

PE06-005
FLEETWOOD
3/3/2006
ATTACHMENT
POWER GEAR SLIDEOUT,
DOCUMENT 6, 7, 7A, 8, 9, & 10

Power Gear Slideout Mechanism TIP (Troubleshooting Information on Power Gear) Sheets

- **TIP Sheet #70 Inner Rail Alignment**
- **TIP Sheet #73 Torque Specifications for Slideout Driveshaft Bolts**
- **TIP Sheet #82 Slideout Room Height Adjustment**
- **TIP Sheet #116 Slideout Motor Color Identification**
- **TIP Sheet #124 Flat Floor Room Height Adjustment**
- **TIP Sheet #125 Slideout Gearshaft Replacement**
- **TIP Sheet #134 Synchronizing a 2-Rail Slideout Room**
- **TIP Sheet #149 RV Mfr's. Bracket Instruction**

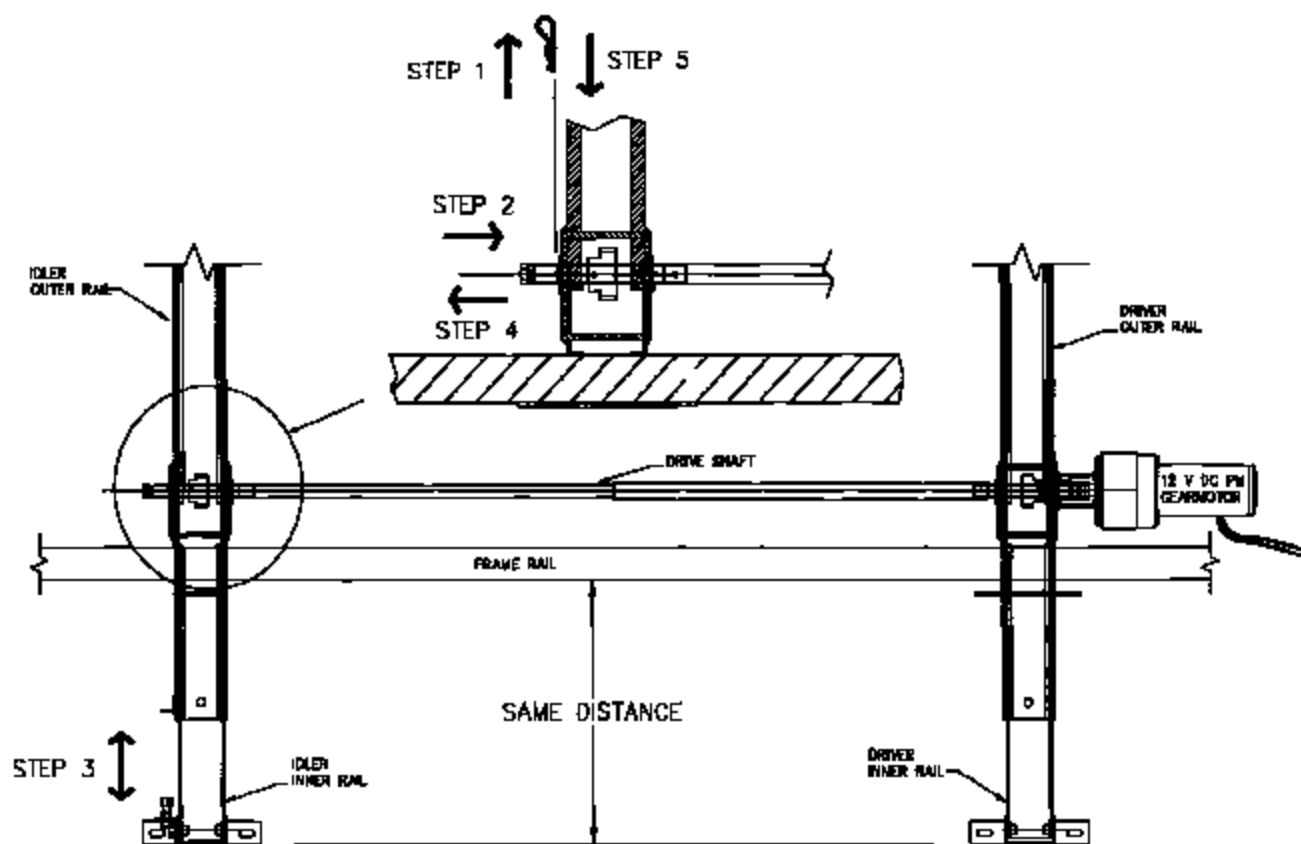


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T.I.P. Troubleshooting Information on Power Gear

Inner Rail Realignment

1. Remove cotter hairpin from idler drive shaft.
2. Push the idler drive shaft toward inner rail to disengage the gear from the gear rack.
3. Adjust the room by sliding the idler rail side of the room to the proper position (same distance from the frame as the drive rail side).
4. Push the idler drive shaft back into position engaging the gear and the gear rack.
5. Reinstall cotter hairpin in idler drive shaft.
6. Extend and retract room a couple of times and check for proper room flange sealing.
7. room is not aligned properly, repeat steps 1 thru 6.



TIP Sheet #70
 81-1274
 11-98



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T.I.P. Troubleshooting Information on Power Gear

Torque Specification for Slide Out Drive shaft Bolts

For proper operation of the slide out system, the drive shaft hardware is specially designed from Grade 8 material and needs to be properly torqued. The proper torque value of the drive shaft bolts is 168 ± 12 in-lbs. (14 ± 1 ft-lbs). Torquing the drive shaft bolts to the proper value will ensure longer life of components and proper operation of the slide out system.

Refer to figures below for proper assembly of the drive shaft hardware. Only (1) washer used on the head side of bolt is needed.

NOTE: Systems produced before July 2001 have more than one washer and a different type of nut on the bolt / nut assembly. Replace old hardware with new hardware as shown below.

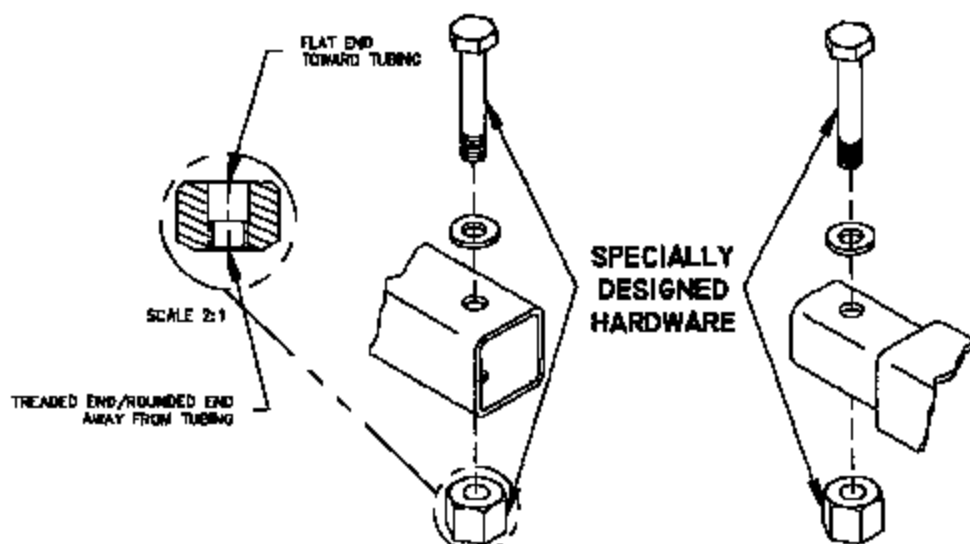


Fig. #1
1" Square Tubing End
(Drive End)

Fig. #2
1 3/16" Square Tubing End
(Idler End)

NOTE:

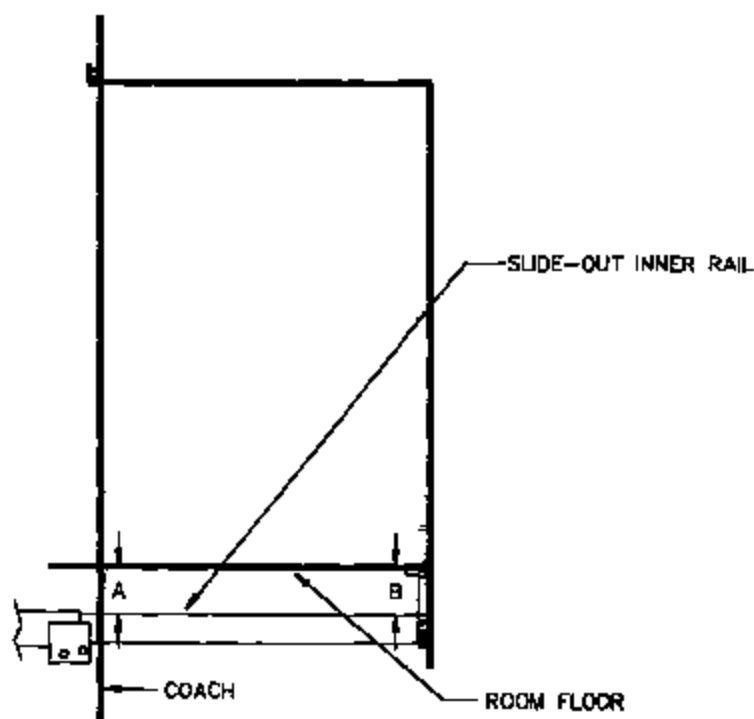
Failure to use specially designed hardware and improper torque of hardware will result in improper operation or failure of slideout system.



SLIDE-OUT ROOM HEIGHT ADJUSTMENT

For proper slide-out operation the slide-out room floor to slide-out rail height must be set. This procedure is to be performed at the factory during room installation and should be checked periodically.

To set the room height, please refer to the Figure below.



$$B = A + \frac{1}{8}''$$

The distance between the bottom of the floor and the top of the inner rail must be the same distance ($A=B$) or the distance at the end of the inner rail can be $\frac{1}{8}''$ greater than the inside distance ($B=A+\frac{1}{8}''$).



