OPERATOR’S MANUAL

HWH® COMPUTER-CONTROLLED
2000 SERIES LEVELING SYSTEM

FEATURING:
Single Step Touch Panel Control
Air Leveling

HWH COMPUTERIZED LEVELING

UNDERSTAND OPERATOR’S MANUAL BEFORE USING. BLOCK FRAME AND TIRES SECURELY BEFORE REMOVING TIRES OR CRAWLING UNDER VEHICLE.

HWH CORPORATION
(On I-80, Exit 267 South)
2096 Moscow Road | Moscow, Iowa 52760
Ph: 800/321-3494 (or) 563/724-3396 | Fax: 563/724-3408
www.hwh.com

AP46483
ML46484/MP04.3950
22APR10
WARNING!

READ THE ENTIRE OPERATOR'S MANUAL BEFORE OPERATING.

BLOCK FRAME AND TIRES SECURELY BEFORE CRAWLING UNDER VEHICLE. DO NOT USE LEVELING JACKS OR AIR SUSPENSION TO SUPPORT VEHICLE WHILE UNDER VEHICLE OR CHANGING TIRES. VEHICLE MAY DROP AND/OR MOVE FORWARD OR BACKWARD WITHOUT WARNING CAUSING INJURY OR DEATH.

KEEP ALL PEOPLE CLEAR OF VEHICLE WHILE LEVELING SYSTEM AND ROOM EXTENSION ARE BEING OPERATED.

NEVER PLACE HANDS OR OTHER PARTS OF THE BODY NEAR HYDRAULIC LEAKS. OIL MAY PENETRATE SKIN CAUSING INJURY OR DEATH.

DO NOT TRAVEL IF THE VEHICLE IS NOT AT THE PROPER RIDE HEIGHT. CONTACT MANUFACTURER TECHNICAL SERVICE FOR TRAVELING WHEN NOT AT THE PROPER RIDE HEIGHT.

DO NOT USE THE DUMP OR RAISE BUTTONS IF THE VEHICLE IS MOVING IN EXCESS OF 5 MPH.

WEAR SAFETY GLASSES WHEN INSPECTING OR SERVICING THE SYSTEM TO PROTECT EYES FROM DIRT, METAL CHIPS, OIL LEAKS, ETC. FOLLOW ALL OTHER APPLICABLE SHOP SAFETY PRACTICES.

IMPORTANT: IF COACH IS EQUIPPED WITH A ROOM EXTENSION, READ ROOM EXTENSION SECTION BEFORE OPERATING LEVELING SYSTEM.

HOW TO OBTAIN WARRANTY SERVICE

THIS IS NOT TO BE INTERPRETED AS A STATEMENT OF WARRANTY

HWH CORPORATION strives to maintain the highest level of customer satisfaction. Therefore, if you discover a defect or problem, please do the following:

FIRST: Notify the dealership where you purchased the vehicle or had the leveling system installed. Dealership management people are in the best position to resolve the problem quickly. If the dealer has difficulty solving the problem, he should immediately contact the Customer Service Department, at HWH CORPORATION.

SECOND: If your dealer cannot or will not solve the problem, notify the Customer Service Department: HWH CORPORATION 2096 Moscow Rd. Moscow IA. 52760 (563) 724-3396 OR (800) 321-3494. Give your name and address, coach manufacturer and model year, date the coach was purchased, or the date of system installation, description of the problem, and where you can be reached during business hours (8:00 a.m. till 5:00 p.m. c.s.t.). HWH CORPORATION personnel will contact you to determine whether or not your claim is valid. If it is, HWH CORPORATION will authorize repair or replacement of the defective part, either by appointment at the factory or by the authorization of an independent service facility, to be determined by HWH CORPORATION. All warranty repairs must be performed by an independent service facility authorized by HWH CORPORATION, or at the HWH CORPORATION factory, unless prior written approval has been obtained from proper HWH CORPORATION personnel.
**CONTROL FUNCTIONS**

**CONTROL BUTTONS**

- **"AIR" BUTTON**: This is the automatic operation button. It works if the ignition is in the "ON" position and the park brake is set.
- **"CANCEL" BUTTON**: This button turns the system OFF but does NOT control power to the "DUMP" or "RAISE" buttons. Pushing this button will NOT put the system in the TRAVEL mode.
- **"TRAVEL MODE" BUTTON**: This button will put the leveling system in the TRAVEL mode. The ignition must be "ON" for the vehicle to return to proper ride height for traveling.
- **"DUMP" BUTTON**: This button will lower the whole coach by dumping air from the suspension system.
- **"RAISE" BUTTON**: This button will raise the whole coach by adding air to the suspension system.

**IMPORTANT**: Read "DUMP AND RAISE FUNCTIONS" before using the "DUMP" or "RAISE" buttons.

- **UP ARROWS (RAISE BUTTONS)**: These momentary buttons are used for manually operating the air leveling systems. Sides or ends of the vehicle will raise while these buttons are pushed.

- **DOWN ARROWS (LOWER BUTTONS)**: These momentary buttons are used for manually operating the air leveling systems. Sides or ends of the vehicle will lower while these buttons are pushed.

**INDICATOR LIGHTS**

- **LEVEL SYSTEM ACTIVE LIGHT**: ON when the system is active, and flashes during automatic leveling.
- **DUMP LIGHT**: Flashes when "DUMP" button is pushed.
- **RAISE LIGHT**: Flashes when "RAISE" button is pushed.
- **"EXCESS SLOPE" LIGHT**: ON if the leveling system can NOT level the coach.
- **"TRAVEL MODE" BUTTON LIGHT (RED)**: Light flashes for 3 seconds after the "TRAVEL MODE" button is pushed.
- **"TRAVEL MODE" LIGHT (GREEN)**: ON if the ignition is in the "ON" position, the system is not being used, and there is sufficient air pressure in the suspension. See PREPARATION FOR TRAVEL.
- **WARNING LIGHTS**: Function with the ignition in the "ON" position. ON when the LEVELING SYSTEM ACTIVE LIGHT is ON. See PREPARATION FOR TRAVEL.
- **LEVELING LIGHTS**: One or two yellow lights can be on indicating the side, end or corner of the coach is low.
- **"NOT IN PARK/BRAKE" LIGHT**: ON while the "Air" button is being pushed if the Park Brake is NOT set. The light will go out when the "Air" button is released.
- **MASTER WARNING LIGHT**: ON any time the "TRAVEL" light is not ON, if the ignition is in the "ON" position.
OPERATING PROCEDURES

NETWORK INFORMATION

The HWH 2000 series CAN system is a computerized modular network. It controls all functions of the leveling system and HWH room extensions. The network is active any time the ignition is in the "ON" or "ACC" position or when any room extension control panel key is "ON". Certain functions and indicator lights for the leveling system will work when the network is active. Certain functions and lights will work ONLY if the ignition is in the "ON" or "ACC" position to start the function.

