



LIPPERT
COMPONENTS®



Ground Control® 3.0 Aftermarket Manual

Table Of Contents

Introduction	2
Fully Automatic Electric Leveling System	2
Quick Facts	2
Parts List	2
Determining Use of Ground Control® 3.0 4-Point or 6-Point System	3
4-Point Application	3
6-Point Application	3
Preparation	4
Determining the Mounting Position of the Jack Brackets and Components	4
Installation	5
Measuring Departure and Approach Angle	5
Landing Gear	5
Rear and Middle Jacks	6
Rear Sensor	7

Installation - Controller	9
Installation - Touch Pad	10
Wiring Diagram - 4 Point	11
Wiring Diagram - 6 Point	12
System and Safety Information	13
Prior to Operation	13
Touch Pad Diagram	13
Basic Operation	14
Unhitching from a Tow Vehicle	14
Auto Level	15
Auto Level Sequence	15
Hitch Recognition	16
Troubleshooting	16
Manual Override	16
Special Jack Error Codes	17
Touch Pad	18
System Settings	19
Zero Point Calibration	19
Configuring the Remote	19
Resetting the Remote	21
Configure Remote to Touch Pad	22
Preventative Maintenance	23
Notes	23



Introduction

Ground Control® 3.0 is a revolutionary electric leveling system for towable RVs. Its Hitch Recognition Memory Function remembers where the Auto Level sequence was started, saving time during hook-up.

Fully Automatic Electric Leveling System

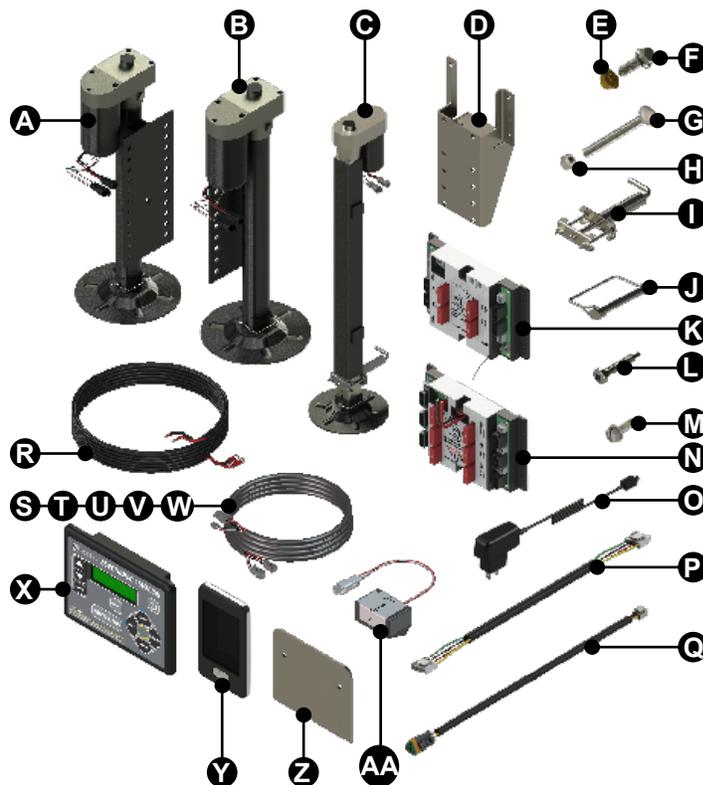
LCI has taken its Ground Control® Automatic Electric Leveling System to the next level. Its new leveling jacks are driven by Hall Effect technology, which measures the jack leg motor revolutions instead of amps, ensuring more accurate leveling. We have also added stronger, faster and more stable round rear jacks, a Hitch Recognition Memory Function and a fully-automatic wireless option. We are continually offering better options for a better camping experience.

Quick Facts

- Two times the speed of previous systems.
- Hall Effect technology measures revolutions, not amps, ensuring more accurate leveling.
- Hitch Recognition Memory Function.
- Added stability with new rear round leveling jacks.
- Fully automatic one-touch control panel included.
- NEW optional one-touch auto-level wireless remote.
- Level trailers function more efficiently than non-level trailers.
- 20,000 lb. total leveling capacity.
- Saves time setting up camp.

Parts List

Letter	Part#	Description
A	305339	Left Mid/Rear Leveling Jack
B	344792	Right Mid/Rear Leveling Jack
C	305340	Landing Gear
D	349975	Jack Mounting Bracket
E	178210	Leveling Jack Mounting Nut
F	118076	Leveling Jack Mounting Bolt
G	125878	Landing Gear Bracket Carriage Bolt
H	119073	Landing Gear Bracket Nut
I	119113	Bolt On Pull Pin



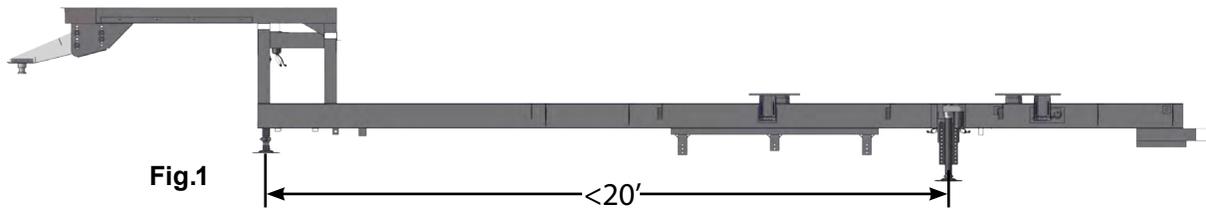
Letter	Part#	Description
J	225598	Snapper Pin
K	304136	GC 3.0 - 4 Point Controller
L	241940	#8 - 18 x 1" Screw (for 231775)
M	191021	Jack Mounting Bracket Self-Tapping Bolt
N	346005	GC 3.0 - 6 Point Controller
O	267401	LINC Remote Charger
P	232937	Touch Pad Harness
Q	243688	Rear Sensor Harness
R	306176	Power and Ground Harness
S	307490	Left Landing Gear Harness
T	347013	Left Middle Jack Harness
U	306298	Left Rear Jack Harness
V	307489	Right Landing Gear Harness
W	347012	Right Middle Jack Harness
X	234802	Touch Pad
Y	329164	LINC Remote
Z	231775	Rear Sensor Mounting Plate
AA	232201	Rear Sensor



Determining Use of Ground Control® 3.0 4-Point or 6-Point System

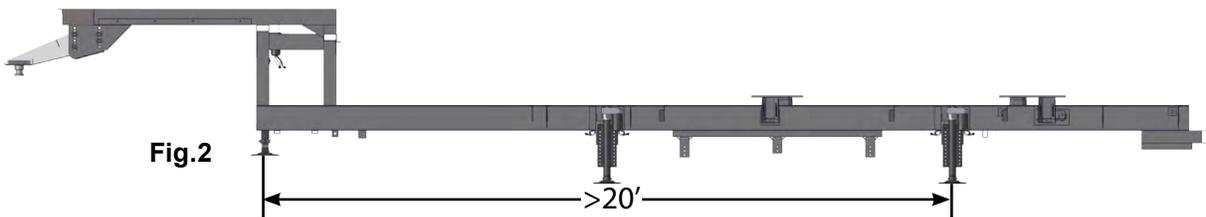
4-Point Application

If the GVWR of the trailer is less than 15,500 lbs. and the distance between the center of the landing gear foot and the center of the rear jack foot will be less than 20 feet (Fig. 1).



6-Point Application

If the GVWR of the trailer is 15,500 lbs. or greater or the distance between the center of the landing gear foot and the center of the rear jack foot will be 20 feet or greater (Fig. 2).



Note: If either the GVWR is greater than 15,500 lbs. or the distance on center between the landing gear jack foot and the rear jack foot is 20 feet or greater, the 6-point Ground Control® System **MUST** be installed.



Preparation

1. Remove all loose items from the front storage compartments of the trailer.
2. Support the trailer at all four corners with jack stands (or other adequate supports).
3. Remove the underbelly from the trailer and set aside.

Determining the Mounting Position of the Jack Brackets and Components

1. Analyze the trailer. Determine where the jack brackets, controller, touch pad, and rear sensor will be mounted on the trailer.
 - A. Rear Jack Brackets:** should be mounted approximately 12" behind the rear tires and be aligned with each other.
 - B. Middle Jack Brackets (if applicable):** should be mounted approximately 12" in front of the front axle hanger and should be aligned with each other.
 - C. Controller:** should be mounted to the ceiling of the front-most storage compartment in the center of the trailer. The controller has a limited mounting area for proper performance. At the center of the frame (side to side) and at the center of the landing gear (front jacks) is a center point. From this center point, the controller can be mounted 12" out on either side and up to 3' in front of or behind the center point. This area is outlined in a green dotted box (Fig. 3A).