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T.I.P. Troubleshooting Information on Power Gear

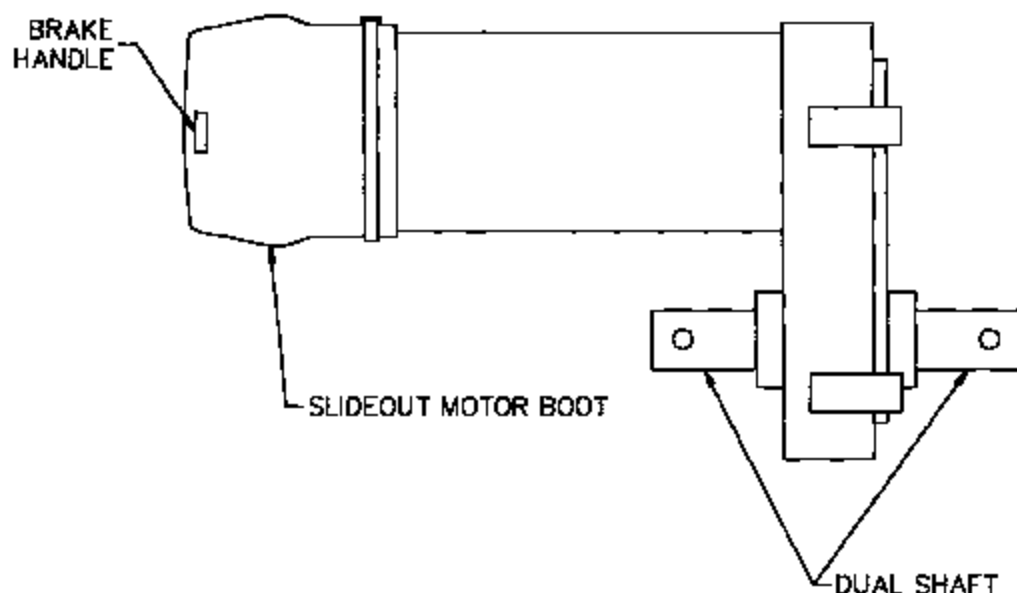
SLIDEOUT MOTOR COLOR IDENTIFICATION

In order to better identify slideout motors, we have designated boot colors in accordance with the motor sizes and applications. When referencing slideout motors, please note boot colors.

Also, you may notice that newer motors will have an additional shaft on the motor housing slide. This additional shaft is used in center drive applications. This motor can be used in front of rear drive application also.

Note: Interchanging of motors from low, mid or high torque is not recommended. This may result in damage to other slideout components or to the slideout system itself.

| Boot color | Description | Application |
|----------------|-------------|--|
| Black or red | High torque | Most flat floors |
| Gray or Yellow | Mid torque | Most raised floors, single rail or bedroom |
| White | Low torque | Special |





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T.I.P. Troubleshooting Information on Power Gear

FLAT FLOOR ROOM HEIGHT ADJUSTMENT

This TIP sheet is designed to provide information on setting the room height on a flat floor slide-out system utilizing angled rails.

With the room fully extended-

- Measure from the top of the moving slide-out rail to the bottom of the slide-out room floor up close to the coach. This is dimension "A".
- Measure from the top of the moving slide-out rail to the bottom of the slide-out room floor out near the mounting bracket. This is dimension "B".
- To calculate dimension "B" use the following formula:

$$\text{"B" (end bracket height setting)} = \text{"A"} + (\text{slideout room floor thickness}) + \frac{1}{4}"$$

EXAMPLE:

$\text{"B" (end bracket height setting)} = \text{"A"} + (\text{slideout room floor thickness}) + \frac{1}{4}"$

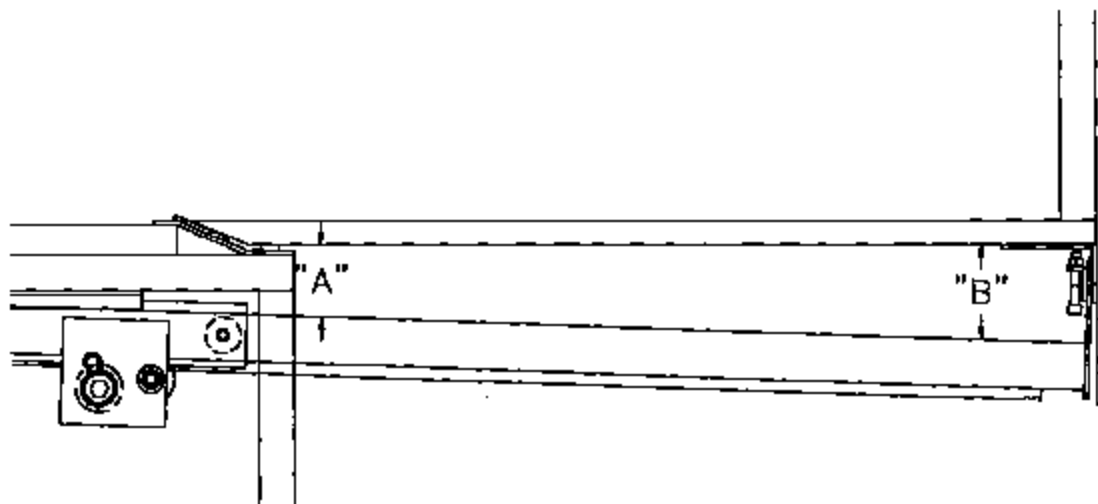
If "A" = 3-1/4"

Then $\text{"B"} = 3\text{-}1/4" + 1" + 1/4" = 4\text{-}1/2"$

- Perform this check on each slide-out rail independent of the other.

NOTE:

- 1) These figures are approximates. Each coach may be slightly different.
- 2) Refer to manufacturer of coach/trailer for correct slideout room floor thickness.





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T.I.P. Troubleshooting Information on Power Gear

SLIDEOUT GEAR SHAFT REPLACEMENT FOR 520258S AND 520259S SERVICE KITS

520258S KIT SHAFT DRIVE

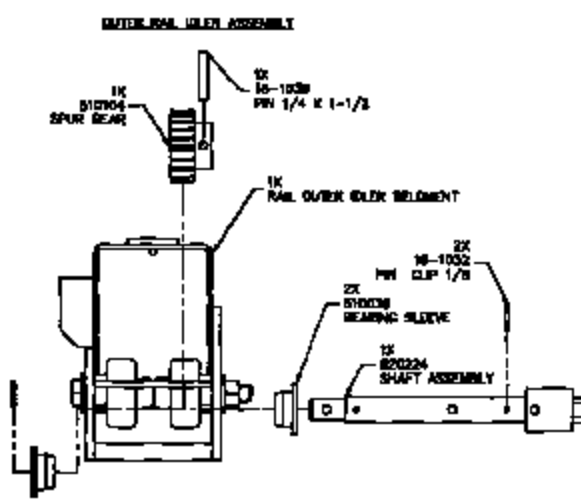
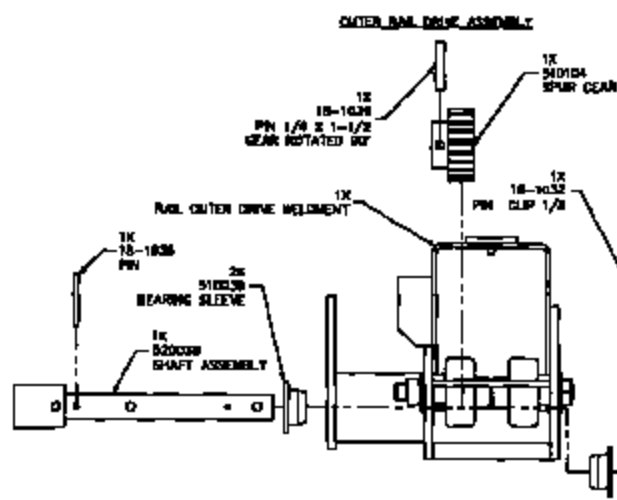
QTY. P/N DESC.

| | | |
|---|---------|-------------------|
| 1 | 520104 | - SPUR GEAR |
| 1 | 18-1032 | - PIN CLIP .125 |
| 1 | 520038 | - SHAFT ASSY. |
| 1 | 18-1039 | - PIN 1/4 X 1-1/2 |
| 2 | 810038 | - BEARING SLEEVE |
| 1 | 18-1036 | - PIN |

520259S KIT SHAFT IDLER

QTY. P/N DESC.

| | | |
|---|---------|-------------------|
| 1 | 520104 | - SPUR GEAR |
| 2 | 18-1032 | - PIN CLIP .125 |
| 1 | 520224 | - SHAFT ASSY. |
| 1 | 18-1039 | - PIN 1/4 X 1-1/2 |
| 2 | 810038 | - BEARING SLEEVE |
| 1 | 18-1036 | - PIN |



1. Disconnect battery.
 2. Remove all items necessary to access outer rail gear assembly.
 3. If motor is mounted to rail, remove the motor mounting bolts and remove the gearmotor.
 4. Remove the drive shaft bolt and slide the drive shaft away from the outer rail assembly.
 5. Remove the cotter hair pin from the gear shaft.
 6. Slide the gear shaft to disengage the gear from the rack and rotate the gear shaft until the spur gear shear pin is visible.
 7. Remove the shear pin.
 8. Pull the gear shaft out of the outer rail assembly, removing the spur gear from the shaft.
 9. Remove the bushings from the shaft plate. Insert the new bushings into the shaft plate. Slide the new gear shaft back into the outer rail assembly through the first bearing sleeve.
 10. Slide the new spur gear onto the gear shaft.
- Align the spur gear hole to the hole in the shaft and slide the gear shaft through the second bearing sleeve. Note: orientation of hub on gear when fully assembled gear teeth on gear and rack must line up if not, gear must be removed from shaft and rotated 180°.

11. Verify the hole alignment and insert a new shear pin, making sure that the shear pin is inserted completely.
 12. Disengage the gear from the rack and rotate the gear shaft until the gear shaft hole and drive shaft hole line up.
 13. Engage the gear and rack by sliding the gear shaft back through the second bearing sleeve.
 14. Replace the cotter hairpin in the gear shaft.
 15. Slide the driveshaft back into position over the gear shaft and replace the driveshaft bolt with the correct number of washers and lock nut. Refer to TIP Sheet #73 "Torque specification for Slideout Drive Shaft Bolts" for proper assembly of the driveshaft bolt, washer and nut.
 16. Reinstall the gearmotor (if applicable) and bolt and nut into place.
 17. Check to verify both inner rails are aligned by measuring the distance from the unit wall to the wall of the slideout room (both sides of the room). If the (2) measurements vary more than $1/8"$, refer to "TIP Sheet #70 "Inner rail realignment" to realign the rails.
 18. Replace all items that were removed to access the outer rail assembly.
- Reconnect the battery and test the system operation.