**NOTE:** The network will stay active for 5 minutes after the ignition key has been turned "OFF". If the leveling system was turned "ON", the network will stay active for 5 minutes after automatic leveling is complete or the system goes "EXCESS SLOPE". If manual leveling buttons were used, the network stays active for 5 minutes after the last manual button is released.

GENERAL INSTRUCTIONS

Maintain adequate clearance in all directions for vehicles, room extensions, doors, steps, etc.. Vehicle may move in any direction due to raising or lowering of vehicle during leveling, settling of vehicle, equipment malfunction, etc..

The MASTER WARNING LIGHT will be on if an air bag has low pressure if the ignition is in the "ON" position.

**WARNING:** DO NOT MOVE THE VEHICLE AT SPEEDS IN EXCESS OF 5 MPH IF THE MASTER WARNING LIGHT IS ON.

HWH LIGHTED RESET SWITCH

The HWH lighted reset switch is located on the vehicle dash. If there is a failure at any time in the HWH CAN network, the network will shut down. The leveling system will not operate. If the ignition is off, no indicator lights will come on. If the ignition is in the "ON" or "ACC" position, the lighted reset switch and the MASTER WARNING Light will come on.

If the lighted reset switch is on, the switch must be pushed before the leveling system can be operated.

If the lighted reset switch will not go out when pushed, there is a problem with the central control module of the network system. The Leveling System will not operate. The vehicle suspension will return to the travel mode if the ignition key is in the "ON" position.

**WARNING:** IF THE IGNITION IS IN THE "ON" POSITION AND THE LIGHTED RESET SWITCH IS ON, THE VEHICLE CAN RETURN TO RIDE HEIGHT WITHOUT RELEASING THE PARK BRAKE.

PREPARATION FOR TRAVEL

Visually check that the vehicle is at the proper ride height for traveling.

The ignition must be in the "ON" position for the vehicle suspension to be in the travel mode. Also the "TRAVEL MODE" button must be pushed or the park brake released for the suspension to be in the travel mode if the Leveling System was used.

A lit "TRAVEL MODE" light indicates that the HWH Leveling System is in the TRAVEL MODE. It does not indicate that the suspension is at ride height or that the coach is ready to travel.

Pushing the "TRAVEL MODE" button during an automatic leveling sequence will not put the suspension in the travel mode even if the ignition is on. It will stop the auto leveling sequence.

**WARNING:** IT IS THE OPERATOR'S RESPONSIBILITY TO CHECK THAT THE VEHICLE IS AT PROPER RIDE HEIGHT BEFORE TRAVELING.

Before traveling, the MASTER WARNING light must be off and the "TRAVEL MODE" light must be ON.

**NOTE:** Low air pressure can turn the green "TRAVEL MODE" light off and turn the MASTER WARNING light on.

Refer to "DUMP" and "RAISE" FUNCTIONS operating procedures when moving the vehicle with the suspension NOT at the proper ride height.
OPERATING PROCEDURES

AUTOMATIC AIR OPERATION

NOTE: The ignition must be in the "ON" or "ACC" position to use the "AIR" button. Once the operation is started, the ignition can be moved to the "OFF" position and the operation will continue.

1. Place the transmission in the proper position for parking and set the park brake. The air leveling system can only be turned on if the ignition is in the "ON" or "ACC" position. Leaving the engine running during leveling is recommended. This will provide a better air supply for leveling. The vehicle will level with the engine shut off, however more time will be required for leveling.

NOTE: If the ignition key is in the "ON" or "ACC" position, the panel will not turn on if the park brake is not set. The "NOT IN PARK/BRAKE" light will be on while the "AIR" button is being pushed.

2. Press the "AIR" button once to start the automatic leveling sequence. The LEVELING SYSTEM ACTIVE LIGHT will flash. The four red WARNING lights on the panel will come on. This indicates that the height control valves have been locked out. The vehicle should not be moved when these lights are on. The system will first exhaust all air from the suspension air bags regardless of the status of the yellow level lights. After the air is exhausted from the air bags, if no yellow light is on, the system will go directly to the sleep mode. If yellow lights are on, the system will add air to air bags to raise the low side or end of the vehicle, starting with any lit side yellow light.

NOTE: Only one or two yellow LEVEL SENSING lights may be ON at one time.

3. When all four yellow level lights are out, the LEVELING SYSTEM ACTIVE light will stop flashing and start pulsating dimly. The Leveling System is in the SLEEP MODE. The vehicle's engine/ignition may now be turned OFF.

NOTE: After the ignition and any HWH room extension KEY SWITCHES are turned OFF, the CAN Network stays active for 5 minutes before shutting down. Leveling System touch panel lights will stay ON during this time and go out when the CAN Network shuts down. If the Leveling System is in the SLEEP MODE when the Network shuts down, the computer will stay ON. The Leveling System touch panel lights will all be OFF, but the Leveling System will still be in the SLEEP MODE.

4. 30 minutes after the Leveling System enters the SLEEP MODE, the computer will monitor the LEVELING SENSING UNIT for one minute. If no leveling is needed, the computer will continue to monitor the LEVELING SENSING UNIT every 30 minutes. No light will be seen on the Touch Panel.