Note: The controller **MUST** stay mounted inside a compartment that is protected from the elements and in compliance with RVIA Gas Codes, as the controller connections are not spark-proof.

- D. Touch Pad:** should be mounted in a compartment on the side of the trailer so that the operator will have a view of the hitch pin while using the touch pad. The touch pad **MUST** also be protected from the elements.
- E. Rear Sensor:** has a limited mounting area for proper performance. The rear sensor **MUST** be in line with or behind the rear leveling jacks, as well as in line with the center of the frame. This area is outlined in a green dotted line (Fig. 4A).

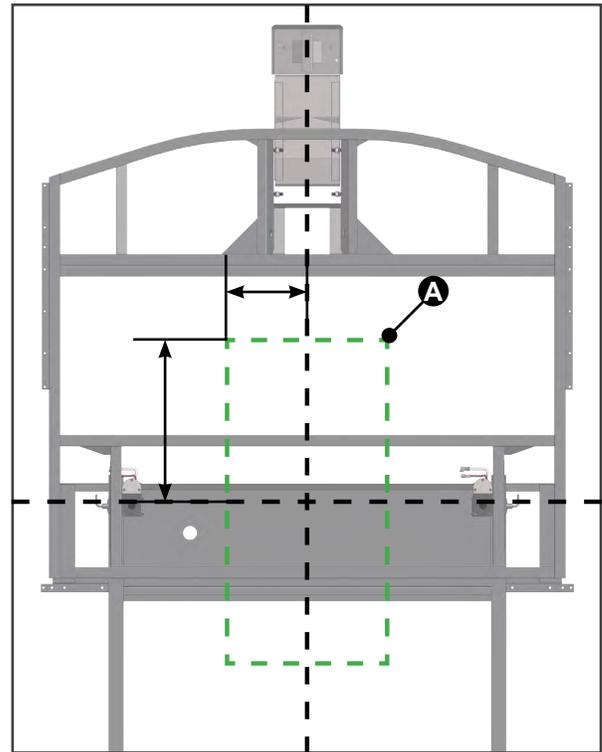


Fig.3

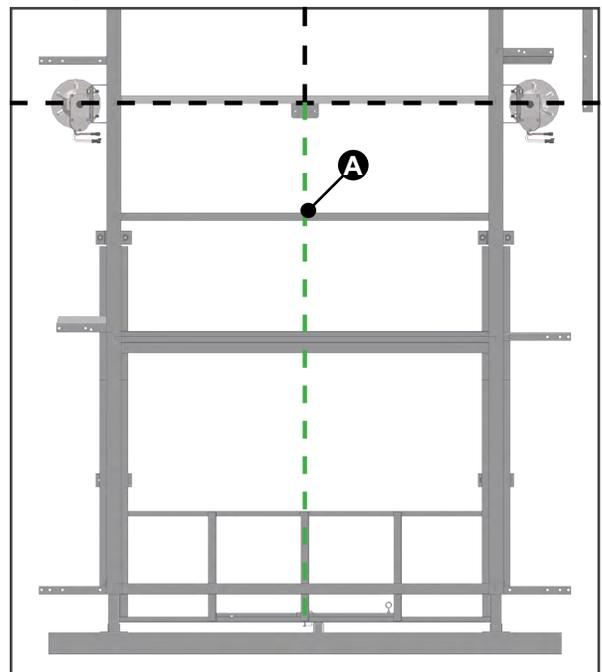


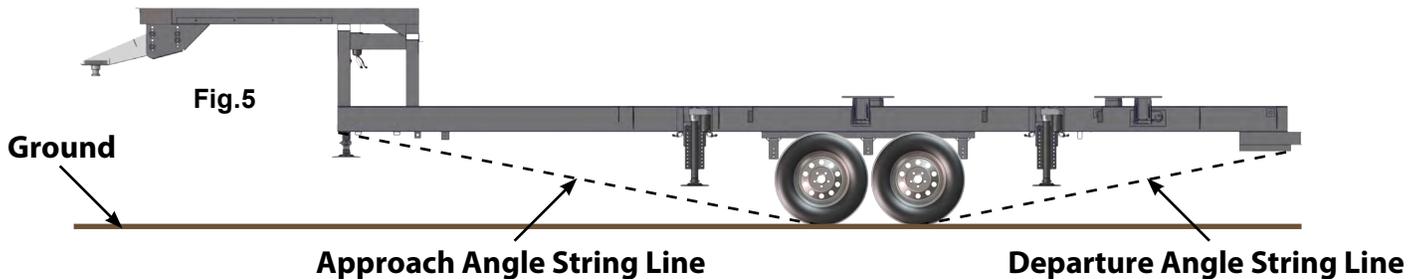
Fig.4



Installation

Measuring Departure and Approach Angle

To measure departure and approach angles, run a string line from the meeting point of the tire and the ground up at an angle to the lowest point on the front or rear of the trailer. These string lines are shown as dotted lines (Fig. 5).



Landing Gear

1. Remove existing landing gear (front jacks) from the trailer by removing the carriage bolts and nuts in the brackets holding the front jacks in place.
2. Using the new carriage bolts and nuts, mount the new front jacks in the brackets so that the tabs on the new front jacks are positioned between the mounting brackets as shown

(Fig. 6 and Fig. 7). Tighten the nuts on the carriage bolts until the bracket opening is less than 2 1/2" (Fig. 7A).

3. Connect the wire harnesses to the front jack motor wires and run the harnesses to the compartment where the controller will be mounted.

Note: LCI recommends zip-tying the harnesses tight against the front jack motors to prevent damage to the harnesses.

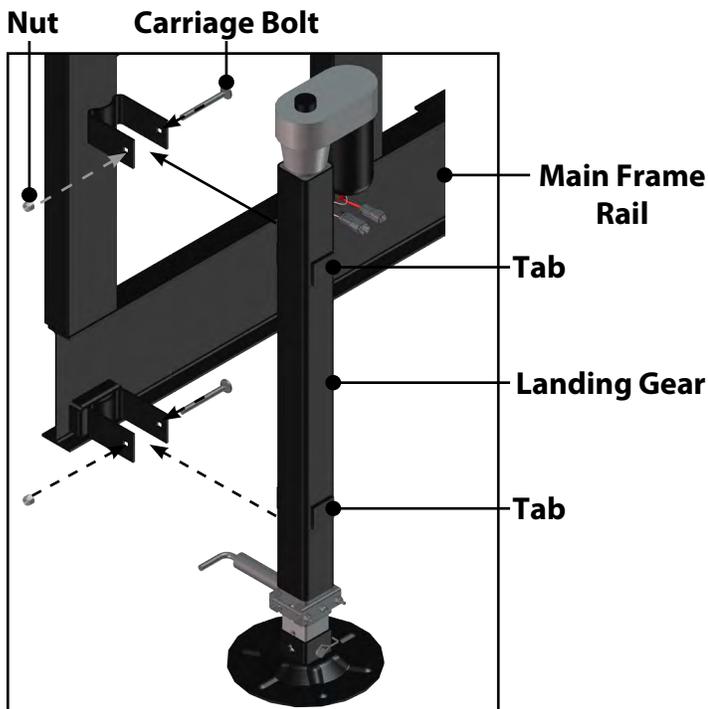


Fig.6

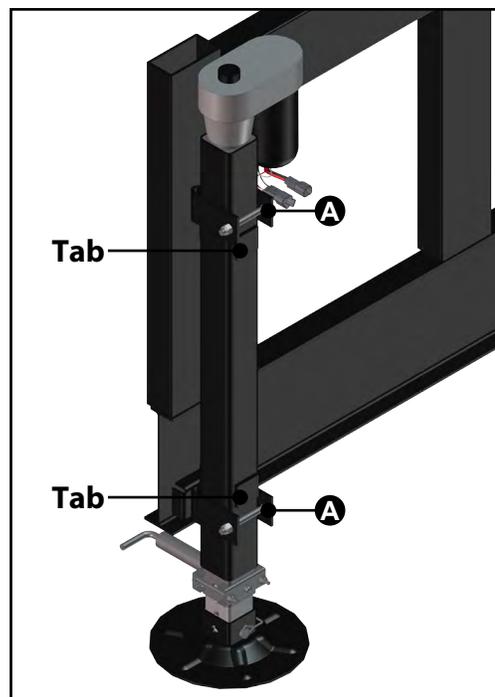


Fig.7



Rear and Middle Jacks

1. Determine position and ground clearance requirements for the rear and middle jacks. The rear jack brackets should be mounted approximately 12" behind the rear tire and be aligned with each other. The middle jack brackets should be mounted approximately 12" in front of the front axle hanger and be aligned with each other.