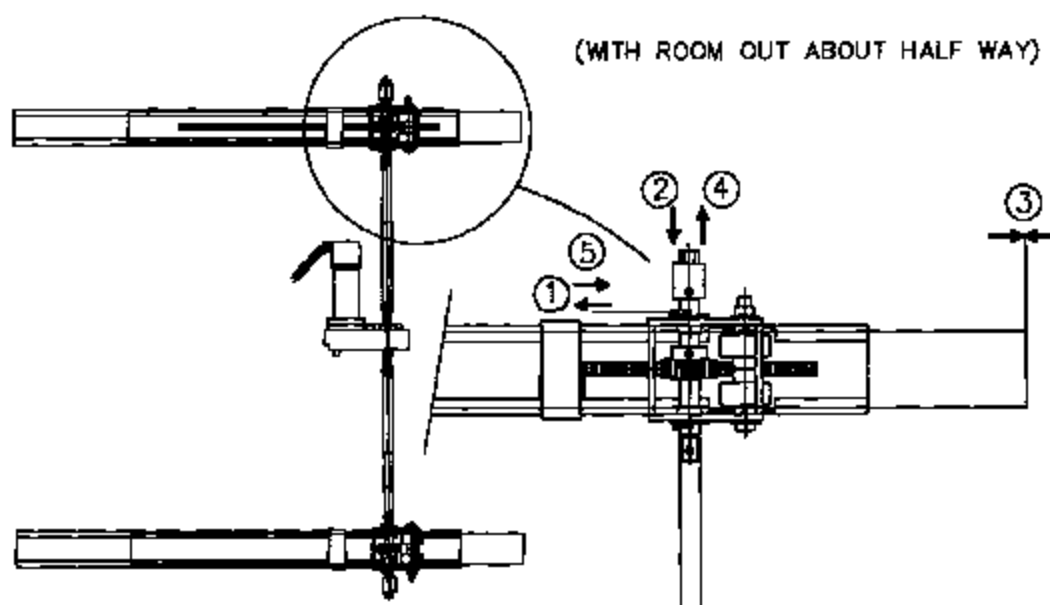
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T.I.P. Troubleshooting Information on Power Gear

SYNCHRONIZING A 2 RAIL SLIDE-OUT ROOM

Should the slide-out room go out of synchronization this procedure will allow you to retune the room. Measure room synchronization from common solid points at each end of the room.

TIMING SLIDE-OUT RAILS



NOTE- This Tip Sheet does cover standard and flat floor slide-out systems.

To synchronize the room please refer to the Figure below.

With room about half way out release slide-out motor brake.

1. Pull the clip pin out.
2. Slide the drive shaft assembly in to disengage gear from gear rack.
3. Moved slide-out inner rail in/out to desired location.
4. Slide drive shaft assembly back into position.
5. Push clip pin back into shaft.

Before proceeding put slide-out motor brake lever back into "Engaged" position.

TIP Sheet #134
 62-S0304
 03-02

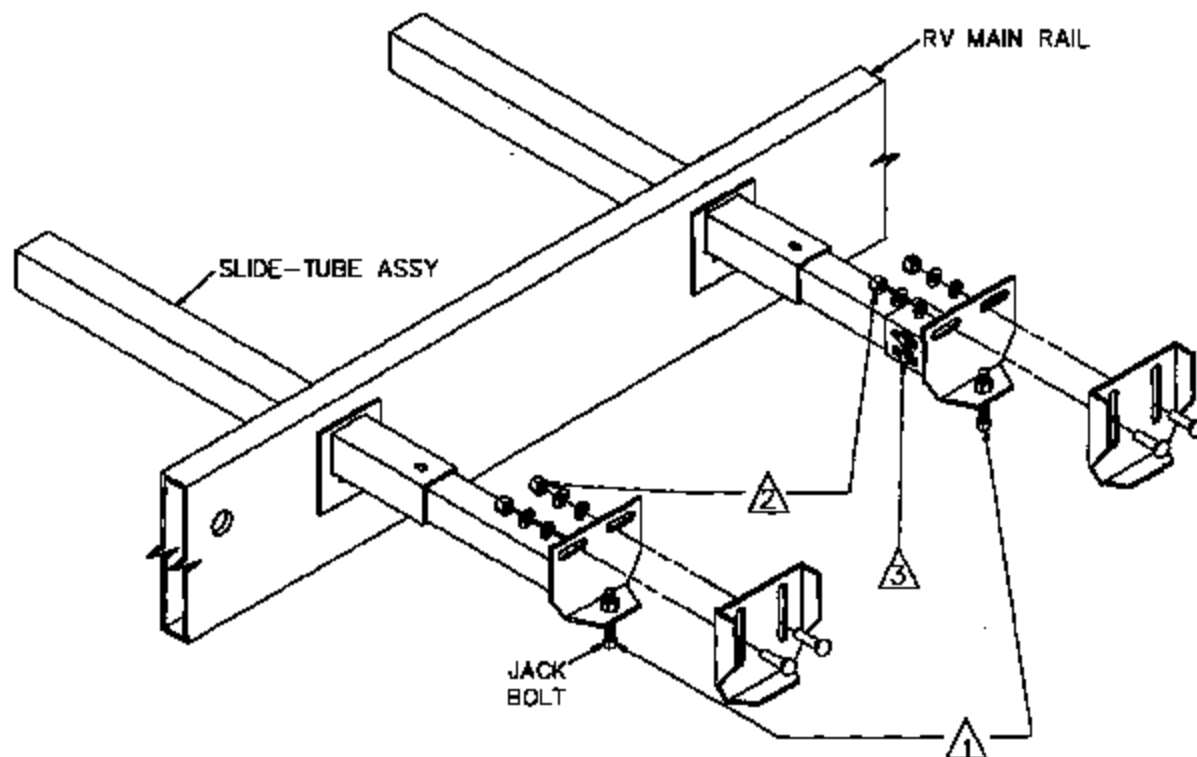


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T.I.P. Troubleshooting Information on Power Gear

RV Manufacturer's Bracket Instruction For Horizontal and Vertical Adjustments

- 1.) Loosen nuts on carriage bolts (item 2 below). Turn jack bolts (item 1 below) clockwise to adjust the slide room position upward. Turn the jack bolt counterclockwise to adjust the slide room position downward.
- 2.) Loosen nuts and slide heads left or right to adjust the slide room position horizontally.
- 3.) Loosen bolts (item 3 below) and slide head in or out to adjust the side-to-side room seal compression or to adjust the out-position of the slide room.



| Division | Model Year | Model | Total Manufactured |
|------------|------------|--------------------------|--------------------|
| MOTOR HOME | 2002 | AMERICAN DREAM | 44 |
| | | AMERICAN EAGLE | 157 |
| | | AMERICAN HERITAGE | 20 |
| | | AMERICAN TRADITION | 89 |
| | | BOUNDER | 1241 |
| | | BOUNDER DIESEL | 541 |
| | | DISCOVERY | 762 |
| | | EXPEDITION | 409 |
| | | FIESTA | 580 |
| | | FLAIR | 219 |
| | | FLAIR COMMERCIAL | 2 |
| | | JAMBOREE | 302 |
| | | JAMBOREE COMM RENTAL | 15 |
| | | JAMBOREE COMMERCIAL | 15 |
| | | JAMBOREE GT | 89 |
| | | PAGE ARROW | 688 |
| | | RALLYE COMMERCIAL | 16 |
| | | REVOLUTION | 368 |
| | | SOUTHWIND | 856 |
| | | STORM | 145 |
| | | TERRA | 448 |
| | | TIOGA | 383 |
| | | TIOGA COMMERCIAL RENTAL | 1 |
| | | TIOGA COMMERCIAL SPECIAL | 50 |
| | | TIOGA SL | 105 |
| | | 2002 Total | 7525 |
| | 2003 | AMERICAN DREAM | 109 |
| | | AMERICAN EAGLE | 378 |
| | | AMERICAN HERITAGE | 15 |
| | | AMERICAN TRADITION | 238 |
| | | BOUNDER | 1214 |
| | | BOUNDER DIESEL | 334 |
| | | DISCOVERY | 1004 |
| | | EXCURSION | 520 |
| | | EXPEDITION | 225 |
| | | FIESTA | 289 |
| | | FLAIR | 657 |
| | | JAMBOREE | 434 |
| | | JAMBOREE GT | 225 |
| | | PAGE ARROW | 1150 |
| | | PROVIDENCE | 251 |
| | | REVOLUTION | 499 |
| | | SOUTHWIND | 1458 |
| | | STORM | 354 |
| | | TERRA | 331 |
| | | TIOGA | 863 |
| | | TIOGA SL | 319 |
| | | 2003 Total | 10581 |
| | 2004 | AMERICAN EAGLE | 229 |
| | | AMERICAN TRADITION | 215 |

| Division | Model Year | Model | Total Manufactured |
|------------------|------------|-----------------------|--------------------|
| | | BOUNDER | 1045 |
| | | BOUNDER DIESEL | 275 |
| | | DISCOVERY | 784 |
| | | EXCURSION | 250 |
| | | EXPEDITION | 205 |
| | | FIESTA | 324 |
| | | FLAIR | 477 |
| | | JAMBOREE | 448 |
| | | JAMBOREE COMMERCIAL | 30 |
| | | JAMBOREE GT | 362 |
| | | PACE ARROW | 1091 |
| | | PROVIDENCE | 175 |
| | | REVOLUTION | 838 |
| | | SOUTHWIND | 1579 |
| | | STORM | 246 |
| | | TERRA | 374 |
| | | TIOGA | 540 |
| | | TIOGA COMMERCIAL | 90 |
| | | TIOGA SL | 409 |
| | 2004 Total | | 9884 |
| | 2005 | AMERICAN EAGLE | 282 |
| | | AMERICAN HERITAGE | 39 |
| | | AMERICAN TRADITION | 335 |
| | | BOUNDER | 1178 |
| | | BOUNDER DIESEL | 610 |
| | | DISCOVERY | 1244 |
| | | EXCURSION | 549 |
| | | EXPEDITION | 717 |
| | | FIESTA | 384 |
| | | FLAIR | 159 |
| | | JAMBOREE | 805 |
| | | JAMBOREE GT | 404 |
| | | PACE ARROW | 728 |
| | | PROVIDENCE | 396 |
| | | REVOLUTION | 179 |
| | | REVOLUTION L.E. | 391 |
| | | SOUTHWIND | 1081 |
| | | STORM | 110 |
| | | TERRA | 455 |
| | | TIOGA | 910 |
| | | TIOGA SL | 476 |
| | 2005 Total | | 11448 |
| MOTOR HOME Total | | | 39618 |
| TOWABLE | 2002 | ANGLER | 404 |
| | | AVION PLATINUM | 105 |
| | | AVION VINTAGE | 73 |
| | | CANADIAN TRUCK CAMPER | 39 |
| | | CARIBOU | 105 |
| | | CSA PROWLER | 48 |
| | | CSA TERRY | 19 |