5. If the vehicle needs to be releveled, the CAN Network will become active. The Leveling System touch panel lights will come ON during the leveling procedure. The LEVELING SYSTEM ACTIVE LIGHT will flash. One or two yellow LEVELING LIGHTS will be ON. The system will relevel the vehicle. When the yellow LEVELING LIGHTS are all out, the LEVELING SYSTEM ACTIVE LIGHT will stop flashing and start pulsating dimly. The Leveling System will remain in the SLEEP MODE with the computer monitoring the LEVELING SENSING UNIT every 30 minutes, releveling the vehicle as needed.

NOTE: The CAN Network will stay active for 5 minutes after releveling the vehicle and then shut down, turning the touch panel lights OFF. This happens every time the system relevels the vehicle.

6. The SLEEP MODE will continue until the "CANCEL" button or the "TRAVEL MODE" button is pushed or the park brake is released, if the ignition is in the "ON" position.

NOTE: The "CANCEL" or "TRAVEL MODE" button will not turn the system off unless the network is active (LEVELING SYSTEM ACTIVE light pulsating dimly). If the ignition is on and the "TRAVEL MODE" button is pushed, the vehicle can return to ride height.

EXCESS SLOPE: The system will attempt to level the vehicle for approximately 30 minutes. After the 30 minutes, if a LEVEL SENSING light is still on, the "EXCESS SLOPE" light will come on. The LEVEL LIGHT indicator light will go out. The "EXCESS SLOPE" light will be on whenever the network is active.

The "EXCESS SLOPE" light will be on whenever the network is active until the vehicle is leveled with all yellow LEVEL indicator lights off.

The system will only return to the TRAVEL MODE if the "TRAVEL MODE" button is pushed or the park brake is released. In either case, the ignition key must be in the "ON" position.
OPERATING PROCEDURES

MANUAL AIR OPERATION

1. Place the transmission in the proper position for parking and set the park brake. The manual raise and lower buttons can only be used if the ignition is in the "ON" or "ACC" position. Running the vehicle engine during leveling is recommended. This will provide a better air supply for leveling. The vehicle will level with the engine shut off, however more time will be required for leveling.

NOTE: The RAISE and LOWER buttons will not function if the system is in automatic leveling or the SLEEP mode. Push the "CANCEL" button with the ignition in the "ON" or "ACC" position to use the manual RAISE and LOWER buttons.

NOTE: If the "DUMP" or "RAISE" buttons are pushed while manually leveling the vehicle with air and the ignition is in the "ON" position, the system will latch into the dump or raise mode until the "CANCEL" button is pushed or the ignition is turned off.

2. The vehicle can be leveled using the RAISE (up arrow) and LOWER (down arrow) buttons on the right half of the panel in conjunction with the yellow LEVEL indicator lights. Any side to side leveling should be done, if needed, before leveling the vehicle front to rear.

WARNING: REREAD CAUTIONS ON THE FIRST PAGE OF THIS MANUAL. THE VEHICLE MAY DROP OR RAISE AND/OR MOVE FORWARD OR BACKWARD WITHOUT WARNING CAUSING INJURY OR DEATH.

The ignition must be in the "ON" or "ACC" position to use the "DUMP" or "RAISE" buttons.

The yellow LEVEL indicator light indicates that side or end is end is low. When all yellow lights are out the vehicle is level. Try leveling the vehicle by lowering the high side or end (opposite of the lit yellow level lights). If a level position is not achieved use the RAISE (up arrow) button to raise the low side or end.

3. Turn the ignition to the "OFF" position.

4. Turn the system off.

"DUMP" AND "RAISE" FUNCTIONS

The "DUMP" and "RAISE" functions are provided for operator convenience for purposes such as dumping the air suspension when parked.

WARNING: DO NOT operate the vehicle for extended distances unless the air suspension is at the proper height for travel. The vehicle can not return to ride height until the "CANCEL" button or "TRAVEL MODE" button is pushed; or the vehicle exceeds 10 MPH, putting the system in the TRAVEL MODE if the park brake is released.

To stop a DUMP or RAISE function if the park brake is NOT set:

A. If the vehicle is moving and the speed exceeds approximately 10 MPH, the system will return to the Travel Mode. The vehicle should return to ride height.

B. Push the "TRAVEL MODE" button or the "CANCEL" button. The system will immediately return to the "TRAVEL MODE". The vehicle should return to ride height.

C. Turn the ignition off. The vehicle will stop raising or lowering and stay in that position. DO NOT turn the ignition off if the vehicle is moving.

To stop a Dump or Raise function when the park brake is set:

A. Push the "CANCEL" button or turn the ignition off. The vehicle will stop raising or lowering and stay in that position.

B. Push the "TRAVEL MODE" button. The vehicle will stop raising or lowering and start to return to ride height.

WARNING: IT IS THE OPERATOR'S RESPONSIBILITY TO CHECK THAT THE VEHICLE IS AT PROPER RIDE HEIGHT BEFORE TRAVELING.
SENSING UNIT MAINTENANCE/SERVICE

SENSING UNIT ADJUSTMENT / WITHOUT ADJUSTING ENHANCEMENT SWITCH

To adjust the sensing unit, first the vehicle must be level. Either position the vehicle on a level surface or use the leveling system to manually level the vehicle. It is recommended to use the vehicle trim line to determine level. An alternative would be to use a small bubble level. If using a bubble level, the level should be placed on a flat surface close to the mounting location of the control box/sensing unit.

With the vehicle level, if there are no yellow lights lit on the Touch Panel, the sensing unit is properly adjusted. If there are yellow LEVEL lights lit on the Touch Panel, manual adjustments to the Sensing Unit are needed. A Phillips screw driver or sockets w/driver or box end wrenches of 7/8, 3/4, 1/2, 5/16 or 1/4 sizes will be needed.

The Sensing Unit is mounted inside the Control Box. The Control Box is mounted to the power unit/valve assembly.