Note: When fully retracted, the rear and middle jacks should be mounted to achieve a ground clearance equal to the approach or departure angle or a minimum of 7" to enable maximum level correction. Any additional ground clearance added to the jack location will decrease the amount of level correction available to the system.

2. Mark jack mounting bracket locations on the main frame rail.
3. Using a 5/16" drill bit, drill through the frame at the marked positions.
4. Using the included self-tapping bolts, mount the brackets to the frame. Tighten the bolts to no more than 75 ft-lbs of torque. Four bolts will be installed on the outside of the main frame rail (Fig. 8). Two bolts will be installed on the underside of the main frame rail, up through the horizontal plate on the backside of the jack mounting bracket (Fig. 9).

Note: The horizontal plate of the bracket will have four pre-drilled holes, however, only two self-tapping bolts are necessary for installation. The two holes chosen **MUST** be directly across from each other.

5. Bolt the rear and middle jacks to the mounting brackets using six bolts and nuts per jack. Tighten the bolts to 90 ft-lbs of torque (Fig. 8).
6. Connect the wire harnesses to the leveling jack motor wires and run the harnesses to the compartment where the controller will be mounted.

Note: LCI recommends zip-tying the harnesses tight against the rear jack motors to prevent damage to the harnesses.

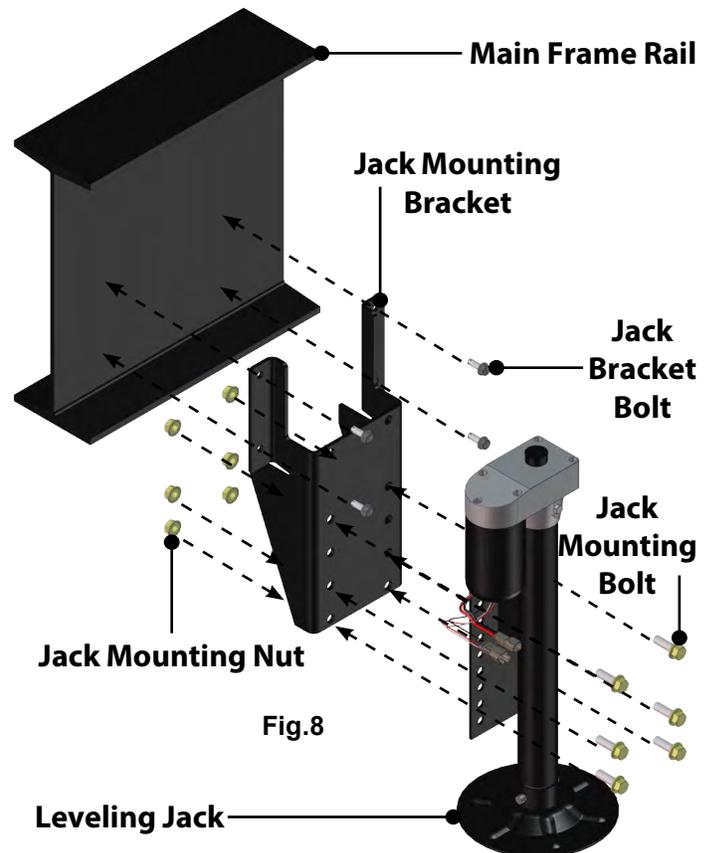


Fig.8

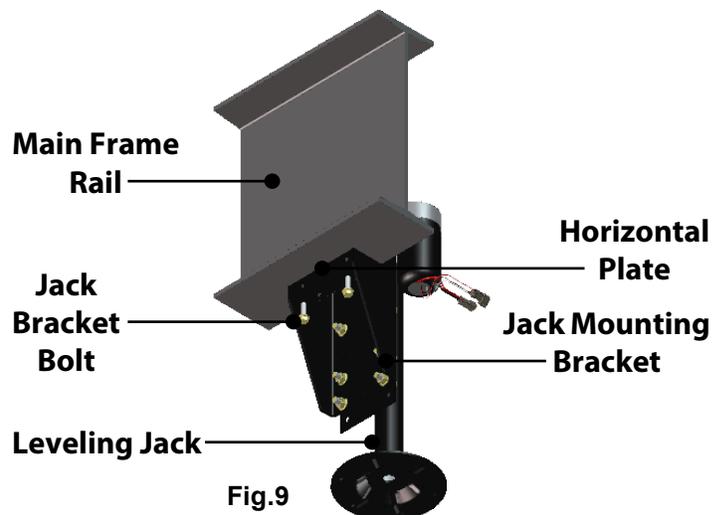


Fig.9



Rear Sensor

Note: The rear sensor (Fig. 10) **MUST** be installed on a crossmember in line with or behind the rear jacks, centered curbside to roadside on the trailer with the arrows on the top of the sensor pointing the correct direction (Fig. 10 Detail).

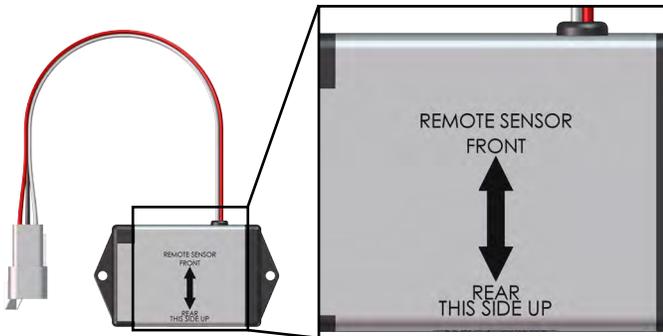


Fig.10

Fig. 10 Detail

1. Dry fit the mounting plate (Fig. 11A) and the rear sensor (Fig. 11B) to the crossmember (Fig. 11C). The pre-drilled holes in the plate are for mounting the rear sensor to the plate. Mark on the plate where the rear sensor will set. Space between the sensor and the crossmember **MUST** be left so the wire harness will not be pinched.

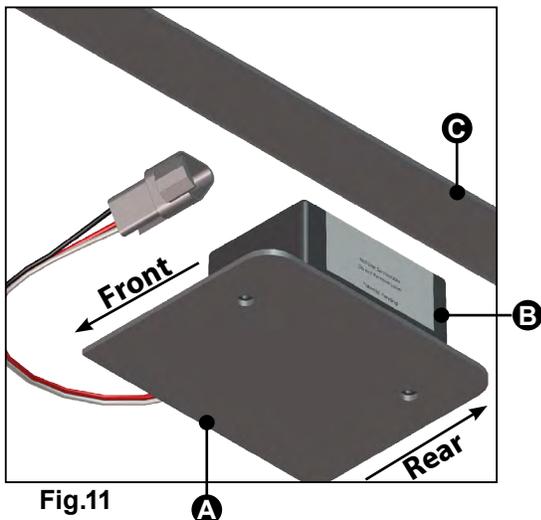


Fig.11

2. Attach the rear sensor (Fig. 12B) to the mounting plate (Fig. 12C) using two #8 - 18 x 1" self-drilling screws (Fig. 12A). Orientation is imperative for the correct operation of the leveling system.

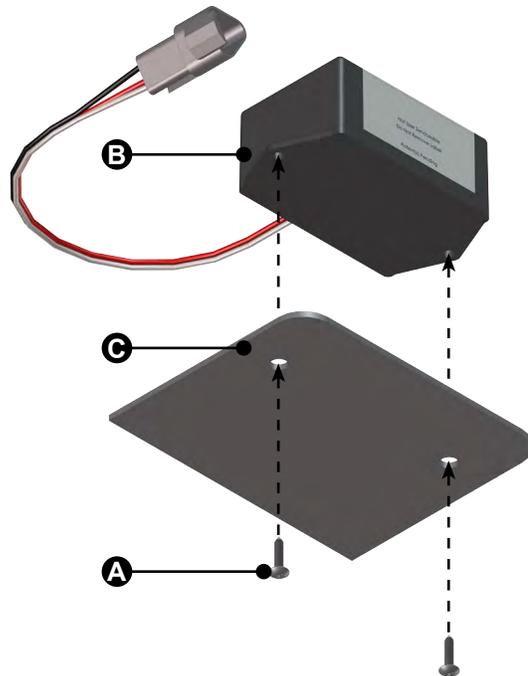


Fig.12



3. Attach the rear sensor (Fig. 13C) and the mounting plate (Fig. 13B) to the crossmember (Fig. 13D) using two #8 - 18 x 1" self-drilling screws (Fig. 13A). Orientation is imperative for the correct operation of the leveling system.