| Division | Model Year | Model | Total Manufactured |
|----------|------------|---------------------------|--------------------|
| | | CSA Wilderness | 98 |
| | | FLEETWOOD PARK CSA | 68 |
| | | LINDSAY WILDERNESS | 200 |
| | | LINDSAY WILDERNESS LITE | 91 |
| | | LINDSAY WLD 5TH WHL | 37 |
| | | LINDSAY WLD LITE 5TH WHL | 20 |
| | | MALLARD | 1488 |
| | | MALLARD 5TH WHL | 191 |
| | | MALLARD LITE | 1111 |
| | | MALLARD LITE 5TH WHL | 130 |
| | | PIONEER - 5TH WHEEL | 82 |
| | | PIONEER - CONV | 1717 |
| | | PRIDE | 58 |
| | | PRIDE 5TH WHL | 187 |
| | | PRL ULTRALITE 5TH WHL | 384 |
| | | PROWLER | 1882 |
| | | PROWLER 5TH WHL | 575 |
| | | PROWLER LITE | 985 |
| | | PROWLER LITE 5TH WHL | 149 |
| | | PROWLER LS | 914 |
| | | PROWLER LS 5TH WHL | 503 |
| | | PROWLER LSI | 28 |
| | | PROWLER LSI 5TH WHL | 182 |
| | | PROWLER PARK CSA | 19 |
| | | PROWLER PARK TRAILER | 34 |
| | | PROWLER SUT | 94 |
| | | PROWLER SUT 5TH WHEEL | 10 |
| | | PROWLER ULTRALITE | 1488 |
| | | SPORT UTILITY CAMPER | 102 |
| | | TER ULTRALITE 5TH WHL | 289 |
| | | TERRY | 1227 |
| | | TERRY 5TH WHL | 324 |
| | | TERRY EX | 581 |
| | | TERRY EX 5TH WHL | 372 |
| | | TERRY EXL | 7 |
| | | TERRY EXL 5TH WHL | 104 |
| | | TERRY LITE | 893 |
| | | TERRY LITE 5TH WHL | 78 |
| | | TERRY PARK CSA | 17 |
| | | TERRY PARK TRAILER | 21 |
| | | TERRY SUT | 62 |
| | | TERRY SUT 5TH WHEEL | 12 |
| | | TERRY ULTRALITE | 1041 |
| | | TRIUMPH | 80 |
| | | TRIUMPH 5TH WHL | 244 |
| | | TRUCK CAMPER - COMMERCIAL | 169 |
| | | WILDERNESS | 1456 |
| | | WILDERNESS 5TH WHL | 324 |
| | | WILDERNESS GL | 521 |
| | | WILDERNESS GL 5TH WHL | 280 |

| Division | Model Year | Model | Total Manufactured |
|----------|------------|--------------------------|--------------------|
| | | WILDERNESS GLX | 15 |
| | | WILDERNESS GLX 5TH WHL | 138 |
| | | WILDERNESS LITE | 748 |
| | | WILDERNESS LITE 5TH WHL | 148 |
| | | WILDERNESS PARK TRAILER | 28 |
| | | WILDERNESS SUT | 58 |
| | | WILDERNESS SUT 5TH WHEEL | 10 |
| | | WILDERNESS ULTRALITE | 717 |
| | | WLD ULTRALITE 5TH WHL | 138 |
| | 2002 Total | | 23501 |
| | 2003 | CSA PROWLER | 29 |
| | | CSA TERRY | 13 |
| | | CSA Wilderness | 87 |
| | | FLEETWOODS PARK CSA | 38 |
| | | LINDSAY WILDERNESS | 111 |
| | | LINDSAY WILDERNESS LITE | 82 |
| | | LINDSAY WLD 5TH WHL | 13 |
| | | LINDSAY WLD LITE 5TH WHL | 18 |
| | | MALLARD | 770 |
| | | MALLARD 5TH WHL | 78 |
| | | MALLARD LITE | 503 |
| | | MALLARD LITE 5TH WHL | 61 |
| | | PIONEER - CONV | 2357 |
| | | PRIDE | 44 |
| | | PRIDE 5TH WHL | 312 |
| | | PRL ULTRALITE 5TH WHL | 221 |
| | | PROWLER | 1591 |
| | | PROWLER 5TH WHL | 277 |
| | | PROWLER LITE | 1230 |
| | | PROWLER LITE 5TH WHL | 144 |
| | | PROWLER LS | 595 |
| | | PROWLER LS 5TH WHL | 288 |
| | | PROWLER PARK CSA | 9 |
| | | PROWLER ULTRALITE | 911 |
| | | TER ULTRALITE 5TH WHL | 131 |
| | | TERRY | 808 |
| | | TERRY 5TH WHL | 133 |
| | | TERRY EX | 287 |
| | | TERRY EX 5TH WHL | 142 |
| | | TERRY LITE | 556 |
| | | TERRY LITE 5TH WHL | 80 |
| | | TERRY PARK CSA | 7 |
| | | TERRY ULTRALITE | 804 |
| | | TRIUMPH | 57 |
| | | TRIUMPH 5TH WHL | 312 |
| | | WILDERNESS | 1078 |
| | | WILDERNESS 5TH WHL | 183 |
| | | WILDERNESS GL | 322 |
| | | WILDERNESS GL 5TH WHL | 144 |
| | | WILDERNESS LITE | 710 |

| Division | Model Year | Model | Total Manufactured |
|----------|------------|--------------------------|--------------------|
| | | WILDERNESS LITE 5TH WHL | 79 |
| | | WILDERNESS ULTRALITE | 415 |
| | | WLD ULTRALITE 5TH WHL | 99 |
| | 2003 Total | | 15888 |
| | 2004 | CAN CNTRY COTT | 94 |
| | | COT CNT RESORT | 74 |
| | | GEAR BOX 5 HW | 180 |
| | | GEAR BOX HW | 27 |
| | | GEARBOX | 1308 |
| | | LINDSAY WILDERNESS | 311 |
| | | LINDSAY WILDERNESS LITE | 211 |
| | | LINDSAY WLD 5TH WHL | 48 |
| | | LINDSAY WLD LITE 5TH WHL | 28 |
| | | MALLARD | 1728 |
| | | MALLARD 5TH WHL | 107 |
| | | MALLARD LITE | 741 |
| | | MALLARD LITE 5TH WHL | 88 |
| | | MALLARD SE | 227 |
| | | PIONEER - CONV | 9089 |
| | | PIONEER LE | 185 |
| | | PRIDE | 21 |
| | | PRIDE 5TH WHL | 190 |
| | | PRL ULTRALITE 5TH WHL | 555 |
| | | PROWLER | 5827 |
| | | PROWLER 5TH REGAL | 2287 |
| | | PROWLER 5TH REGAL AX8 | 1386 |
| | | PROWLER 5TH WHL | 1479 |
| | | PROWLER REGAL | 2211 |
| | | PROWLER REGAL AX8 | 181 |
| | | PROWLER SUT | 115 |
| | | PROWLER ULTRALITE | 2101 |
| | | TER ULTRALITE 5TH WHL | 382 |
| | | TERRY | 3518 |
| | | TERRY 5TH | 977 |
| | | TERRY 5TH QUANTUM | 1322 |
| | | TERRY 5TH QUANTUM AX8 | 799 |
| | | TERRY QUANTUM | 1357 |
| | | TERRY QUANTUM AX8 | 136 |
| | | TERRY SUT | 7 |
| | | TERRY ULTRALITE | 1578 |
| | | TRIUMPH | 29 |
| | | TRIUMPH 5TH WHL | 449 |
| | | WILDERNESS | 3670 |
| | | WILDERNESS 5TH ADVANTAGE | 1262 |
| | | WILDERNESS 5TH WHL | 825 |
| | | WILDERNESS ADVANTAGE | 1187 |
| | | WILDERNESS ADVANTAGE AX8 | 120 |
| | | WILDERNESS SUT | 10 |
| | | WILDERNESS ULTRALITE | 858 |
| | | WLD 5TH ADVANTAGE AX8 | 814 |

| Division | Model Year | Model | Total Manufactured |
|----------|------------|--------------------------|--------------------|
| | | WLD ULTRALITE 5TH WHL | 132 |
| | 2004 Total | | 50578 |
| | 2005 | CAN CNTRY COTT | 139 |
| | | COT CNT RESORT | 10 |
| | | GEAR BOX 5-HW | 881 |
| | | GEAR BOX ENTRY | 241 |
| | | GEAR BOX HW | 500 |
| | | GEARBOX | 230 |
| | | LINDSAY WEDERNESS | 98 |
| | | LINDSAY WILDERNESS LITE | 30 |
| | | LINDSAY WLD LITE 5TH WHL | 8 |
| | | MALLARD | 2579 |
| | | MALLARD ASV | 242 |
| | | MALLARD LITE | 42 |
| | | MALLARD LITE 5TH WHL | 18 |
| | | MALLARD SE | 68 |
| | | ORBIT | 808 |
| | | ORBIT 5TH | 313 |
| | | PEGASUS | 880 |
| | | PEGASUS 5TH | 448 |
| | | PIONEER - CONV | 5685 |
| | | PIONEER ASV | 396 |
| | | PIONEER LE | 15 |
| | | PRIDE 5TH WHL | 39 |
| | | PRL 5TH LE | 273 |
| | | PRL RGL AX8 | 1 |
| | | PRL ULTRALITE 5TH WHL | 236 |
| | | PROWLER | 1778 |
| | | PROWLER 5TH REGAL | 742 |
| | | PROWLER 5TH REGAL AX8 | 716 |
| | | PROWLER 5TH WHL | 282 |
| | | PROWLER LE | 855 |
| | | PROWLER REGAL | 1007 |
| | | PROWLER REGAL AX8 | 68 |
| | | PROWLER ULTRALITE | 328 |
| | | TER ULTRALITE 5TH WHL | 150 |
| | | TERRY | 974 |
| | | TERRY 5TH | 133 |
| | | TERRY 5TH LE | 208 |
| | | TERRY 5TH QUANTUM | 432 |
| | | TERRY 5TH QUANTUM AX8 | 395 |
| | | TERRY LE | 488 |
| | | TERRY QUANTUM | 570 |
| | | TERRY QUANTUM AX8 | 45 |
| | | TERRY ULTRALITE | 242 |
| | | TRIUMPH 5TH WHL | 241 |
| | | WILDERNESS | 1088 |
| | | WILDERNESS 5TH | 3 |
| | | WILDERNESS 5TH ADVANTAGE | 384 |
| | | WILDERNESS 5TH WHL | 173 |

| Division | Model Year | Model | Total Manufactured |
|---------------|------------|--------------------------|--------------------|
| | | WILDERNESS ADVANTAGE | 549 |
| | | WILDERNESS ADVANTAGE AX8 | 42 |
| | | WILDERNESS LE | 470 |
| | | WILDERNESS ULTRALITE | 204 |
| | | WLD 5TH ADVANTAGE AX8 | 381 |
| | | WLD 5TH LE | 114 |
| | | WLD ULTRALITE 5TH WHL | 59 |
| | 2005 Total | | 27089 |
| TOWABLE Total | | | 117034 |
| Grand Total | | | 158852 |