There are four LED’s on the Sensing Unit, A,B,C and D. Refer to the drawing below. The Sensing Unit is adjusted by turning the adjustment nut to turn out LED’s B and D. The adjustment screw will turn out LED’s A and C. If the adjustment nut has to be turned more than 1/2 flat or the adjustment screw has to be turned more than 3/4 turn to turn the LED out, there may be a problem with the Sensing Unit or the mounting of the Control Box. If two LED’s are on, it is best to make the B-D adjustments first, then hold the adjustment nut from moving while making the A-C adjustment.

NOTE: If opposing LED’s are lit, there is a problem with the Sensing Unit.

If LED (A) is lit: Turn the adjustment screw COUNTER CLOCKWISE until the LED is off.

If LED (C) is lit: Turn the adjustment screw CLOCKWISE until the LED is off.

If LED (B) is lit: Turn the adjustment nut COUNTER CLOCKWISE until the LED is off.

If LED (D) is lit: Turn the adjustment nut CLOCKWISE until the LED is off.

IMPORTANT: When all 4 LED’s are off, move the vehicle to an unlevel position so one or two yellow lights are on. Level the vehicle according to the yellow LEVEL lights. Recheck the level. If more adjustment is needed, DO NOT try to adjust the sensing unit until the yellow level lights go out, instead just "tweak" the sensing unit, ignoring the LED’s on the sensing unit.

Example: After the initial adjustment and releveling the vehicle, the front is still low. This means the front yellow level light is turning off too soon. Determine which sensing unit light is the front light, A-B-C or D. Move the adjustment for that light very, very, slightly in the OPPOSITE direction that is given in the above instructions for LED’s A, B, C, and D. This will allow the front yellow light to stay on slightly longer to bring the front up more. Again, unlevel the vehicle then relevel the vehicle using the yellow level lights on the touch panel. Recheck with a level. Repeat the "tweaking" process until the system levels the vehicle properly.

SENSING UNIT ACCURACY TOLERANCE

The sensing unit has an accuracy tolerance of ± 5.4 inches front to rear and ± 1 inch side to side on a 36 foot vehicle. Typical leveling results will be better.
SENSING UNIT ADJUSTMENT / WITH ADJUSTING ENHANCEMENT SWITCH

To adjust the sensing unit, first the vehicle must be level. Either position the vehicle on a level surface or use the leveling system to manually level the vehicle. It is recommended to use the vehicle trim line to determine level. An alternative would be to use a small bubble level. If using a bubble level, the level should be placed on a flat surface close to the mounting location of the control box/sensing unit.

With the vehicle level, if there are no yellow lights lit on the Touch Panel, the sensing unit is properly adjusted. If there are yellow LEVEL lights lit on the Touch Panel, manual adjustments to the Sensing Unit are needed. A Phillips screwdriver or sockets w/driver or box end wrenches of 1/2", or 1/4" sizes will be needed.

The Sensing Unit is mounted inside the Control Box. The adjusting enhancement switch is on the same side of the control box as the sensing unit adjustment assembly.

The ignition (motorized units) or master power switch (towable units) must be on to adjust the sensing unit. Before adjusting the sensing unit, move the "adjusting enhancement switch" from the "NORMAL" (110) position to the "OVERRIDE" (220) position. This will make the sensing unit very sensitive. The LEDs on the sensing unit plate may "jump" around while adjusting the sensing unit. Allow the lights to settle down after each adjustment. Small, gentle movements will work best when moving the sensing unit adjustment nut or screw. When all four LEDs are off, move the enhancement switch back to the "NORMAL" (110) position.

There are four LED’s on the Sensing Unit, A, B, C and D. Refer to the drawing below. The Sensing Unit is adjusted by turning the adjustment nut to turn out LED’s B and D. The adjustment screw will turn out LED’s A and C. If the adjustment nut has to be turned more than 1/2 flat or the adjustment screw has to be turned more than 3/4 turn to turn the LED out, there may be a problem with the Sensing Unit or the mounting of the Control Box. If two LED’s are on, it is best to make the B-D adjustments first, then hold the adjustment nut from moving while making the A-C adjustment.

NOTE: If opposing LED’s are lit, there is a problem with the Sensing Unit. If lit LEDs on the sensing unit plate do not match the yellow level lights on the touch panel, the control box is not properly oriented. Contact HWH Corporation for assistance.

If LED (A) is lit: Turn the adjustment screw COUNTER CLOCKWISE until the LED is off.

If LED (C) is lit: Turn the adjustment screw CLOCKWISE until the LED is off.

If LED (B) is lit: Turn the adjustment nut COUNTER CLOCKWISE until the LED is off.

If LED (D) is lit: Turn the adjustment nut CLOCKWISE until the LED is off.

When the adjustment is complete, move the vehicle to an out of level position and level the vehicle according to the yellow level lights on the touch panel. If necessary, go through the adjustment procedure again.
AIR LINE CONNECTION DIAGRAM
4 - POINT AIR LEVELING SYSTEM

See air line connection diagram - HWH air compressor to suspension.

Front connection to suspension.

Diagram - HWH air compressor.

See air line connection diagrams for specific valve and air manifold connection information.

Front manifold lines from height control valves.

Lines to air bags.

Air supply.

Height control valve (4).

Lines from height control valves.

Rear manifold.

Lines to air bags.

Rear lines from height control valves.

Pressure protection manifold.

Lines from height control valves.

Lines to air bags.

To vehicle air supply.

See front and rear air solenoid manifold connection diagrams for specific valve and air manifold connection information.
AIR LINE CONNECTION DIAGRAM
4-POINT LEVELING SYSTEM SCHEMATIC
PRESSURE SWITCHES FRONT AND REAR

SEE AIR LINE CONNECTION DIAGRAM - HWH AIR COMPRESSOR SCHEMATIC

MANIFOLD ASSEMBLY

EXH
HCV

RAISE
TRAV.
LOWER

EXH
AIR BAG

RAISE

EXH
AIR BAG

EXH
HCV

EXH

NORMALLY CLOSED PRESSURE SWITCH 20 PSI

NORMALLY CLOSED PRESSURE SWITCH 85 PSI

PRESSURE PROTECTION MANIFOLD

TO VEHICLE AIR SUPPLY

MP74.2650
13APR10
AIR SOLENOID MANIFOLD
6 VALVE WITH TWO PRESSURE SWITCHES
AND BY-PASS VALVES

IMPORTANT: LEFT AND RIGHT CONNECTIONS MUST BE MAINTAINED AS SHOWN. GROUND SUPPLY WIRES FOR AIR PRESSURE SWITCHES AND AIR SOLENOID VALVES CANNOT BE INTERCHANGED.