4. Connect the rear sensor harness to the connector on the rear sensor (Fig. 14A) and run the harness through the frame and up to the compartment where the controller will be mounted.

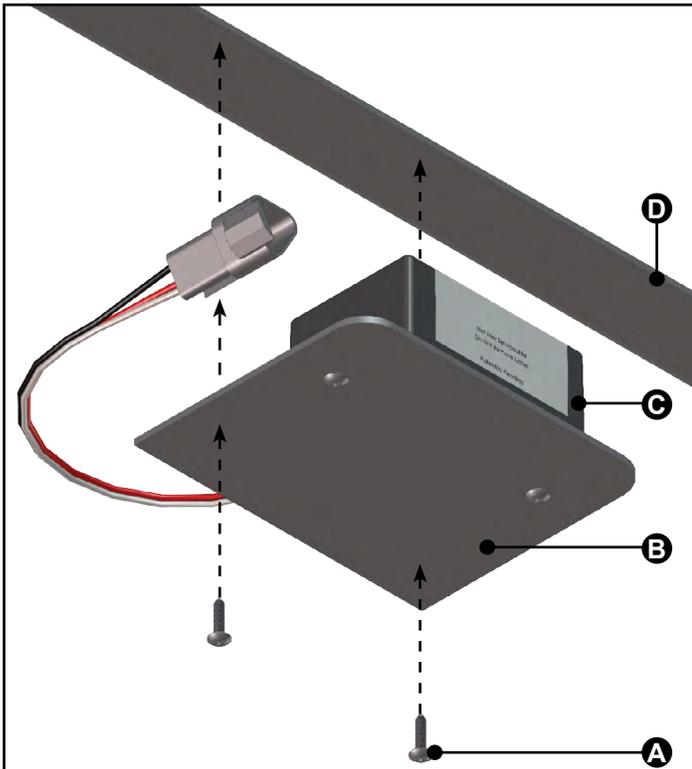


Fig.13

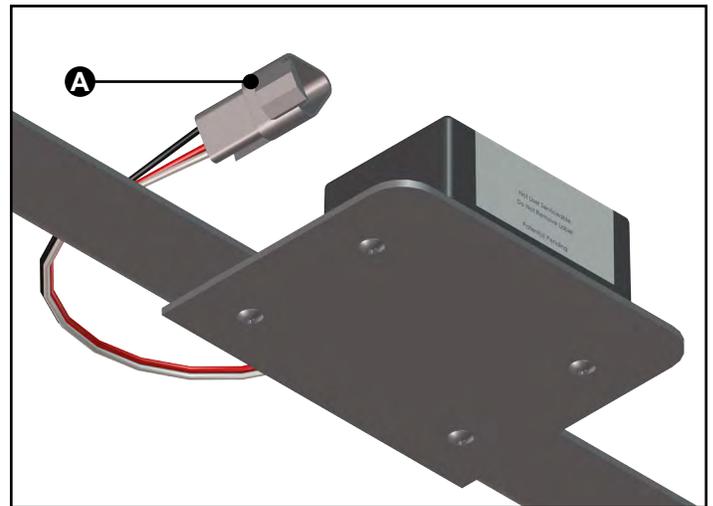


Fig.14



Installation - Controller

Note: Prior to starting this portion of the installation, double check that all of the harnesses are properly and securely connected to the rear jacks, landing gear, and rear sensor. Once those connections have been checked, reattach the underbelly to the frame of the trailer in the same position from which it was removed. If any tears are present in the underbelly, seal with waterproof tape. Once the underbelly is secured, the installation may be continued.

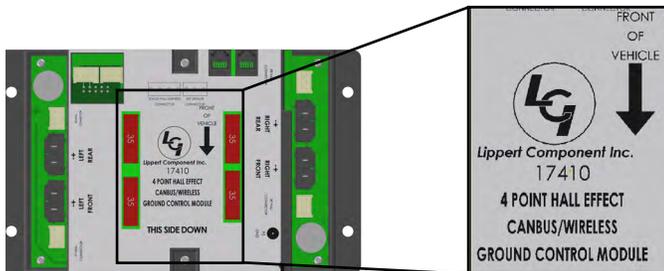


Fig.15



Fig. 15 Detail

Note: The compartment where the controller will be installed should be as far forward on the trailer as is possible and the controller **MUST** be installed in compliance with RVIA Gas Codes, as the controller connections are not spark-proof.

Note: For optimal performance, the controller should be positioned directly in the center of the trailer, but may be offset if necessary (Fig. 3A). The arrow on the label of the controller **MUST** point to the front of the trailer (Fig. 15).

Note: Some 6-point controllers do not have orientation arrows for the front of the trailer. When installing those controllers, ensure that the port labeled "LEFT FRONT" is pointing to the left-hand front of the trailer. This will ensure proper orientation and function of the controller.

1. Measure to the center of the trailer from inside the compartment where the controller will be placed, and mark the center point on the ceiling. The controller **MUST** be positioned directly in the center of the trailer with the arrow on the label of the controller facing the front of the trailer. (Fig. 15).
2. Using four #8 x 1" wood screws, attach the controller to the ceiling of the compartment, centered over the marked centerline in the compartment (Fig. 16).
3. Attach the power and ground harness to the corresponding posts on the controller and then connect them to the correct posts on the house battery.
4. Connect all jack harnesses to the appropriate connectors on the controller.

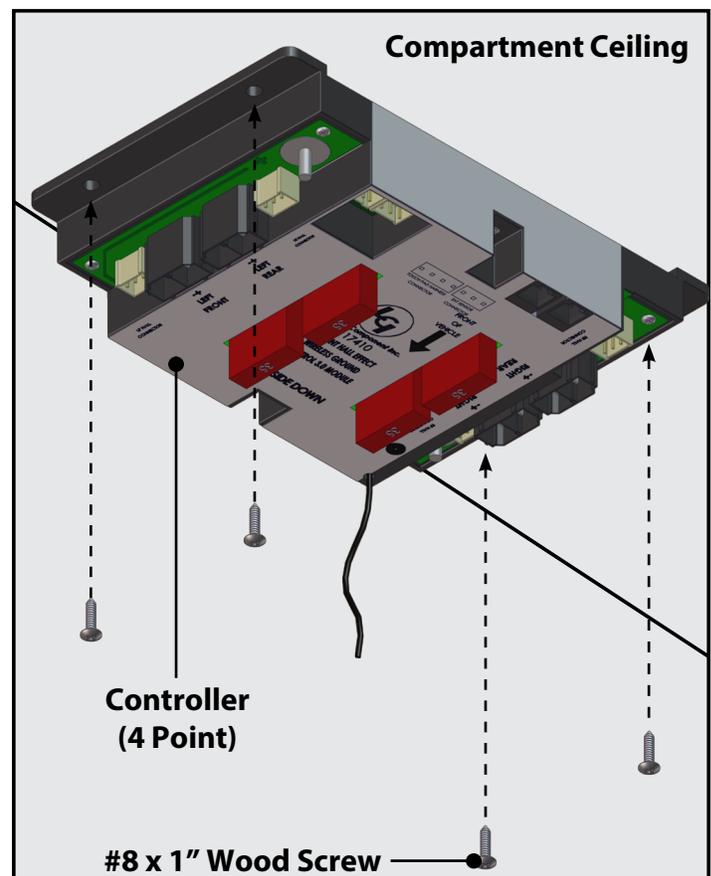


Fig.16



Installation - Touch Pad

1. Determine where to mount the touch pad. The touch pad should be mounted in a compartment on the side of the trailer so the operator will have a view of the hitch pin while using the touch pad.
2. Remove the face plate of the touch pad from the mounting bezel (Fig. 17).
3. Cut a hole in the wall of the compartment $3\frac{3}{8}$ " wide by $2\frac{3}{4}$ " high so the top and bottom horizontal cuts are parallel to the floor of the compartment (Fig. 18).
4. Feed the touch pad harness through this hole and run it to the compartment where the controller is mounted. Plug the harness into the appropriate connector on the controller.
5. Insert the touch pad bezel into the cutout and attach it with four #8x1" wood screws with sufficient length to thread into the compartment wall (Fig. 19).
6. Plug the touch pad harness into the connector on the back of the touch pad face plate and snap the face plate into the bezel (Fig. 20 and Fig. 21).