Customer Complaint Unit Count

| Count of FIN # | | |
|----------------|--------------------------|-------|
| Model Year | Model Description | Total |
| 2003 | BOUNDER | 8 |
| | BOUNDER DIESEL | 1 |
| | DISCOVERY | 9 |
| | EXCURSION | 1 |
| | PACE ARROW | 3 |
| | PRIDE | 1 |
| | PROVIDENCE | 1 |
| | REVOLUTION | 2 |
| | SOUTHWIND | 3 |
| 2003 Total | | 28 |
| 2004 | AMERICAN TRADITION | 2 |
| | MALLARD | 1 |
| | PRIDE 5TH WHL | 1 |
| | PROWLER 5TH REGAL AXS | 1 |
| | PROWLER ULTRALITE | 1 |
| | SOUTHWIND | 2 |
| | TERRY QUANTUM | 1 |
| | TIOGA SL | 1 |
| | TRIUMPH 5TH WHL | 1 |
| | WILDERNESS ADVANTAGE | 1 |
| 2004 Total | | 12 |
| 2005 | AMERICAN EAGLE WIDE BODY | 3 |
| | BOUNDER | 5 |
| | DISCOVERY | 4 |
| | EXPEDITION | 2 |
| | ORBIT | 1 |
| | PACE ARROW | 2 |
| | PROVIDENCE | 2 |
| | SOUTHWIND | 1 |
| 2005 Total | | 20 |
| Grand Total | | 61 |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|--|--------------|--------------|
| 81-178200 - SLIDE OUT WOULD NOT SEAL WHEN OUT AND WOULD CREEP OUT - HAD DLR CHECK MOTOR BRAKE. NECESSARY TO REPLACE MOTOR AND ADJUST ROOM. ADJUSTED TIME FROM 3.0 TOTAL TO 1.5. | 770U34485417 | 4UZAHAHAK03C |
| Slide Out [REDACTED] states that the slide out creeps open while driving and had been supposedly repaired at Mike Thompsons. While driving 1 mile after the repair, the slide crept open causing damage. [REDACTED] stated the unit is back at Mike Thompsons and questioned what information was given to Mike Thompson from dealer tech regarding a fix. We stated dealer tech advised to clean the roof, seal all seams, moldings, touch ups and spots, vents, wiring, and sealant is missing. Customer is leary of the workmanship at Mike Thompsons because of the last repair, however he will let Mike Thompson go ahead with the slide out issue. MRoy | 770J54491303 | 4UZAADHCX5C |
| Rec'd call from [REDACTED] stated he sees his bedroom slide out tip on the top during certain turns. I explained this can happen and offered to install an anti-tip out device at his next factory appointment. He stated he will have that installed when he comes back. Interim he will keep an eye on it and advise if more problems occur. | 719R54490903 | 4VZAT1C975C |
| Slide out-Email stating: I took it to Beaudry RV in San Marcos. One of the most important things was to get the rear slide adjusted so it won't pop out a few inches at the bottom while I'm driving down the road, which it does every time. Beaudry made two attempts to fix this problem and it is not any better than it was. It is clear to me that they don't know how to fix it. I am letting Beaudry fix everything else, but I need a service center that knows how to properly reinstall/adjust the slide. Otherwise this may never get resolved. Do you have an expert on slide adjustment? I think the slide assembly may need to be shimmed up on the inside so the top doesn't contact the coach body before the the bottom does. I believe that is the real problem. I have heard good things about Sunrise RV in Escondido, which is a convenient location and local to me. How about if you authorize me to get it fixed there, and I'll pay for the repair upon receipt of vehicle working properly (so they'll be happy) and send you a copy of the receipt for reimbursement? I am willing | 739R54789701 | 5B4MP67G553 |
| Slide out [REDACTED] states his bedroom slide out comes out a 1/4 of an inch when in transit. Customer state the seals are coming out and not allowing the slide out to come all the way in. We advised customer to take his unit to a Fleetwood dealer for an evaluation. We advised customer of Recall 50719 and UPGRADE 04278 - 2004-2005 MH & TT ROOF SEALANT. We advised customer of BECKLEY'S CAMPING CENTER(800) 424-2267 Service Dept Hours Mon - Fri: 9 AM - 5 PM Saturday drop off & pick up from 9 AM - 12 PM www.beckleyscamping.com | 730H54491608 | 4UZAADHC35C |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|------------------------------|--------------------------|------------|
| | | | Houma LA, [REDACTED] | DISCOVERY | 2003 |
| | | | [REDACTED] | | |
| | | | [REDACTED] | | |
| | | | Granada Hills CA, [REDACTED] | DISCOVERY | 2005 |
| | | | [REDACTED] | | |
| | | | Missoula MT, [REDACTED] | AMERICAN EAGLE WIDE BODY | 2005 |
| | | | [REDACTED] | | |
| | | | Escondido CA, [REDACTED] | BOUNDER | 2005 |
| | | | [REDACTED] | | |
| | | | Kearneysville MD, [REDACTED] | EXPEDITION | 2005 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Not stated | Not Stated | 6/27/2003 13:40 | 44 | 12/6/2002 | 5/15/2003 | Motor Home |
| Not stated | 3,800 | 8/18/2004 8:41 | 44 | 8/28/2004 | 8/5/2004 | Motor Home |
| Bedroom | Not Stated | 11/28/2005 8:00 | 44 | 5/28/2004 | 11/4/2005 | Motor Home |
| Bedroom | Not Stated | 7/4/2005 14:21 | 47 | 3/18/2005 | 3/28/2005 | Motor Home |
| Bedroom | 900 | 8/2/2005 8:38 | 44 | 7/22/2004 | 7/14/2005 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|---|--------------|--------------|
| Slide Out Living room - States her slide out retracts while in transit. Customer states every time she hits a bump the living room slide out retracts a little more and more every time. Customer states she had to pull over off the road twice and had to turn on the switch to retract the slide out, but it will not stay put. Customer requested a local dealer in the area. We advised customer of: HANSEL RV CENTER(800) 585-7848 www.hanselrv.com WESLOS RV (S)(707) 448-1075 SERVICE ONLY MOTURIS INC/SAN LEANDRO(510) 582-7588 SERVICE ONLY We advised customer of recall and customer stated she already addressed | 721V34776343 | 1FCNF53SB20 |
| Slideout - states he had the bedroom slide worked on at Mike Thompson in Colton and still creeps out when driving. Customer states he called them and was told they can schedule and appointment for him in 4 weeks. Customer states he will be leaving for Indiana and is concern about water intrusion. Advised customer we will contact dealer to see what we can do. | 721R44780505 | 5B4MP67GX32 |
| 91188816 TO GREG- MAIN S/O DRIFTS OUT IN TRANSIT, LOCK BECAME DISENGAGED, RUBBER BOOT PULLED LOCK OFF, RESET AND ROAD TEST, ALSO INNER BULB SEAL LOOSE, REGLUED | 778C34486349 | 4UZAABHS43C |
| 91190268-CHARLES PAW PAWS RATTLING NOISE COMING FROM THE REAR AT THE BEDSLIDE IN TRANSIT. TEST DRIVE AND T/S HOOT AND FOUND SLIDE MOVING AND BUMPING IN TRANSIT. ADJUST BEDSLIDE AND TEST OPERATION AND TEST DRIVE. OPERATION OK AND NOW NO NOISE IN TRANSIT. | 721R37100850 | 5B4MP67G023 |
| lhr submitted. mr stated the main slide out walks out about an in in transit. cust. requested oct 11 apl. | 780VM4489708 | 4UZABFCYX4C |
| Complaints/Troubleshooting- Larkin stated that she needed a dealer to repair her slide-out that is slowly extending well in transit. We provided her with IMPERIAL CAMPER SALES (800) 899-1804 in Newport, MN. | 779S34484257 | 4UZAABHAK420 |
| Slide Out: states that the main slide out does not stay in while in transit. We offered to call dealer to set appointment however all the dealer's that we called do not have any appointments available. Customer states that he has is tied up and will put 2x4 wood in that area to help keep it in. Customer states that he is headed toward Las Vegas. Customer states that he will have it looked at when he gets in Las Vegas. | 739E54790345 | 5B4MP67G453 |
| Main Slide Out: states his main slide out is not retracting. Customer states his slide out has a gap about 2" and it will not go all the way out. Customer states while in transit the bottom of the slide out has a 1" gap. | 778B34485726 | 4UZAABHS33C |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|---------------------|--------------------|------------|
| | | | | | |
| | | | Anderson CA, | SOUTHWIND | 2003 |
| | | | Apple Valley CA, | SOUTHWIND | 2004 |
| | | | Rd, Peoria AZ | REVOLUTION | 2003 |
| | | | Mobile AL, 36695- | SOUTHWIND | 2003 |
| | | | Emerald Isle NC, | AMERICAN TRADITION | 2004 |
| | | | Kanyon MN, | EXCURSION | 2003 |
| | | | Las Vegas NV | BOUNDER | 2005 |
| | | | Playa, Temeacua CA, | REVOLUTION | 2003 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Living Room | 8,059 | 8/9/2005 8:32 | 47 | 8/21/2002 | 3/29/2003 | Motor Home |
| Bedroom | Not Stated | 10/6/2003 11:04 | 47 | 7/10/2003 | 7/18/2003 | Motor Home |
| Living Room | Not Stated | 11/7/2003 4:09 | 44 | 3/18/2003 | 6/17/2003 | Motor Home |
| Bedroom | Not Stated | 12/1/2003 8:33 | 71 | 5/3/2002 | 9/24/2003 | Motor Home |
| Living Room | Not Stated | 6/8/2004 8:05 | 44 | 2/11/2004 | 5/28/2004 | Motor Home |
| Not stated | Not Stated | 10/27/2003 13:25 | 44 | 8/7/2002 | 2/10/2003 | Motor Home |
| Living Room | Not Stated | 10/3/2005 15:42 | 47 | 5/10/2005 | 5/26/2005 | Motor Home |
| Living Room | 11,000 | 6/8/2005 14:08 | 44 | 1/15/2003 | 1/28/2003 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|---|--------------|------------------------|
| Slideout - [REDACTED] called in advising the purchased this coach used 2 months ago and their slide out is leaking and creeping out while in transit. Customer advised they are headed towards the White Plains, NY area and needed a Fleetwood dealer. We advised customer of CAMPERS BARN OF DUTCHES, in Poughkeepsie, NY. Customer wanted to know if this is warranty. We advised customer as they are the second owner the dealer would need to do an evaluation to determine cause if the feel it is defect and not a maintenance issue they dealer would need to contact our tech group for warranty approval. We advised customer if dealer finds issue to be a maintenance issue that the repair would be at their cost. Customer advised she understood and thanked us for our assistance. | 739E57166735 | 5B4MP67GX5[REDACTED] |
| bedslide only leaks when driven ,told ray to ck and see if on the back of the slide plate is sealed from the wall to the glide plate. and the front slide comes out in transit ,told ray to install a new motor as the brake in the old one is bad. | 730N57166730 | 4UZAADHC05C[REDACTED] |
| New owner called stated someone @ #99 took his name. Asked about rear slide out position. He feels the box is out too far intransit. He will check seals compression and wind noise and call back if needed. He stated he is in Carson City NV and will check with his local dealer for regular warranty if needed. | 719L54491205 | 4VZBR1D915C[REDACTED] |
| AUTH 91-181470, SLIDE OUT MOVING OUT IN TRANSIT BREAK NOT HOLDING WILL NOT HAPPEN ALL THE TIME MAY TAKE 500 MILES. R&R MOTOR 0165-01 1.0 HR | 770934485636 | 4UZAADHAK03C[REDACTED] |
| 91187585-HEATHER-BROADMOOR RV-MAIN SLIDE IS CREEPING OUT IN TRANSIT. T/SHOOT AND FOUND BRAKE BAD ON THE MOTOR.CUSTOMER IS NOT FROM AREA AND NEEDS TO LEAVE ASAP.AUTH FOR NEXT DAY AIR FOR NEW MOTOR.PRIORITY ORDER-NO ADDITIONAL FEES.HEATHER WILL CONTACT PARTS TO ORDER. | 739E34778186 | 1FCNF53SX2[REDACTED] |