MOUNTING HOLES
LINE FROM HEIGHT CONTROL VALVE (MAY BE TEED TOGETHER IF ONE HCV IS USED)
LINE TO AIR BAGS (2 LEFT AND RIGHT)
EXHAUST PORTS (2 LEFT AND RIGHT)
PRESSURE SWITCH 20 PSI (2 LEFT AND RIGHT)

AIR SUPPLY
PRESSURE REGULATOR

NOTE: SOLENOID VALVES AND AIR LINE CONNECTIONS ARE LABELED.
AIR SOLENOID MANIFOLD
6 VALVE WITH THREE PRESSURE SWITCHES
AND BY-PASS VALVES

REAR AIR MANIFOLD
REAR VIEW

LINE FROM HEIGHT
CONTROL VALVES

LINE TO AIR BAGS

PRESSURE SWITCHES (2)

AIR SUPPLY

CHECK VALVES
PRESSURE SWITCH

LINE FROM HEIGHT
CONTROL VALVES

MOUNTING HOLES

LINE FROM HEIGHT
CONTROL VALVE (MAY BE
TEED TOGETHER IF ONE
HCV IS USED)

LINE TO AIR BAGS
(2 LEFT AND RIGHT)

EXHAUST PORTS
(2 LEFT AND RIGHT)

PRESSURE SWITCH
20 PSI (2 LEFT AND RIGHT)

AIR SUPPLY

PRESSURE
SWITCH-85 PSI

NOTE: SOLENOID VALVES AND
AIR LINE CONNECTIONS ARE
LABELED.

IMPORTANT: LEFT AND RIGHT
CONNECTIONS MUST BE MAINTAINED
AS SHOWN. GROUND SUPPLY WIRES
FOR AIR PRESSURE SWITCHES AND
AIR SOLENOID VALVES CANNOT
BE INTERCHANGED.

RIGHT SIDE
VIEW

RIGHT TRAVEL
SOLENOID VALVE (LEFT
VALVE NOT SHOWN)

RIGHT LOWER
SOLENOID VALVE (LEFT
VALVE NOT SHOWN)

RIGHT RAISE
SOLENOID VALVE (LEFT
VALVE NOT SHOWN)

CHECK
VALVE (2)

MP74.2680
29MAR11
AUX. 12V COMPRESSOR

COMPRESSOR

MOTOR

EXHAUST

RELIEF VALVE 110 P.S.I.

EXHAUST

HWH WATER TRAP

SOLENOID (1) NORMALLY OPEN

SOLENOID (1) DUMPS WATER OUT OF FILTER WHEN COMPRESSOR IS OFF.

PORT TO LEVELING SYSTEM MANIFOLDS

EXHAUST
NOTE: THERE IS A DIODE IN WIRE 6102. WIRE 6102 WILL BE WIRE 6101 IN THE PLUG AT THE BOX.

SEE ELECTRICAL CONNECTION DIAGRAMS FRONT AND REAR AIR MANIFOLD PIGTAIL AND VALVE CONNECTIONS FOR SPECIFIC VALVE AND PIGTAIL CONNECTION INFORMATION.
## Electrical Connection Diagram

### Central Control / Air Module

**Wire and Connection Information - Page 1 of 5**

![Front View Diagram]

<table>
<thead>
<tr>
<th>PIN #</th>
<th>COLOR</th>
<th>WIRE NUMBER</th>
<th>Wire Description and Function</th>
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<tbody>
<tr>
<td>CN1</td>
<td>8 PIN BLACK CONNECTOR</td>
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</tr>
<tr>
<td>1</td>
<td>NO CONNECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>NO CONNECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>+12 SWITCHED BATTERY TO TOUCH PANEL</td>
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<td></td>
</tr>
<tr>
<td>4</td>
<td>GRND TO TOUCH PANEL</td>
<td></td>
<td></td>
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<tr>
<td>5</td>
<td>SHIELD WIRE FOR CAN CABLE</td>
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<tr>
<td>6</td>
<td>NO CONNECTION</td>
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<tr>
<td>7</td>
<td>CAN DATA LINE LOW-DO NOT MODIFY</td>
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<tr>
<td>8</td>
<td>CAN DATA LINE HIGH-DO NOT MODIFY</td>
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<tr>
<td>CN10</td>
<td>6 PIN GRAY CONNECTOR</td>
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<td>1</td>
<td>RESET SWITCH LIGHT CONTROL-SWITCHED +12</td>
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<td>RESET SWITCH SUPPLY +12</td>
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<td>3</td>
<td>RESET SWITCH OUTPUT +12</td>
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<td>WARNING LIGHT SUPPLY +12</td>
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<td>RESET SWITCH LIGHT GROUND</td>
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<td>WARNING LIGHT CONTROL - SWITCHED GROUND</td>
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<td>4</td>
<td>NO CONNECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>SWITCHED +12 FROM ACCESSORY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>HOUSE BATTERY +12</td>
<td></td>
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</tr>
<tr>
<td>7</td>
<td>GROUND FOR PROCESSOR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>NO CONNECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>NO CONNECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>NO CONNECTION</td>
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</tr>
<tr>
<td>11</td>
<td>FROM PARK BRAKE SWITCH - SWITCHED GROUND</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>ENGINE BATTERY +12 (6102 IN OTHER CONNECTOR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CN9</td>
<td>8 PIN GREEN CONNECTOR</td>
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</tr>
<tr>
<td>1</td>
<td>NO CONNECTION</td>
<td></td>
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</tr>
<tr>
<td>5</td>
<td>SPEED SW. +12 BELOW SPEED - OPEN ABOVE SPEED</td>
<td></td>
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</tr>
<tr>
<td>6</td>
<td>NO CONNECTION</td>
<td></td>
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</tr>
</tbody>
</table>