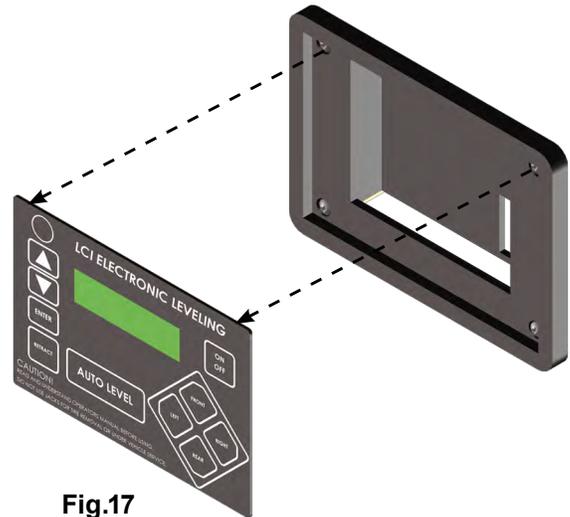


Fig.17

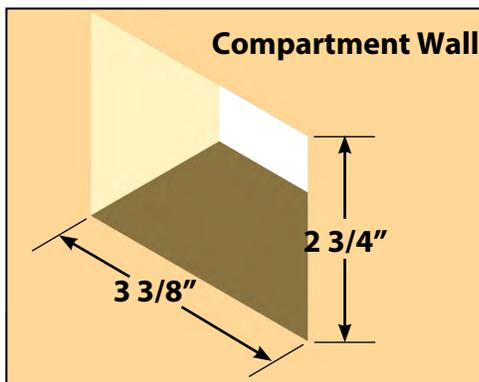


Fig.18

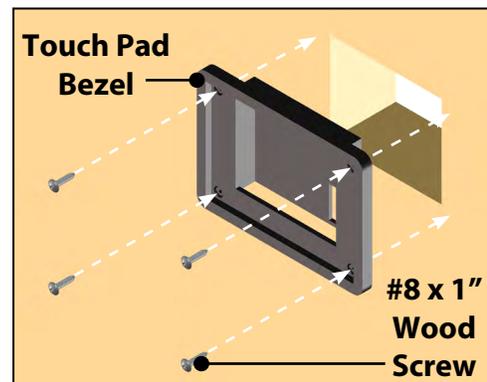


Fig.19

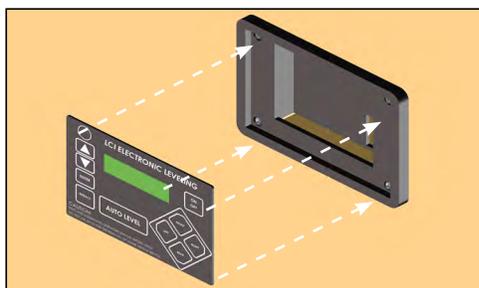


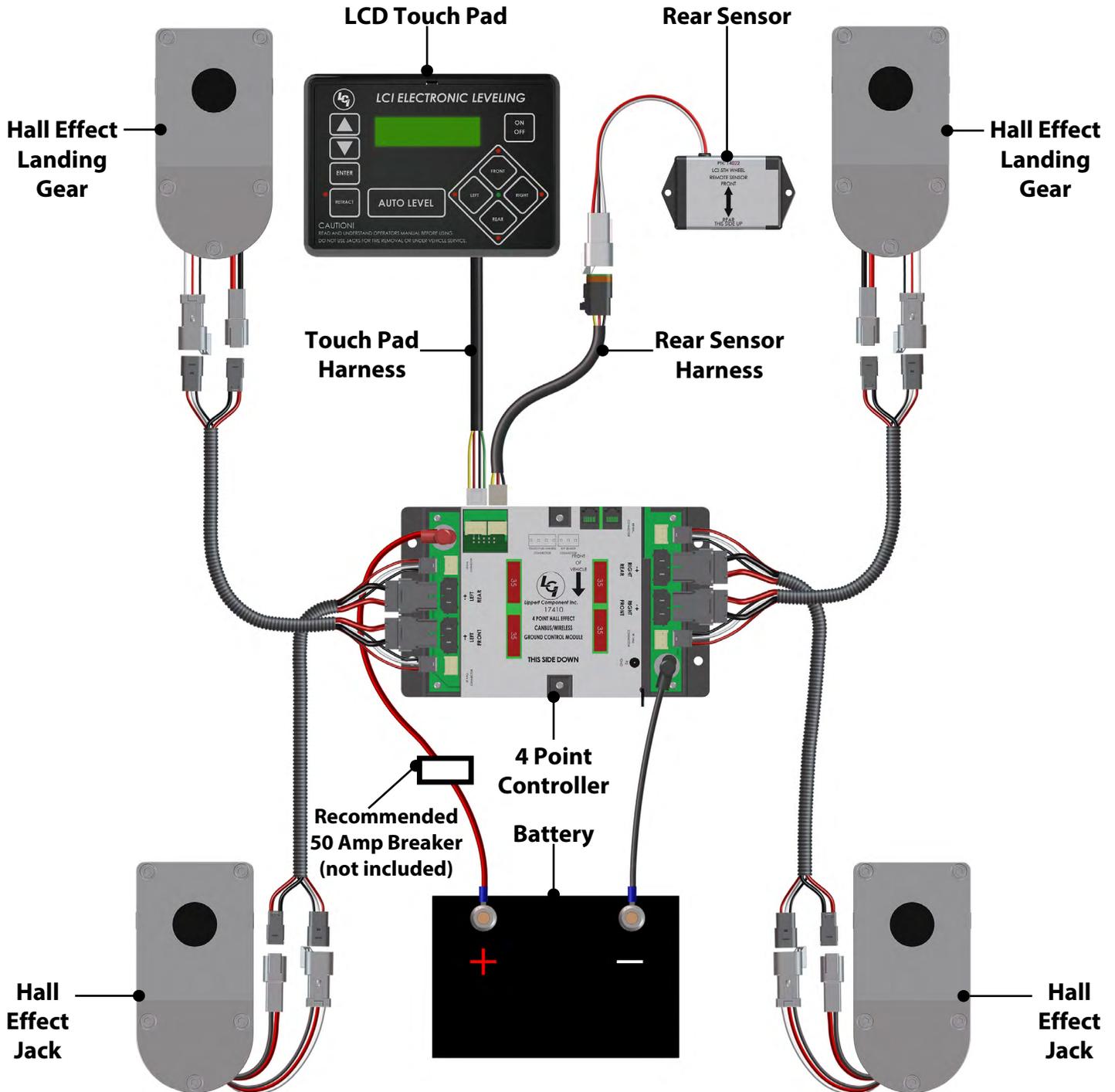
Fig.20



Fig.21

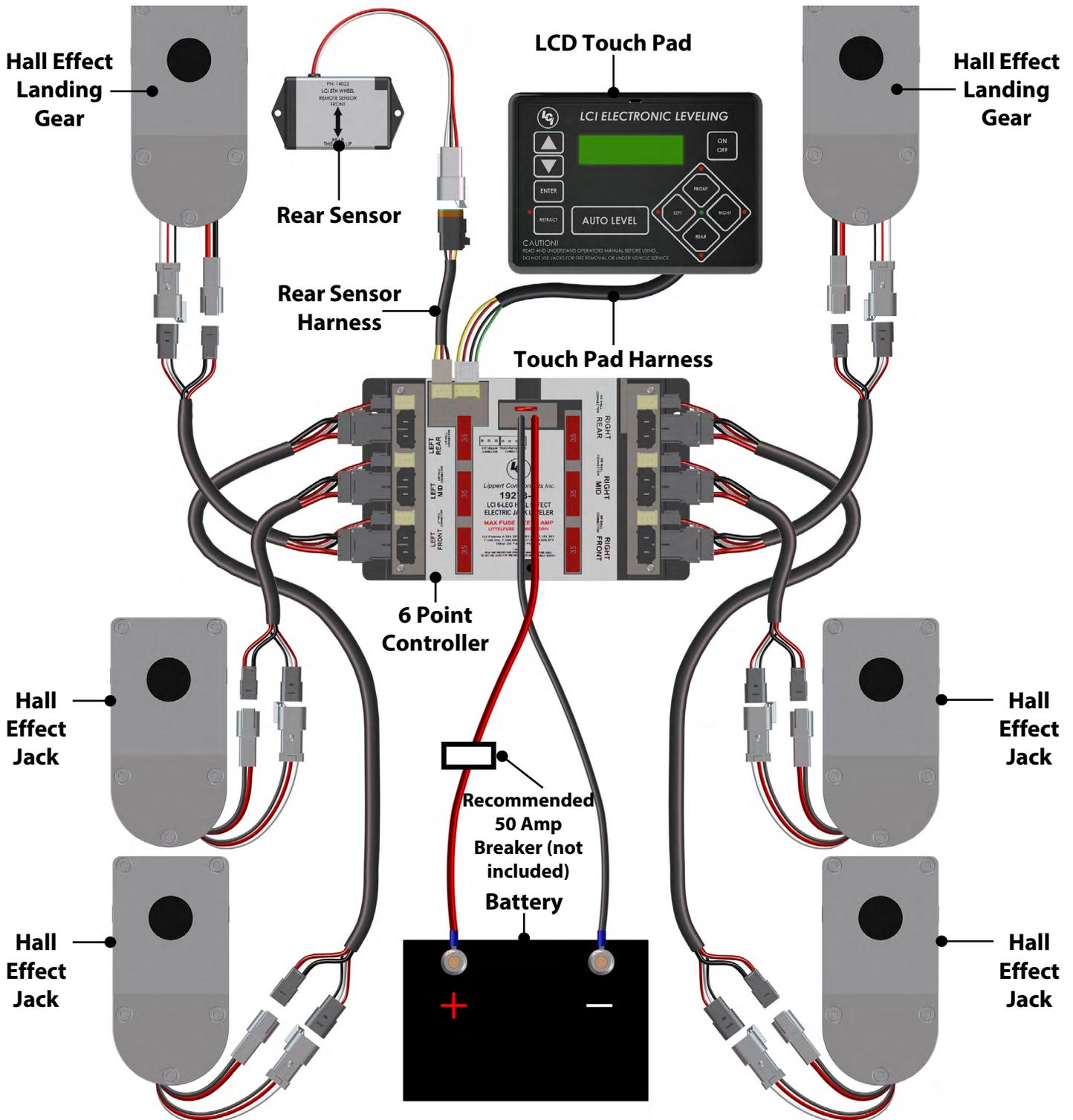


Wiring Diagram - 4 Point





Wiring Diagram - 6 Point



System and Safety Information

⚠️ WARNING

Failure to act in accordance with the following may result in death or serious personal injury. The use of the Ground Control® 3.0 leveling system to support the trailer for any reason other than which it is intended is prohibited by Lippert's limited warranty. The Lippert leveling system is designed as a leveling system only and should not be used to provide service for any reason under the trailer such as changing tires or servicing the leveling system. Any attempts to change tires or perform other service while trailer is supported by the Ground Control® 3.0 leveling system could result in death, serious injury or damage to the 5th wheel.

⚠️ WARNING

Be sure to park the trailer on solid, level ground. Clear all jack landing locations of debris and obstructions. Locations should also be free of depressions. When parking the trailer on extremely soft surfaces, utilize load distribution pads under each jack. People and pets should be clear of the trailer while operating leveling system. Never lift the trailer completely off the ground. Lifting the trailer so the wheels are not touching the ground will create an unstable and unsafe condition.

⚠️ CAUTION

Moving parts can pinch, crush or cut. Keep clear and use caution.

Prior to Operation

The leveling system should only be operated under the following conditions:

1. The trailer is parked on a reasonably level surface.
2. Be sure all persons, pets, and property are clear of the trailer while the leveling system is in operation.
3. Make sure battery(ies) are fully charged and test at 12+VDC under load.

Touch Pad Diagram

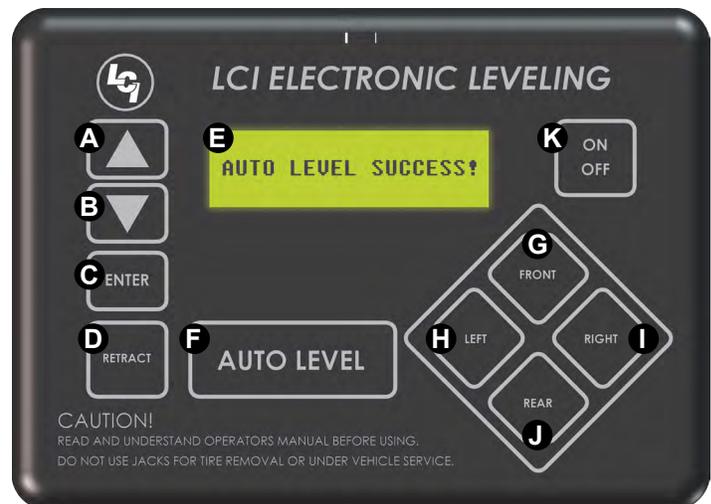


Fig.22

Letter	Description
A	Up Arrow - Scrolls up through menu on LCD
B	Down Arrow - Scrolls down through menu on LCD
C	Enter - Activates modes and procedures on LCD
D	Retract - Places system into retract mode (Press and hold down for 1 second to initiate Auto Retract)
E	LCD Display - Displays procedures and results
F	Auto Level - Places system into auto level mode
G	Front Button - Activates both front jacks
H	Left Button - Activates left jack(s)
I	Right Button - Activates right jack(s)
J	Rear Button - Activates rear jacks
K	Power Button - Turns system on and off



Basic Jack Operation

