT** remove boot.

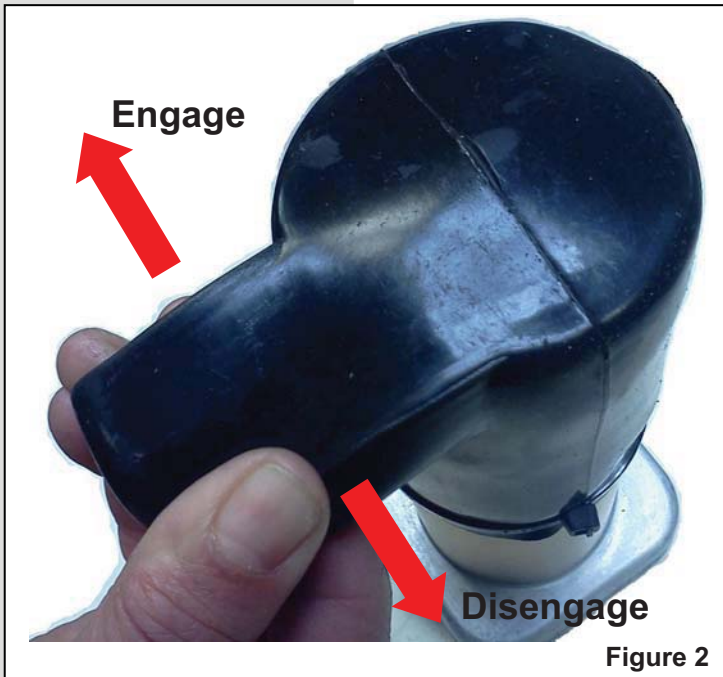


Figure 2

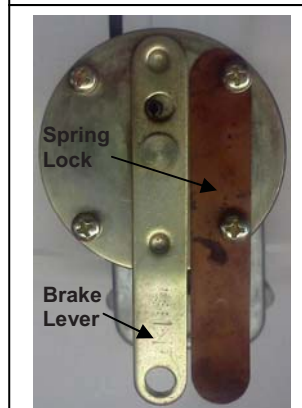


Figure 2a Boot Brake lever engaged



Figure 2b Brake lever disengaged



! NOTE

Periodic recalibration of your torque wrench is necessary to maintain accuracy. Recalibrate every 6 months or more depending on use. ANSI B107.14M specifies that accuracy is maintained through 5000 cycles for click-type torque wrenches.

! WARNING

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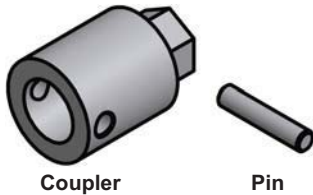


Figure 3

Coupler 3/4" ID - Part No. 520223
Coupler 5/8" ID - Part No. 540066
Pin - Part No. 18-1039

Testing the Motor Brake

1. Locate the slide out motor. The motor will be attached to the base of the system or in between the slide out arms. Refer to **FIGURE 1, PAGE 1**.
2. Ensure that the brake lever is engaged. See the first section, **PAGE 1: Proper Engagement of Motor Brake**.
3. Locate the 3/4" override coupler on the slide out system. See **FIGURE 1** on **PAGE 1** for possible coupler locations. If the slide out system does not have an override coupler, one may be purchased through Power Gear. See **FIGURE 3**.
4. Apply 60 ft/lbs (700 in/lbs) of torque to the override coupler. See **FIGURE 4**.
5. If the coupler does not turn, then the motor brake is holding as designed. If the coupler does turn, ensure that the brake is engaged and repeat the test.
6. If the coupler continues to turn, then the motor brake is defective and the motor assembly will need to be replaced.

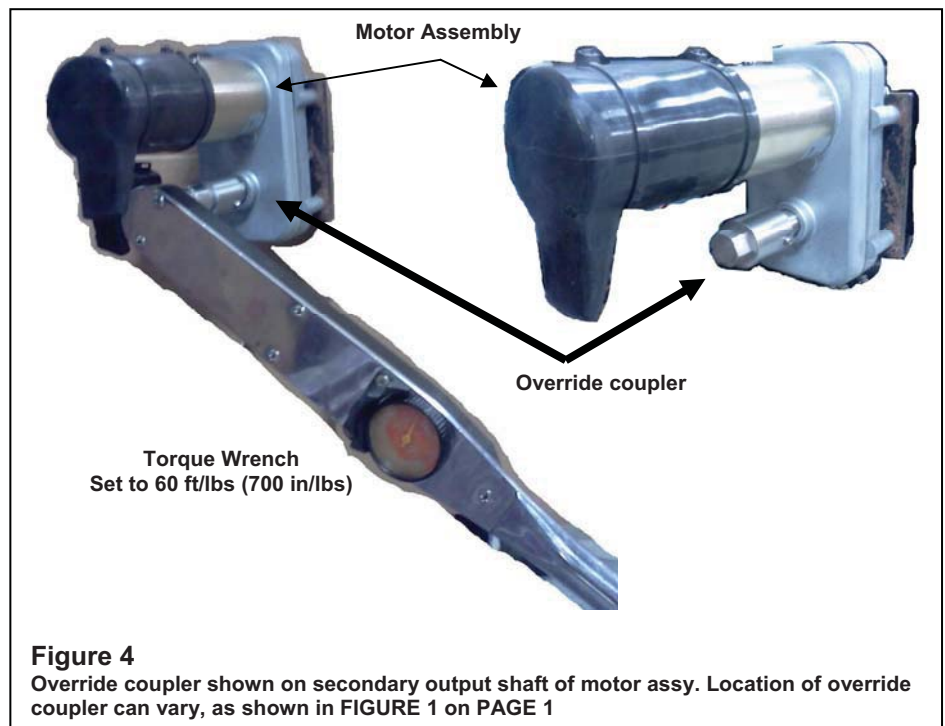


Figure 4

Override coupler shown on secondary output shaft of motor assy. Location of override coupler can vary, as shown in **FIGURE 1** on **PAGE 1**