| 91166756-KATHY FX-LINE 1-BEDROOM SLIDE OUT KEEPS COMING OUT IN TRANSIT HAD TO REMOVE BED TOP AND COVER TO GET TO THE SLIDE OUT MOTOR,HAD TO RESET THE BRAKE AND REINSTALL THE BED TOP TESTED NO PROBLEMS FOUND TIME GIVEN 1. HOUR | 736R34778920 | 5B4MP67G133[REDACTED] |
| Darwin called - main slide inches out intransit. I recommended he check the brake to see if it is set. | 736R34778522 | 1FCNF53S920[REDACTED] |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|-----------------|--------------------------|------------|
| | | | | | |
| | | | Panama City FL, | BOUNDER | 2005 |
| | | | Brookhaven MS, | EXPEDITION | 2005 |
| | | | Carson City NV, | AMERICAN EAGLE WIDE BODY | 2005 |
| | | | NM, | DISCOVERY | 2003 |
| | | | Moses Lake WA, | BOUNDER | 2003 |
| | | | Eugene OR, | BOUNDER | 2003 |
| | | | Cheney KS, | BOUNDER | 2003 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Not stated | 10,100 | 8/8/2005 9:43 | 71 | 10/15/2004 | 2/7/2005 | Motor Home |
| Bedroom | Not Stated | 3/30/2005 13:26 | 71 | 10/15/2004 | 12/11/2004 | Motor Home |
| Bedroom | Not Stated | 8/21/2005 10:00 | 44 | 8/23/2004 | 8/27/2004 | Motor Home |
| Not stated | Not Stated | 8/12/2003 13:04 | 44 | 2/19/2002 | 1/13/2003 | Motor Home |
| Living Room | Not Stated | 10/28/2003 12:09 | 47 | 7/25/2002 | 8/13/2003 | Motor Home |
| Bedroom | Not Stated | 3/11/2004 8:32 | 47 | 3/10/2003 | 5/14/2003 | Motor Home |
| Living Room | Not Stated | 5/22/2003 10:28 | 47 | 8/8/2002 | 1/17/2003 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|--|--------------|-------------------------|
| Slide Out- [REDACTED] advised he had the main slide out motor replaced with an upgraded high torque motor at R-N-R Holiday RV in WA on 10/14/04 under warranty and he is now travelling to CA and the slide out keeps slipping out while in transit. Customer advised he is currently in MT and will be headed to ID and then down through NV to CA. Customer inquired where he can have this issue addressed along the way. We advised of OK Trailer in [REDACTED] RV in Carson City, NV. We advised customer to check the slide out motor to ensure the motor brake was engaged. Customer advised he has done this and he cannot move the brake lever in any direction and advised it seems to be stuck. We advised customer if he feels comfortable driving the unit in this condition then to try and get into one of these dealers and if not then we advised we would reimburse him for having the issue resolved by a non authorized or mobile service provider. Customer thanked us. | 777B34779555 | 5B4MP67G333 [REDACTED] |
| both upper slide outs moving out in transit unit out of warranty no coverage offered mark will check the motor locks. | 770L54489827 | 4UZAADHC34C [REDACTED] |
| Slides outs: [REDACTED] called stating that his slide have been coming out while he was in transit and Mike Thompson's have worked on the slide 3 times now. Customer states that he had an appointment on Tuesday to have our representatives look at the unit, but he cancelled the appointment because he refuses to drive the unit now. Customer is requesting a buy back. We advised him our first intention would be to repair the unit. Customer stated that he will not drive it so it can to where ever we wish to take it but we need to have a transporter do this. We advised the customer that we will research this and call him back. Customer has been getting his service done at Mike Thompson's SFS. | 770J54491303 | 4UZAADHCX5C [REDACTED] |
| Bob called to note the customer states the main slide inches out intransit. They were unable to get this to reaccure when the unit was in. Dealer to get the unit back in and check the brake or possible weak motor. | 772S54491749 | 4UZAADHC25 [REDACTED] |
| slide room issue - [REDACTED] states they are enroute to Alabama and have had the coach serviced at Blaine Jensen in Keysville, UT. Jensen replaced the motor on the main slide in the living room and now the room is creeping out as they drive. They state they are insurance adjusters and they were sent out in response to the hurricane heading for Alabama and cannot go back to Utah. We advised them of how to relatch the motor and they state they will try this and call us back if necessary. | 770U34485109 | 4UZAADHAK53C [REDACTED] |
| Reimbursement: Paul sent in a recpt requesting reimbursement for his slide out repairs. Customers wood trim was coming off and slide out was coming out during transit. Total bill \$100.17 | 721V44783731 | 5B4MP67G343 [REDACTED] |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|--------------------|-------------------|------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | PAGE ARROW | 2003 |
| | | | Metairie LA, 70001 | DISCOVERY | 2005 |
| | | | | | |
| | | | Granada Hills CA, | DISCOVERY | 2005 |
| | | | | | |
| | | | Hutchinson TX, | PROVIDENCE | 2005 |
| | | | | | |
| | | | # | DISCOVERY | 2003 |
| | | | West Richland WA, | SOUTHWIND | 2004 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| | | | | | | |
| Living Room | Not Stated | 10/16/2004 10:48 | 47 | 4/28/2003 | 8/16/2003 | Motor Home |
| Not stated | Not Stated | 11/28/2005 7:15 | 44 | 2/20/2004 | 3/18/2004 | Motor Home |
| | | | | | | |
| Not stated | 4,800 | 2/4/2005 9:54 | 44 | 6/28/2004 | 8/5/2004 | Motor Home |
| Living Room | Not Stated | 12/3/2004 14:04 | 44 | 8/6/2004 | 8/25/2004 | Motor Home |
| | | | | | | |
| Not stated | 23,000 | 7/9/2005 11:33 | 44 | 10/31/2002 | 12/12/2002 | Motor Home |
| Not stated | Not Stated | 7/27/2005 12:58 | 47 | 1/18/2004 | 4/9/2004 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|--|--------------|-------------------------|
| Slide Out - [REDACTED] states while in transit. Customer states his slide out comes out about an inch every time while on the road and requested to know how he can prevent the slide out from retracting and how he can adjust the slide out. We advised customer his unit is still under warranty till 8-23-2005 and he can have his coach evaluated and the dealer will have to call dealer tech for any questions and concerns regarding coverage. Customer will call selling dealer for an appointment. | 770L54481903 | 4UZAADHC55C [REDACTED] |
| bedroom slide when coming in moves out after letting off the switch. also moves out when in transit. received call from mark @ myers and i suggested to check the break on the motor. | 739R34778103 | 5B4MP67G533 [REDACTED] |
| 91180273 TO LARRY FX - MAIN SLIDE INCHES OUT IN TRANSIT, BRAKE ON MOTOR SLIPPING - R/R MOTOR AND RETURN PART WITH CLAIM. | 770T34484100 | 4UZAADHAK03C [REDACTED] |
| Received call from Deb advising cust. is calling again stating s/o is moving out in transit. Informed Deb FW would cover service call to get s/o to stay in so cust. can bring unit to shop for possible replacement of s/o motor. | 770S34485536 | 4UZAADHAK03C [REDACTED] |
| 91181269 TO DAVE- KITCHEN S/O MOTOR RUNS BUT ROOM DON'T MOVE, SHAFT INOFT, R/R MOTOR AND TEST. MAIN S/O CREEPS OUT WHILE DRIVING, BRAKE NOT WORKING, R/R MOTOR AND TEST | 777B34779850 | 5B4MP67G733 [REDACTED] |
| Slide-Out - [REDACTED] states the slide out creeps out 1 inch at the bottom when it has been put in then driven. He states he called Powergear and they advised the electric lock may not be functioning properly. We advised it needs to go back to the dealer to be looked at. he states he doesn't want to drive the 130 mile round trip to the dealer if he cannot take it home that next day. We advised there is a Moturis Inc in San Leandro that he may go to. We advised they are service only. Customer thanked us for our assistance. | 783S44780292 | 1FDXE45S23H [REDACTED] |
| Slide out - mechanism - [REDACTED] called and stated that his passenger side slide out extend about 2 inches while in transit and he inquired where the brake for the slide motor was located. We advised it was under the coach and the end of the slide motor. He thanked us for our help. | 770J34485035 | 4UZAADHAK03C [REDACTED] |
| 91-192573 TO REPLACE PASS. SIDE GALLEY SLIDE MOTOR THAT THE BRAKE WILL NOT STAY ENGAGED AND ALLOWS THE ROOM TO CREEP OUT WHILE IN TRANSIT. | 770S34484547 | 4UZAADHAK03C [REDACTED] |
| [REDACTED] called to report the main slide creeps out in transit - recommended checking the brake on the motor. He also said both slides go out with either switch - recommended he check to see if slides have been rewired from original design and told him how to find prints online. | 777G37180995 | 1FCNF53S020 [REDACTED] |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|-------------------------|-------------------|------------|
| | | | | | |
| | | | Lindale TX, | DISCOVERY | 2005 |
| | | | Dr NE, Rio Rancho NM | BOUNDER | 2003 |
| | | | CA | DISCOVERY | 2003 |
| | | | NM, | DISCOVERY | 2003 |
| | | | Limon CO | PACE ARROW | 2003 |
| | | | Berkeley CA, | TIOGA SL | 2004 |
| | | | Angeles WA, | DISCOVERY | 2003 |
| | | | CA | DISCOVERY | 2003 |
| | | | Prospect KY, | PACE ARROW | 2003 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Not stated | 16,000 | 6/16/2006 9:13 | 44 | 8/17/2004 | 8/23/2004 | Motor Home |
| Bedroom | Not Stated | 6/17/2003 14:43 | 47 | 12/27/2002 | 2/22/2003 | Motor Home |
| Living Room | Not Stated | 7/28/2003 16:21 | 44 | 7/23/2002 | 4/7/2003 | Motor Home |
| Not stated | Not Stated | 8/5/2003 9:08 | 44 | 12/19/2002 | 1/13/2003 | Motor Home |
| Living Room | Not Stated | 8/8/2003 13:40 | 47 | 5/5/2003 | 5/9/2003 | Motor Home |
| Not stated | Not Stated | 9/26/2003 12:21 | 47 | 6/17/2003 | 9/17/2003 | Motor Home |
| Passenger s | Not Stated | 9/26/2003 14:33 | 44 | 10/28/2002 | 2/8/2003 | Motor Home |
| Galley | Not Stated | 12/31/2003 11:22 | 44 | 9/6/2002 | 2/24/2003 | Motor Home |
| Living Room | Not Stated | 1/16/2004 15:16 | 71 | 5/24/2002 | 10/17/2003 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|---|--------------|-------------|
| 81-194073 TO R/R MAIN SLIDE ROOM MOTOR AS THE ROOM WILL CREEP OUT WHEN COACH IS GOING DOWN THE ROAD. BAD INTERNAL BRAKE. REQUESTED PART RETURN. | 739W37181490 | 1FCNF538820 |
| Slide Out- Customer states he is travelling in the Greeley, CO area and needs a dealer. states last Friday his dealer replaced the slide out motor but did not put the brake on and the slide out started to creep out but he stopped and reset the brake. Customer states he is now in Greeley, CO and the slide out will not come out. Customer states he has checked the usual things and we advised there is a fuse behind his load center he could check. We advised customer of the following dealer in the area: K & C RV in Longmont, CO at 303-776-1309. | 772U34486726 | 4UZAHAHX3 |