Landing gear (front jacks) can be operated any time the system is “ON”. By pushing the “FRONT” button (Fig. 22G), both front jacks can be extended. By pushing either the “FRONT” and “LEFT” (Fig. 22H) or “FRONT” and “RIGHT” (Fig. 22I) buttons, the individual front jacks can be extended. If the touch pad is put in the retract mode, indicated by the orange illuminated LED next to the “RETRACT” button (Fig. 22D), the front jacks can be retracted together by pushing the “FRONT” button (Fig. 22G) or individually by pressing “LEFT” (Fig. 22H) or “RIGHT” (Fig. 22I) buttons, while simultaneously pressing the “FRONT” button (Fig. 22G).

Middle jacks, if equipped, can not be extended or retracted in standard mode or manual mode. Middle jacks can only be operated in the special jack code error mode. In order to operate the middle jacks press “LEFT” (FIG. 22H) and “RIGHT” (FIG. 22I) buttons simultaneously.

The rear jacks can only be extended when the touch pad is in the manual mode. Once system is in manual mode, pressing the “REAR” button (Fig. 22J) will extend both rear jacks at the same time. To extend individual rear jacks, press the “LEFT” (Fig. 22H) or “RIGHT” (Fig. 22I) buttons while simultaneously pressing the “REAR” button (Fig. 22J), depending on which jack needs to be operated. If the touch pad is put in the retract mode, indicated by the orange illuminated LED next to the “RETRACT” button (Fig. 22D), the rear jacks can be retracted together by pushing the “REAR” button (Fig. 22J) or individually by pressing either the “LEFT” (Fig. 22H) or “RIGHT” (Fig. 22I) buttons, while simultaneously pressing the “REAR” button (Fig. 22J).

Note: If the rear jacks will not operate individually using the method described above, but they operate properly when Auto Level is performed, the Twist Prevention Protection system has locked out the operation to prevent damage to the frame of the trailer.

Unhitching from a Tow Vehicle

Note: Prior to unhitching from the tow vehicle, ensure the trailer is parked on a level surface and be sure to chock the tires of the trailer.

1. Extend the inner legs of both landing gear (front jacks) to within 4-5 inches of the ground by pulling on the quick release pins.
2. Push “ON/OFF” (Fig. 22K). LCD Screen will light up and display “READY JACKS: UP” (Fig. 23A).
3. Push the “UP” arrow (Fig. 22A) to scroll to “Drop Front Jacks” option on LCD screen.
4. Red indicator lights (Fig. 23B) may come on, indicating the current disposition of the trailer. In this case, the front and right sides of the trailer are low.
5. Push “ENTER” (Fig. 22C). Both front jacks will go to ground and stop.
6. Push the “FRONT” button (Fig. 22G) extending the front jacks to a sufficient height, which raises the front of the trailer off of the tow vehicle’s 5th wheel hitch plate.
7. Pull tow vehicle away and park at a safe distance.

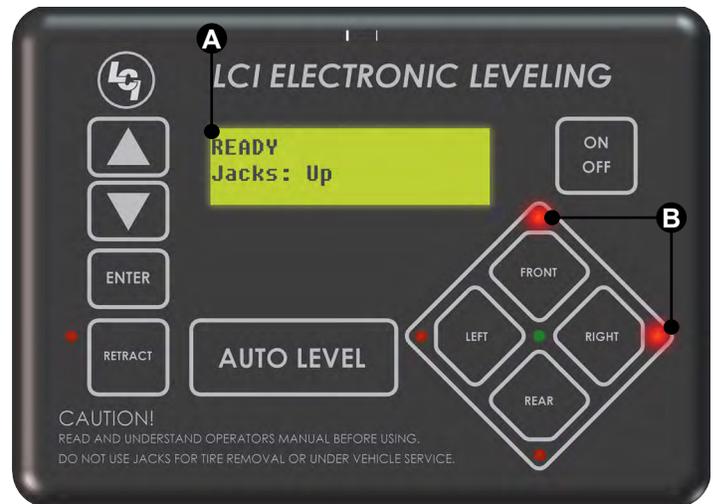


Fig.23

Auto Level

1. After unhitching from tow vehicle and parking the tow vehicle at a safe distance away from the trailer, press the “ON/OFF” button (Fig. 22K) and then press “AUTO LEVEL” (Fig. 22F).