**Warning:**
- 6 THRU 8 NO CONNECTION
- 9900 BLACK NO CONNECTION
- 7699 BLACK NO CONNECTION
- 7599 BLACK NO CONNECTION
- 6100 BLACK NO CONNECTION
<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
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<tr>
<td>CN1 (BROWN)</td>
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<td>12 PIN BROWN CONNECTOR</td>
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<tr>
<td>1</td>
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<td>1500</td>
<td>LEFT FRONT RAISE AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>2</td>
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<td>1600</td>
<td>LEFT FRONT LOWER AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>3</td>
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<td>2500</td>
<td>RIGHT FRONT RAISE AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>4</td>
<td>BLACK</td>
<td>2600</td>
<td>RIGHT FRONT LOWER AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td>9700</td>
<td>AUXILIARY AIR COMPRESSOR CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>6</td>
<td>BLACK</td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>7</td>
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<td>NO CONNECTION</td>
</tr>
<tr>
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<td>1700</td>
<td>FRONT AIR MANIFOLD TRAVEL VALVES CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>9</td>
<td>WHITE</td>
<td>6254</td>
<td>GROUND FOR AIR SOLENOID VALVES</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>11</td>
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<td>6254</td>
<td>GROUND FOR AIR SOLENOID VALVES</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>CN98</td>
<td>RED</td>
<td>6100</td>
<td>+12 BATTERY</td>
</tr>
<tr>
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<td>RED</td>
<td>6100</td>
<td>+12 BATTERY</td>
</tr>
<tr>
<td>2</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND FOR SOLENOID VALVES</td>
</tr>
<tr>
<td>3</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND FOR SOLENOID VALVES</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>CN1/1 (BLACK)</td>
<td></td>
<td>12 PIN BLACK CONNECTOR</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>1</td>
<td>BLACK</td>
<td>4500</td>
<td>LEFT REAR RAISE AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>2</td>
<td>BLACK</td>
<td>4600</td>
<td>LEFT REAR LOWER AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>3</td>
<td>BLACK</td>
<td>3500</td>
<td>RIGHT REAR RAISE AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>4</td>
<td>BLACK</td>
<td>3600</td>
<td>RIGHT REAR LOWER AIR VALVE CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>6 &amp; 7</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>8</td>
<td>BLACK</td>
<td>3700</td>
<td>REAR AIR MANIFOLD TRAVEL VALVES CONTROL - SWITCHED +12</td>
</tr>
<tr>
<td>9 &amp; 10</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>11</td>
<td>WHITE</td>
<td>6258</td>
<td>GROUND SUPPLY FOR REAR SOLENOID VALVES</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>CN100 (GRAY)</td>
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<td>12 PIN GRAY CONNECTOR</td>
<td>NO CONNECTION</td>
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<tr>
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<td>BLACK</td>
<td>1210</td>
<td>LEFT FRONT PRESSURE SWITCH INPUT - SWITCHED GROUND</td>
</tr>
<tr>
<td>2</td>
<td>BLACK</td>
<td>2210</td>
<td>RIGHT FRONT PRESSURE SWITCH INPUT - SWITCHED GROUND</td>
</tr>
<tr>
<td>3</td>
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<td>RIGHT REAR PRESSURE SWITCH INPUT - SWITCHED GROUND</td>
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<td>LEFT REAR PRESSURE SWITCH INPUT - SWITCHED GROUND</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td>6231</td>
<td>GROUND SUPPLY FOR ALL AIR MANIFOLD PRESSURE SWITCHES</td>
</tr>
<tr>
<td>6</td>
<td>WHITE</td>
<td>1210</td>
<td>AIR SYSTEM PRESSURE SWITCH - SWITCHED GROUND</td>
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<tr>
<td>7</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>8</td>
<td>BLACK</td>
<td>3215</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>9 THRU 12</td>
<td></td>
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<td>NO CONNECTION</td>
</tr>
</tbody>
</table>
**ELECTRICAL CONNECTION DIAGRAM**

**CENTRAL CONTROL / AIR MODULE**

**LED - FUSE LOCATION AND DESCRIPTION - PAGE 3 OF 5**

### LED | DESCRIPTION | CN AND PIN | FUSE DESCRIPTION
--- | --- | --- | ---
1-RED | MASTER RELAY CONTROL (NOT USED) | CN 9 - PIN 1 | PF1 - POLY FUSE - POWER TO MASTER WARNING LIGHT AND RESET SWITCH
2-RED | PUMP RELAY CONTROL (NOT USED) | CN 9 - PIN 4 | F1 - 7.5AMP IGNITION - IN
3-RED | SWITCHED 12V FROM MASTER RELAY | CN 1 - PIN 3 | F2 - 15AMP HOUSE BATTERY - IN
4-RED | ENGINE BATTERY - IN | CN 11 - PIN 12 | F3 - 5AMP MASTER RELAY CONTROL
5-RED | SPEED SWITCH* | CN 9 - PIN 5 | F4 - 5AMP PUMP RELAY CONTROL
7-RED | LINK LIGHT | CN 11 - PIN 7 & 8 | F5 - 15AMP SWITCHED BATTERY - IN
8-RED | NEUTRAL HOLD** | CN 11 - PIN 8 & 9 | F6 - 3AMP RESET OUT
9-NOT USED | NOT USED | NOT USED | F7 - 3AMP ACCESSORY - IN
10-RED | 3000 LBS PRESS SWITCH - ON | CN 9 - PIN 2 | F9 - 3AMP POWER TO CN100 (IF APPLICABLE)
11-RED | PARK BRAKE - ON | CN 11 - PIN 11 |  

**NOTE:** FOR DETAILED INPUT / OUTPUT INFORMATION ABOUT PIN CONNECTIONS SEE ELECTRICAL CONNECTION DIAGRAM - CENTRAL CONTROL / AIR MODULE CONNECTION INFORMATION PAGE 1 OF 5.