| Slide out - customer sent email to Bounders website to advise that the slide out is creeping out about an inch while in transit since they replaced the circuit board. We advised that we would like customer to seek dealer assistance with adjusting slide out. Customer has advised that she will do so. | 735Z34485637 | 4UZAABV63 |
| Slide Out- Customer says his slide out creeps out in transit. He took his unit to RV World in Anoka, MN and they did not know what to do and referred customer to Fleetwood OR. Customer says he preferred to work with AOK RV in Menomonie, WI to have his slide room looked at and repaired. We advised customer that he was out of warranty and therefore he was free to take his unit to any Fleetwood dealer of his choice. Customer says he is aware he is out of warranty and will call AOK RV. | 739S34777505 | 5B4MP67G533 |
| Slide out- advise the main slide on his unit creeps out when the unit is in transit. Customer advise he is currently in Ocala FL. Advise customer of the local Fleetwood authorized dealers to that area. Customer thanked us..... | 739F57187171 | 5B4MP67G353 |
| Slideout - states that the slideout pulls out in transit. Customer states that he is on Ocala FL. We advised him to have an authorized dealer evaluate. We advised him to Emerald Coast rv at 352-429-0555 and Como auto sales at 352-344-1411 | 739F57187171 | 5B4MP67G353 |
| Slide Out- states the motor in the slide out was replaced by Neils. He states now every time in transit the bottom of the slide box kicks out 2 to 2 and a half inches. He states he contacted Dave at Neils and he states that is normal just to set the brake on the motor every time he travels. We advised not and to contact the dealer and let them know contact with Fleetwood was made and they advised that is not normal and that their work is guaranteed for 90 days. Customer thanked us for our assistance. | 721V34778216 | 5B4MP67G823 |
| Owner asked if he could do anything about the slide inching out in transit. I told him to make sure the motor brake is engaged. | 780W44489706 | 4UZABFCYX40 |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|------------------|--------------------|------------|
| | | | | | |
| | | | Wakefield MA | BOUNDER | 2003 |
| | | | | | |
| | | | Loma CA Alta | PROVIDENCE | 2003 |
| | | | Huntley IL | BOUNDER DIESEL | 2003 |
| | | | | | |
| | | | Plymouth MN, | BOUNDER | 2003 |
| | | | | | |
| | | | Gainesville FL | BOUNDER | 2005 |
| | | | Gainesville FL | BOUNDER | 2005 |
| | | | | | |
| | | | Northridge CA | SOUTHWIND | 2003 |
| | | | Emerald Isle NC, | AMERICAN TRADITION | 2004 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Living Room | Not Stated | 1/26/2004 11:39 | 71 | 8/9/2002 | 9/28/2002 | Motor Home |
| Not stated | Not Stated | 5/28/2004 12:12 | 44 | 4/23/2003 | 5/28/2003 | Motor Home |
| Not stated | Not Stated | 7/9/2004 8:47 | 44 | 1/2/2003 | 1/9/2003 | Motor Home |
| Not stated | Not Stated | 7/28/2004 10:10 | 47 | 11/14/2002 | 1/10/2003 | Motor Home |
| Living Room | Not Stated | 1/4/2006 8:18 | 71 | 12/17/2004 | 1/30/2005 | Motor Home |
| Not stated | 16,180 | 1/4/2006 8:31 | 71 | 12/17/2004 | 1/30/2005 | Motor Home |
| Not stated | Not Stated | 9/18/2003 15:08 | 47 | 7/25/2002 | 8/8/2002 | Motor Home |
| Not stated | Not Stated | 8/11/2004 14:28 | 44 | 2/11/2004 | 5/28/2004 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|--|--------------|--------------|
| states the slide inches out in transit. I recommended checking the brake on the motor. | 739W37161753 | 1FCNF53S92 |
| Slide out concern - customer has concern while in transit with slide out not staying in. We have agreed to pay mobile charge and customer will call with update after returning home. | 770L34486120 | 4UZA AHAK23C |
| Slide out - We reviewed the open tow hitch recall with [REDACTED] and he stated he had performed this recall already but wished to know if there was a recall on the slide room system. We advise him that recalls are safety related and he stated his slide room had come out while driving. We noted where they had been working on the slide room when they called last and we advised him that this is usually due to the motor brake being left off. He asked if he had any warranty remaining on the slide room mechanism and we advised him that this was out of warranty so far as Fleetwood is concerned however Power Gear may still offer some warranty. We provided him with their phone number as well as referrals to Myers RV and American RV Center in Albuquerque and S&H RV and Home Center in Las Cruces, NM | 739R34770400 | 5B4MP67G123 |
| room drifts in transit, motor brake loose, has play in lock position, will monitor for future concern | 772S54491451 | 4UZA AHDC85C |
| Mr called, stated his drivers side main slide came out about two inches in transit. I advised him to run the slide out to verify proper operation and make sure the brake is set, and he can also block the slide out from the inside if necessary. | 719R54492011 | 4VZAT1C995C |
| Slide Out- [REDACTED] called in and states the slide out has come out about 1" while in transit. We referred him to: JOE ELVER RV SALES INC in Madison, WI @ (808) 244-7411 and WISCONSIN RV WORLD in Madison, WI @ (808) 244-6225. Customer thanked us. | 777C57160103 | 5B4MP67G743 |
| Slide out - Customer states that slide out extends .5 to 1 inch during transit every 100 miles or so. Customer advised us that he has an appointment with A & M RV CENTER (907) 279-5508 on July 8, 2005. Customer just wanted to call and document issue. We thanked customer for calling us in regards to unit. Customer thanked us for documentation. | 721V54790224 | 5B4MP67G553 |
| Slide Out- [REDACTED] called and stated that while he is in transit the kitchen slide out creeps about about 3-4 inches. Reviewed with Ricardo and we advised customer to get RV into a dealer. Mr Warner stated that he would take the RV to Brambilla's. Customer thanked us for our time. | 770S34485147 | 4UZA AHAK13C |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Not stated | Not Stated | 8/17/2004 12:11 | 71 | 8/20/2002 | 10/28/2002 | Motor Home |
| Not stated | Not Stated | 8/19/2004 12:48 | 44 | 2/19/2003 | 7/24/2003 | Motor Home |
| Not stated | Not Stated | 10/3/2005 10:52 | 47 | 8/8/2002 | 12/21/2003 | Motor Home |
| Not stated | 8,583 | 11/7/2005 8:22 | 44 | 7/8/2004 | 1/31/2005 | Motor Home |
| Drivers side | Not Stated | 11/3/2004 12:00 | 44 | 8/31/2004 | 9/16/2004 | Motor Home |
| Not stated | Not Stated | 11/9/2004 11:52 | 71 | 8/5/2004 | 11/4/2004 | Motor Home |
| Not stated | Not Stated | 7/7/2005 10:21 | 47 | 5/13/2005 | 5/21/2005 | Motor Home |
| Galley | Not Stated | 8/18/2004 8:13 | 44 | 11/7/2002 | 7/17/2003 | Motor Home |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|---|-------------------|-----------------------|
| Slide-Out - Mechanism - Large slide: Customer states moves out about 1/2 inch during transit | 777G57166930 | 5B4MP87G25 [REDACTED] |
| Slide Out- [REDACTED] stated the bottom of the main slide out would slide out well in transit. We advised that he could have an authorized Fleetwood dealer evaluate it and contact dealer tech for review and if determined a warrantable issue authorization. [REDACTED] stated he would contact his dealer and thanked us for our assistance. | 1ED1R332444001436 | |
| Slide Out-Reyburn Ford stated that his slide out moves out about an inch when in transit. We advised to use the bars to lock it in place. | 1EA1R292841592230 | |
| Slide Out- [REDACTED] states that her slide out does not stay in. Customer state that it comes out while in transit. We advised customer that the dealer needs to call dealer tech for authorization. We advised customer that if we find a defect it will be covered under warranty. The dealer needs to report what they find wrong with it to dealer tech. Customer states that dealer is not calling for authorization and she is getting charged for repairs. We advised customer that she has the option to take unit to another dealer. We advised of HAYES RV CENTER (888) 429-3778 | 1EF1Z332X44097669 | |
| Slide Out- [REDACTED] stated that the slide out will come out while the unit is in transit. Customer stated that she has an appointment at Gresham RV 8/26/04, to have the issue addressed. | 4CA1G322732305466 | |
| Slide out [REDACTED] stated that the dinette slide out came out approximately 6-8 inches while in transit. Customer states that the slide out is being held in by bungee cords. Customer inquired as to a location nearest her for service. We advised customer of PACE RV SALES & SERVICE INC (870) 836-6611. We advised customer that we will contact the dealer to see if they service the Orbit. We spoke to Todd at Pace Rv who advise us that they will be able to evaluate the issue. We advised customer to contact PACE RV to make an appointment at her earliest convenience | 4CK2R292X51500366 | |
| Box coming out in transit told dealer to check the motor on the slideout to see if the lock is in place | 1EC2Y302444001763 | |
| [REDACTED] stated that slides come out during transit. We advised they may need to check the brake on motors. [REDACTED] advise that she would have their son do so. | 1EC5R302444089865 | |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|--------------------|-----------------------|------------|
| | | | | | |
| | | | Dewitt, M | FACE ARROW | 2005 |
| | | | | | |
| | | | Park NY, | WILDERNESS ADVANTAGE | 2004 |
| | | | | | |
| | | | Owensboro K | TERRY QUANTUM | 2004 |
| | | | | | |
| | | | TX | MALLARD | 2004 |
| | | | Drive, Gresham OR, | | |
| | | | | PRIDE | 2003 |
| | | | | | |
| | | | City AR | ORBIT | 2005 |
| | | | TX, | PROWLER ULTRALITE | 2004 |
| | | | Rd, Las Vegas NV, | | |
| | | | | PROWLER 5TH REGAL AX8 | 2004 |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|------------|
| Main | Not Stated | 6/9/2005 | 71 | 11/10/2004 | 11/17/2004 | Motor Home |
| Living Room | Not Applicable | 5/26/2004 10:56 | 40 | 8/14/2003 | 1/18/2004 | Trailer |
| Not stated | Not Applicable | 8/25/2005 14:38 | 15 | 4/10/2003 | 10/8/2003 | Trailer |
| Not stated | Not Applicable | 9/18/2005 14:15 | 40 | 11/8/2002 | 7/6/2005 | Trailer |
| Not stated | Not Applicable | 6/16/2004 14:42 | 23 | 8/21/2002 | 5/15/2004 | Trailer |
| Dinette | Not Applicable | 7/20/2005 9:32 | 15 | 10/29/2004 | 8/25/2005 | Trailer |
| Not stated | Not Applicable | 8/2/2005 7:40 | 40 | 8/29/2003 | 9/24/2003 | Trailer |
| Not stated | Not Applicable | 8/2/2004 0:00 | 40 | 4/17/2003 | 9/16/2003 | Trailer |