Note: Once the automatic leveling cycle has been started, it is important that there is no movement in the trailer until the trailer has completed the leveling process. Failure to remain still during the leveling cycle could have an effect on the performance of the leveling system.

Note: In order for Hitch Recognition feature to function, the auto level sequence **MUST** be started with the front of the trailer above level.

Auto Level Sequence

1. When Auto Level Sequence begins, the front of the trailer will lower to a point near level.
2. Rear jacks will be grounded.
3. A side to side leveling sequence will occur.

Note: At this point on the 6-point system, the two middle jacks will be grounded to stabilize the trailer. These two jacks do not level the trailer.

4. Each jack will perform a final grounding touch.
5. LCD will read “AUTO LEVEL SUCCESS” (Fig. 24).
6. LCD will then read “READY Jacks: Down” (Fig. 25A), and the green LED at the center of the four jack buttons will be illuminated (Fig. 25B).

Note: If the AUTO LEVEL sequence does not perform as described, place the system in manual mode and test that the jacks operate correctly by pushing their coordinating buttons on the touch pad; i.e. “FRONT” button operates only the front jacks, etc.



Fig.24

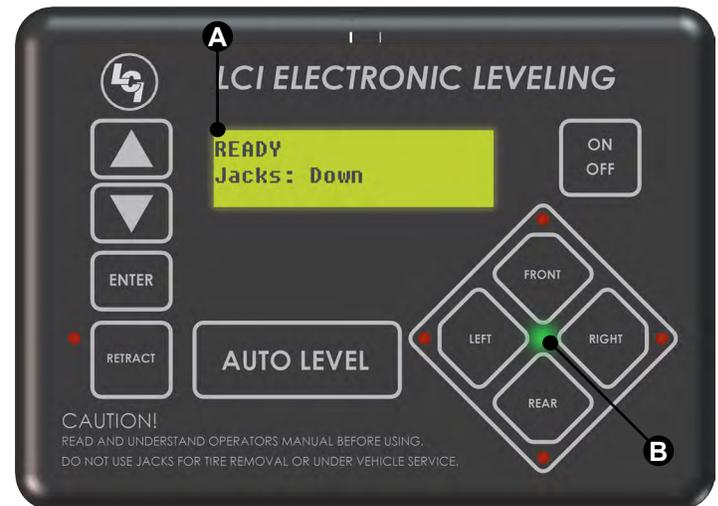


Fig.25

Hitch Recognition

1. Turn on the touch pad.
2. Push the "UP" arrow (Fig. 26A) to scroll to "Auto Reconnect" option on LCD screen.
3. Push "ENTER" (Fig. 26B). The rear jacks and middle jacks (if equipped) will retract first, then the front jacks will extend to raise the trailer to the height where the auto level sequence was started.

Note: If the auto level sequence was started with the front of the trailer in a below-level condition, the Hitch Recognition will not function and the LCD will display "Feature Disabled." In order for the Hitch Recognition feature to function, the auto level sequence **MUST** be started with the front of the trailer above level.



Fig.26

Troubleshooting



Ensure the trailer is supported at both the front and rear with jack stands before performing any troubleshooting or service to the trailer. Failure to do so may result in death or personal injury.

Manual Override

Note: For ease of manual override it is recommended to unplug the power harness to the motor prior to performing the manual override procedure.

Note: Use of a 12-18 volt cordless screw gun or pneumatic screw gun is acceptable to manually override the jacks. Do not use an impact screw gun to perform any of the override procedures, as this may damage the motor. If manual override is necessary there are two options.

Top of Jack Motor Override

Resources Required: 3/8" drive ratchet and extension (no socket)

1. Find the port on the top of the jack motor (Fig. 27A).
2. Remove the rubber plug (Fig. 28A).
3. Insert the 3/8" drive into the port (Fig. 29).
4. Turn override until the jack extends or retracts to desired position.



Fig.27

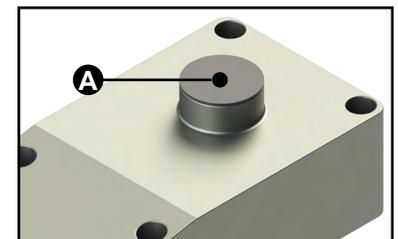


Fig.28



Fig.29



Bottom of Jack Motor Override

Resources Required: 3/8" drive ratchet and extension, 5/16" socket

1. Find the port on the bottom of the jack motor (Fig. 30A).
2. Remove the rubber plug (Fig. 31A).
3. Insert the 5/16" socket into the port (Fig. 32).
4. Turn override until the jack extends or retracts to desired position.

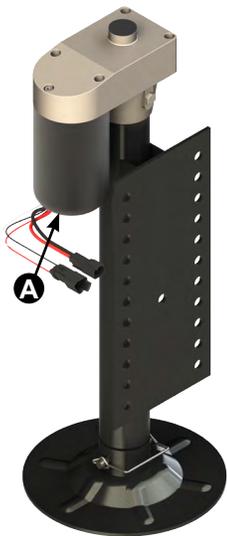


Fig.30

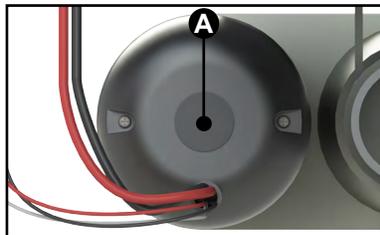


Fig.31



Fig.32

Special Jack Error Codes

To clear one of the error codes listed below:

1. Correct or otherwise repair the issue (see the table below).

Note: In order to clear the special jack error code the jacks need to be "homed." In order to "home" jacks, each jack **MUST** be able to retract a minimum of 6".

2. Extend all jacks to reach the 6" of minimum retract needed.
 - A. Press "FRONT" (Fig. 22G) to extend the front jacks (if required).
 - B. Press "REAR" (Fig. 22J) to extend the rear jacks (if required).
 - C. Press "LEFT" and "RIGHT" (Fig. 22H and Fig. 22I) simultaneously to extend the middle jacks (if equipped and required).
3. Press and hold the retract button until all of the jacks begin to retract. The jacks will retract until they reach the hard current limit.
4. The jacks are now "homed" and the special jack error code will be cleared.

Note: If the jacks do not retract, an error should display on the touch pad screen. This is typically caused by wiring interruption.

LCD Message	What's Happening?	What Should Be Done?
ERROR		Check harness connections at controller and at jack.
LF Jack	Error at a specific jack (left front, right front, left middle, right middle, left rear, right rear). Hall signal issue (open, short, malfunction or loss of communication); open or short circuit between controller and motor.	Check harness for damage.
RF Jack		Repair or replace as necessary.
LM Jack		Check fuses at controller.
RM Jack		Repair or replace as necessary.
LR Jack		
RR Jack		



Touch Pad

Note: To clear an error from the touch pad, repair or otherwise correct the issue, then press “ENTER”. If the error is still present, the message will be displayed again.

LCD Message	What's Happening?	What Should Be Done?
****ERROR**** Excess Angle	Controller not properly secured.	Check and secure controller placement.
	Excessive angle reached during auto operation.	Relocate the trailer.
****ERROR**** Excessive Angle	Controller not properly secured.	Check and secure controller placement.
	Excessive angle reached during manual operation.	Relocate the trailer.
****ERROR**** Feature Disabled	Front of trailer below level when starting Auto Level process (only triggers when trying to initiate Hitch Recognition).	Using manual mode on the touch pad, retract rear jacks (which includes the middle, if equipped) and set landing gear (front jacks) to hitch height.
	Touch pad power not cycled between consecutive leveling operations.	Turn touch pad off and then back on to reset the system.
	Zero point not set.	Set zero point.
****ERROR**** Low Voltage	Battery voltage dropped below 10.8V.	Check wiring - repair or replace.
		Test battery voltage under load - charge or replace.
****ERROR**** Out Of Stroke	Jack has reached maximum stroke length and is unable to lift.	Check disposition of jacks. Relocate the trailer.
	Unexpected high amp current stall.	Check jacks in manual mode or perform manual override procedure. Repair or replace as needed.
		Check for bent or damaged jacks. Repair or replace as needed.
****ERROR**** External Sensor	Bad connection or wiring from the controller to the rear sensor.	Replace or repair connection to rear remote sensor.
****ERROR**** Jack Time Out	Time limit exceeded for the requested auto operation.	Check disposition of jacks.
****ERROR**** Auto Level Fail	Unable to auto level due to uneven ground.	Check disposition of jacks. Relocate the trailer.
	Unable to auto level due to zero point being set incorrectly.	Reset zero point.
****ERROR**** Comm Error	Communication between the controller and touch pad has been lost.	Check harness for proper connections or damage. Repair or replace as needed.
****ERROR**** Bad Calibration	Sensor calibration values are out of range.	Replace controller.
****ERROR**** Internal Sensor	Internal sensor problem.	Replace controller.
PANIC STOP Function Aborted	The user pressed a button on the touch pad during an automatic operation.	Restart automatic operation and then refrain from pressing any buttons on the touch pad.
ERROR* Hall Effect Short	Short circuit detected in one of the hall effect circuits.	Test for short. Repair or replace as needed.