* LED 5 INDICATES A +12 SIGNAL FROM THE SPEED SWITCH - IGNITION ON COACH SPEED LESS THAN 10 MPH
** LED 8 INDICATES TRANSMISSION IS DISABLED WHEN LIT.
NOTE: THE TRAVEL RELAY IS WIRED AS A NORMALLY CLOSED RELAY. WHEN THE YELLOW LED (19) IS ON THE RELAY CONTACTS WILL OPEN. THE RED LED (20) WILL NOT BE ON. THE RED LED WILL BE ON IF THE LEVELING SYSTEM IS IN THE TRAVEL MODE AND THEignition IS ON.

NOTE: THE TRAVEL RELAY IS WIRED AS A NORMALLY CLOSED RELAY. WHEN THE YELLOW LED (19) IS ON THE RELAY CONTACTS WILL OPEN. THE RED LED (20) WILL NOT BE ON. THE RED LED WILL BE ON IF THE LEVELING SYSTEM IS IN THE TRAVEL MODE AND THE IGNITION IS ON.

NOTE: A LIT YELLOW LED INDICATES THERE IS A GROUND SIGNAL TO TURN THE CORRESPONDING RELAY ON.

A LIT RED LED INDICATES THERE IS VOLTAGE ON IT’S CORRESPONDING PIN.

IF A YELLOW LED IS LIT AND THE CORRESPONDING RED LED IS OFF, EITHER IT’S FUSE IS BLOWN OR THE RELAY IS BAD.

IF THE YELLOW LEDS ARE WORKING BUT NO RED LED IS COMING ON THERE IS A PROBLEM WITH INPUT VOLTAGE IN THE 4-PIN CONNECTOR ON THE MIDDLE RING.

IF A YELLOW LED IS NOT LIT, THIS INDICATES A PROBLEM WITH A MODULE.
LED - FUSE LOCATION AND DESCRIPTION - PAGE 5 OF 5

REAR AIR LEVEL OUTPUT BOARD

<table>
<thead>
<tr>
<th>LED</th>
<th>RELAY DESCRIPTION</th>
<th>FUSE</th>
<th>BROWN</th>
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<tbody>
<tr>
<td>3-YELLOW</td>
<td>LEFT REAR RAISE</td>
<td>F2-5 AMP</td>
<td>PIN 2</td>
</tr>
<tr>
<td>4-RED</td>
<td>LEFT REAR RAISE</td>
<td>F3-5 AMP</td>
<td>PIN 3</td>
</tr>
<tr>
<td>5-YELLOW</td>
<td>LEFT REAR LOWER</td>
<td>F4-5 AMP</td>
<td>PIN 4</td>
</tr>
<tr>
<td>6-RED</td>
<td>LEFT REAR LOWER</td>
<td>F5-5 AMP</td>
<td>PIN 5</td>
</tr>
<tr>
<td>7-YELLOW</td>
<td>RIGHT REAR RAISE</td>
<td>F6-5 AMP</td>
<td>PIN 6</td>
</tr>
<tr>
<td>8-RED</td>
<td>RIGHT REAR RAISE</td>
<td>F10-7.5 AMP</td>
<td>PIN 8</td>
</tr>
<tr>
<td>9-YELLOW</td>
<td>RIGHT REAR LOWER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-RED</td>
<td>RIGHT REAR LOWER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-YELLOW</td>
<td>NOT USED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-RED</td>
<td>NOT USED</td>
<td></td>
<td></td>
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<tr>
<td>19-YELLOW</td>
<td>TRAVEL - REAR MANIFOLD</td>
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<tr>
<td>20-RED</td>
<td>TRAVEL - REAR MANIFOLD</td>
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NOTE: FOR DETAILED INPUT / OUTPUT INFORMATION ABOUT PIN CONNECTIONS SEE ELECTRICAL CONNECTION DIAGRAM - CENTRAL CONTROL / AIR MODULE CONNECTION INFORMATION PAGE 2 OF 5.

NOTE: THE TRAVEL RELAY IS WIRED AS A NORMALLY CLOSED RELAY. WHEN THE YELLOW LED (19) IS ON THE RELAY CONTACTS WILL OPEN. THE RED LED (20) WILL NOT BE ON. THE RED LED WILL BE ON IF THE LEVELING SYSTEM IS IN THE TRAVEL MODE AND THE IGNITION IS ON.

A LIT RED LED INDICATES THERE IS A GROUND SIGNAL TO TURN THE CORRESPONDING RELAY ON.

IF A YELLOW LED IS LIT AND THE INDICATES A PROBLEM WITH A MODULE. IF A YELLOW LED IS NOT LIT, THIS INDICATES A PROBLEM WITH A MODULE.

NOTE: A LIT YELLOW LED INDICATES THERE IS NO RED LED IS COMING ON THERE IS A PROBLEM WITH INPUT VOLTAGE IN THE TRAVEL MODE AND THE IGNITION IS ON.

NOTE: A LIT RED LED INDICATES THERE IS VOLTAGE ON IT'S CORRESPONDING PIN.

IF A YELLOW LED IS LIT AND THE CORRESPONDING RED LED IS OFF, EITHER IT'S FUSE IS BLOWN OR THE RELAY IS BAD.

IF THE YELLOW LEDS ARE WORKING BUT NO RED LED IS COMING ON THERE IS A PROBLEM WITH INPUT VOLTAGE IN THE 4-PIN CONNECTOR ON THE MIDDLE RING.

IF A YELLOW LED IS NOT LIT, THIS INDICATES A PROBLEM WITH A MODULE.
ELECTRICAL CONNECTION DIAGRAM
FRONT AIR MANIFOLD PIGTAIL AND VALVE CONNECTIONS

NOTE: HARNES AND VALVE CONNECTIONS ARE LABELED. LEFT AND RIGHT CONNECTIONS MUST BE MAINTAINED AS SHOWN.