System Settings

Zero Point Calibration

The “Zero Point” is the programmed point that the trailer will return to each time the Auto Level feature is used.

Note: Prior to starting this procedure, double check all connections on the controller, jacks, and touch pad.

1. In manual mode, run the jacks to level the trailer. This is best achieved by placing a level in the center of the trailer and leveling it both front to back and then side to side. (See “Basic Jack Operation” for instructions on how to manually operate the system).
2. Once the trailer is level, turn off the touch pad.
3. With the touch pad off, press and release the “FRONT” button (Fig. 22G) five (5) times and then press and release the “REAR” button (Fig. 22J) five (5) times.
4. The touch pad will flash and beep and the display will read “ZERO POINT CALIBRATION ENTER to set, Power to Exit” (Fig. 33).
5. To set the current position as the zero point, press the “ENTER” button (Fig. 22C).
6. LCD display will read “Zero point stability check” (Fig. 34).
7. LCD display will read “Zero point set successfully” once process is complete (Fig. 35).
8. The system will set this point as its level state and the touch pad will turn off.



Fig.33

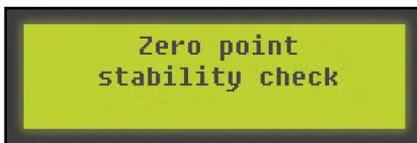


Fig.34



Fig.35

Configuring the Remote

1. Turn the remote on by pressing and releasing the large silver button at the bottom of the remote (Fig. 36A). If the remote has never been configured, it will display the “Config” button (Fig. 36B) immediately after it is turned on. To reconfigure after the initial programming, push the silver button 5 times (Fig. 36A).
2. Press the “Config” button on the touch screen to begin configuring the remote (Fig. 36B).
3. Using the arrow buttons at the bottom of the screen, navigate to the specific items the remote will control (Fig. 37).
4. When the name of the item appears in the middle of the screen, press the large “Select” button (Fig. 37A).
5. Assign an item or “None” to each of the function spaces available.

Note: If the trailer does not have an LCI Multifunction wireless system installed, each function (Steps 1-7) will read as “NONE.”



Fig.36



Fig.37



6. Press the select button at each screen. Without an LCI Multifunction Wireless system installed on the trailer, no other functions will be able to be programmed on the remote.
7. If the remote was purchased before 7/13 refer to Step A, if it was purchased after 7/13 refer to Step B.
 - A. After all the functions have been assigned a "title," the next screen will ask: "Configure Leveler?" If you are equipped and want to have leveling available on your transmitter, select YES. If not, select NO at this time (Fig. 38).
 - B. After all the functions have been assigned a "title," the next screen will ask: "Configure Leveler Type 1?" (Fig. 39) and then "Configure Leveler Type 2?" (Fig. 40) will appear. If syncing the transmitter to a LCI Level Up, Ground Control® or Motorized Dual Sensor system, select "Yes" for Type 1 and "No" for Type 2. If you will not be syncing the transmitter to either of these leveling systems select "No" for both Type 1 and Type 2.
8. A confirmation screen will appear showing all of the configured functions (Fig. 41). If the trailer does not have an LCI Multifunction Wireless system installed, the screen will show "NONE" for functions (Steps 1-7) and then "Leveler: Yes." Press "OK" to save the configuration or "Cancel" to restart the process.
9. Once a configuration is saved a "Config Fuses?" screen (Fig. 42) will appear. Press "No" as any fuse configuring will need to be done by the manufacturer of the trailer.

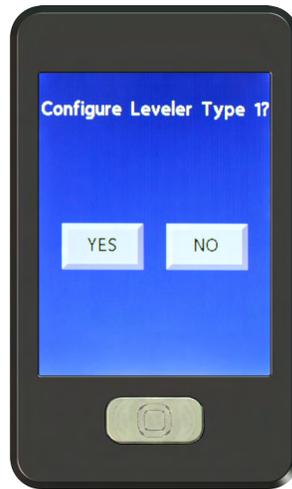


Fig.39

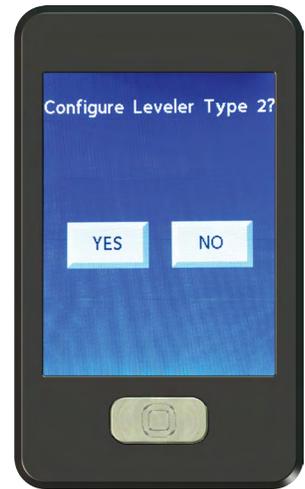


Fig.40



Fig.38

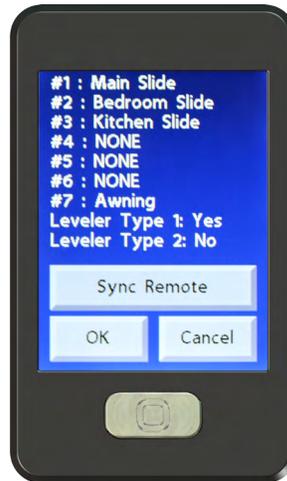


Fig.41



Fig.42



10. Enter a pin to be the security code for accessing the remote (Fig. 43).
11. Once a pin is entered the "Save" button (Fig. 44A) will appear at the bottom right of the screen. To confirm the pin press "Save".
12. Re-enter the pin and save to confirm it.

Note: This pin will be required to access the remote and any functions configured into it. Write the pin down for later reference.

Resetting the Remote

Once the remote has been configured it can be reconfigured in the event of a function changing or a new security pin is required.

1. Turn the remote on by pressing and releasing the large silver button at the bottom of the remote (Fig. 45C).
2. Press the large silver button 5 times (Fig. 45C).
3. Two options come up for reconfiguration:
 - A. "Set Pin" (Fig.45A) will allow the user to reset the pin and enter a new one. Once the "Set Pin" option is selected the user will be asked for verification that they want to reset the pin (Fig. 46). Select "Yes" and the pin will be reset, follow steps 10-12 of the "Configuring the Remote" section. Select "No" to keep the current pin.
 - B. "Config" (Fig. 45B) will allow the user to adjust the configuration. To do so, select "Config" and follow steps 1-9 of the "Configuring the Remote" section.



Fig.43



Fig.44

A



Fig.45

A

C

B



Fig.46



Configure Remote to Touch Pad

1. Enter the Leveler app on the LINC Remote.
2. Turn the remote on by pressing and releasing the large silver button at the bottom of the remote.
3. Press the "OK" button on the touch screen to access the Function Menu (Fig. 47A).
4. Press the Leveler App button (Fig. 48A).
5. With the touch pad turned off, press LEFT five (5) times (Fig. 49A), and then RIGHT five times (Fig. 49B).
6. The LCD on the touch pad should read "Wireless Configuration."
7. Click any button on the LINC remote in the Leveler App (Fig. 50).
8. The LCD on the touch pad should read "Successful!" Your wireless Ground Control® system is now ready to use.

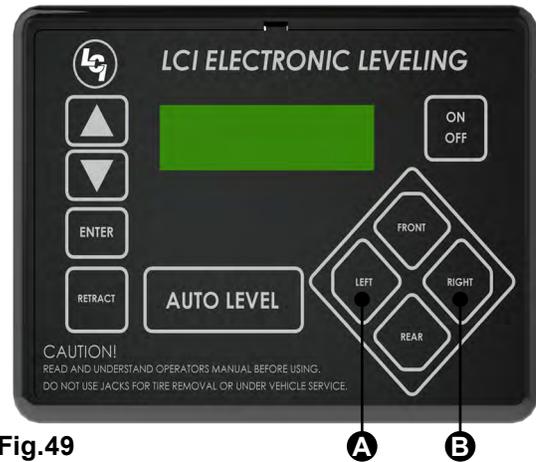


Fig.49



Fig.47

Fig.48



Fig.50