PIN COLOR DESCRIPTION
1. BLACK TRAVEL - 1700 SW +12
2. WHITE GROUND - 6254
3. BLACK RIGHT SIDE PRESSURE SWITCH - 2210 SW GRND
4. WHITE GROUND - 6230
5. BLACK RIGHT SIDE RAISE - 2500 SW +12
6. WHITE GROUND - 6254
7. BLACK RIGHT SIDE LOWER - 2600 SW +12
8. WHITE GROUND - 6254
9. BLACK LEFT SIDE RAISE - 1500 SW +12
10. WHITE GROUND - 6254
11. BLACK LEFT SIDE LOWER - 1600 SW +12
12. WHITE GROUND - 6254
13. BLACK TRAVEL - 1700 SW +12
14. WHITE GROUND - 6254
15. BLACK LEFT SIDE PRESSURE SWITCH - 1210 SW GRND
16. WHITE GROUND - 6230
17. BLACK SYSTEM PRESSURE SWITCH - NA
18. WHITE GROUND - NA
19 THROUGH 31 NOT USED
**ELECTRICAL CONNECTION DIAGRAM**

**REAR AIR MANIFOLD PIGTAIL AND VALVE CONNECTIONS**

**PIN COLOR DESCRIPTION**

<table>
<thead>
<tr>
<th>PIN</th>
<th>COLOR</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLACK</td>
<td>TRAVEL - 3700 SW +12</td>
</tr>
<tr>
<td>2</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>3</td>
<td>BLACK</td>
<td>RIGHT SIDE PRESSURE SWITCH - 3210 SW GRND</td>
</tr>
<tr>
<td>4</td>
<td>WHITE</td>
<td>GROUND - 6232</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td>RIGHT SIDE RAISE - 3500 SW +12</td>
</tr>
<tr>
<td>6</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>7</td>
<td>BLACK</td>
<td>RIGHT SIDE LOWER - 3600 SW +12</td>
</tr>
<tr>
<td>8</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>9</td>
<td>BLACK</td>
<td>LEFT SIDE RAISE - 4500 SW +12</td>
</tr>
<tr>
<td>10</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>11</td>
<td>BLACK</td>
<td>LEFT SIDE LOWER - 4600 SW +12</td>
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<tr>
<td>12</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>13</td>
<td>BLACK</td>
<td>TRAVEL - 3700 SW +12</td>
</tr>
<tr>
<td>14</td>
<td>WHITE</td>
<td>GROUND - 6258</td>
</tr>
<tr>
<td>15</td>
<td>BLACK</td>
<td>LEFT SIDE PRESSURE SWITCH - 4210 SW GRND</td>
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<td>16</td>
<td>WHITE</td>
<td>GROUND - 6232</td>
</tr>
<tr>
<td>17</td>
<td>BLACK</td>
<td>SYSTEM PRESSURE SWITCH - 3215 SW GRND</td>
</tr>
<tr>
<td>18</td>
<td>WHITE</td>
<td>GROUND - 6231</td>
</tr>
<tr>
<td>19-31</td>
<td></td>
<td>NOT USED</td>
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</tbody>
</table>

**NOTE:** HARNESS AND VALVE CONNECTIONS ARE LABELED. LEFT AND RIGHT CONNECTIONS MUST BE MAINTAINED AS SHOWN.

**TO 12 PIN BLACK CONNECTOR AT CENTRAL CONTROL MODULE**

**TO 12 PIN (CN 100) GRAY CONNECTOR AT CENTRAL CONTROL MODULE**
The control box sends a +12 signal to the normally open 12 volt relay. The 12 volt relay (2) will energize and the compressor will run. The normally open air solenoid (1) will close allowing the compressor to build pressure.

The normally open air solenoid (1) will open any time the compressor is not running, allowing internal pressure & moisture to bleed off. The check valve (3) will keep the suspension air from bleeding back to the compressor.
ELECTRICAL CONNECTION DIAGRAM
AIR COMPRESSOR

COMPRESSOR MOTOR

+12 SIGNAL - 9700
COMPRESSOR HARNESS FROM CONTROL BOX

(A)

WHITE GROUND

12 VOLT ESSEX RELAY

12 VOLT AIR SOLENOID

FUSE 15 AMP

+12 VOLT BATTERY POWER

NORMALLY OPEN 12 VOLT AIR SOLENOID

COMPRESSOR MOTOR

BLACK (GROUND)

RED +12

(GROUND)

(+12 SIGNAL)

RELAY MTG. BOLT

NORMALLY OPEN 12 VOLT AIR SOLENOID

COMPRESSOR MOTOR

FUSE 15 AMP

+12 VOLT BATTERY POWER

6100
ELECTRICAL CONNECTION DIAGRAM

2000 SERIES AIR / HYDRAULIC LEVELING SYSTEM

TOUCH PANEL CONNECTIONS

HWH COMPUTERIZED LEVELING

LEVEL
AIR
EXCESS
SLOPE

TRAVEL
MODE
DUMP
EMERGENCY
STOP
WARNING!

NOTE: THERE IS A 120OHM TERMINATING RESISTOR AT EACH END OF THE TOUCH PANEL HARNESS. DO NOT REMOVE, CUT OR MODIFY THE HARNESS.

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>YELLOW</td>
<td>-</td>
<td>CAN HIGH</td>
</tr>
<tr>
<td>2</td>
<td>GREEN</td>
<td>-</td>
<td>CAN LOW</td>
</tr>
<tr>
<td>3</td>
<td>WHITE</td>
<td>6230</td>
<td>CAN SHIELD</td>
</tr>
<tr>
<td>4</td>
<td>WHITE</td>
<td>6800</td>
<td>GROUND FROM CONTROL MODULE</td>
</tr>
<tr>
<td>5</td>
<td>RED</td>
<td>-</td>
<td>SWITCHED BATTERY FROM CONTROL MODULE</td>
</tr>
</tbody>
</table>

WARNING!

UNDERSTAND OPERATOR'S MANUAL BEFORE USING. BLOCK FRAME AND TIRES SECURELY BEFORE REMOVING TIRES OR CRAWLING UNDER VEHICLE.

DO NOT CUT TERMINATING RESISTOR