| Consumer Complaint As Reported Through Customer Contact Management System | FIN # | Chassis/VIN |
|--|-------------------|-------------|
| 12/12/03: replied to [REDACTED] e/mail. This unit is son's [REDACTED] stated that the galley s.o. inches out in transit. We suggested that they check the "brake" at the s.o. motor to ensure that it is locking. Also recommended to cust. to take 5th wheel to a dealer for evaluation at their earliest convenience. | 4CA5L362444001265 | |
| Slide Out - Customer [REDACTED] states that her slide out extends during transit. Customer stated that she had it repaired last week at DAN GAMELS / MODESTO. We advised customer to take unit back to DAN GAMELS and have them fix it because they did not fix repair thoroughly. We advised customer to call POWER GEAR for technical advice. Customer thanked us. | 4CB5G312344001247 | |

| Contact Last Name | Contact First Name | Contact Home Phone | Address | Model Description | Model Year |
|-------------------|--------------------|--------------------|-------------------|-------------------|------------|
| | | | | | |
| | | | Pkwy, Ravenel SC, | PRIDE 5TH WHL | 2004 |
| | | | | | |
| | | | Ava, Turlock CA, | TRIUMPH 5TH WHL | 2004 |
| | | | | | |

| Slide Location | Odometer Reading | Date Contact Received | Manufacture Plant | Manufacture Date | Warranty Start | Division |
|----------------|------------------|-----------------------|-------------------|------------------|----------------|----------|
| Galley | Not Applicable | 12/16/2003 8:39 | 40 | 8/12/2003 | 11/8/2003 | Trailer |
| Not stated | Not Applicable | 7/20/2005 8:22 | 40 | 8/6/2003 | 6/28/2005 | Trailer |

| Model Desc | Model Year | Warranty Claim Count |
|--------------------------|------------|----------------------|
| AMERICAN DREAM WIDE BODY | 2002 | 2 |
| | 2003 | 1 |
| AMERICAN EAGLE WIDE BODY | 2002 | 4 |
| | 2003 | 5 |
| | 2004 | 2 |
| | 2005 | 7 |
| AMERICAN TRADITION | 2003 | 2 |
| | 2004 | 2 |
| | 2005 | 4 |
| BOUNDER | 2002 | 3 |
| | 2003 | 4 |
| | 2004 | 1 |
| | 2005 | 2 |
| BOUNDER DIESEL | 2002 | 5 |
| | 2004 | 1 |
| | 2005 | 3 |
| DISCOVERY | 2002 | 1 |
| | 2003 | 5 |
| | 2004 | 3 |
| | 2005 | 6 |
| EXCURSION | 2003 | 1 |
| | 2004 | 1 |
| | 2006 | 2 |
| EXPEDITION | 2002 | 5 |
| | 2003 | 1 |
| FLAIR | 2002 | 1 |
| JAMBOREE GT | 2004 | 1 |
| | 2005 | 4 |
| MALLARD 5TH WHL | 2002 | 1 |
| PACE ARROW | 2002 | 4 |
| | 2003 | 5 |
| | 2004 | 8 |
| PRIDE | 2003 | 1 |
| PRIDE 5TH WHL | 2004 | 1 |
| PRL ULTRALITE 5TH WHL | 2002 | 1 |
| PROVIDENCE | 2004 | 2 |
| PROWLER | 2002 | 1 |
| | 2003 | 1 |
| | 2004 | 4 |
| PROWLER 5TH REGAL | 2004 | 4 |
| PROWLER 5TH REGAL AX8 | 2004 | 5 |
| PROWLER 5TH WHL | 2002 | 1 |
| | 2004 | 1 |
| PROWLER LITE 5TH WHL | 2002 | 1 |
| PROWLER LS 5TH WHL | 2003 | 1 |
| PROWLER REGAL | 2004 | 3 |
| REVOLUTION | 2002 | 1 |
| | 2003 | 1 |
| | 2004 | 4 |
| REVOLUTION L.E. | 2005 | 3 |

| Model Desc | Model Year | Warranty Claim Count |
|--------------------------|------------|----------------------|
| SOUTHWIND | 2002 | 4 |
| | 2003 | 6 |
| | 2004 | 3 |
| | 2005 | 3 |
| TERRY | 2002 | 1 |
| TERRY 5TH | 2004 | 2 |
| TERRY 5TH QUANTUM | 2004 | 6 |
| TERRY 5TH QUANTUM AX8 | 2004 | 2 |
| TERRY 5TH WHL | 2002 | 1 |
| TERRY EX | 2002 | 2 |
| TERRY EXL 5TH WHL | 2002 | 1 |
| TERRY ULTRALITE | 2002 | 2 |
| | 2004 | 1 |
| TIOGA | 2004 | 1 |
| TIOGA SL | 2005 | 1 |
| TRIUMPH | 2003 | 2 |
| | 2004 | 1 |
| TRIUMPH 5TH WHL | 2002 | 1 |
| | 2003 | 1 |
| | 2004 | 5 |
| WILDERNESS 5TH ADVANTAGE | 2004 | 5 |
| WILDERNESS 5TH WHL | 2003 | 1 |
| | 2004 | 1 |
| WILDERNESS ADVANTAGE AX8 | 2004 | 1 |
| WLD 5TH ADVANTAGE AX8 | 2004 | 4 |
| Grand Total | | 189 |

To Whom It May Concern:

The Power Gear slideout system(s) use a rack and gear design, powered by a 12 volt DC driven gearmotor with an integrated disc brake feature. Pressing and holding an electric switch provides battery voltage to the 12-volt motor and activates the slide-out mechanism. The gearmotor/brake assembly drives a set of telescoping rails upon which the slideout room is attached.

While traveling, room movement is prevented by two means: One, the system is wired to produce a dynamic braking force applied by the gearmotor/integrated brake assembly when it is not powering the slideout room. Two, an integrated semi-metallic disc brake is engaged whenever power is stopped to the gearmotor assembly, preventing slideout room movement. The dynamic brake is in effect whenever power is cut from the gearmotor. When power is cut a repelling magnetic field is generated between the armature and field coils of the motor resulting in a magnetic locking of the motor shaft. The integrated gear reduction gearbox attached to the motor output shaft further multiplies the magnetic locking brake force. This gear reduction is further multiplied by the ratio between the output gear and rack. This feature is always present even if power is lost in the coach and/or the gearmotor. The second braking means is through a spring-set, power-release disc brake that is attached to the 12 volt motor armature shaft. The disc brake is set whenever there is no power to the motor. The brake is released by either applying power to the brake coil or by actuating a manual release lever. The total disc braking force is further multiplied by the high gear ratio of the integrated gearbox attached to the motor output shaft. In normal operation conditions, the brake is released during the extend or retract cycle of the mechanism as power is applied to both the motor and brake simultaneously. In a manual override situation, the manual release lever can be actuated, disengaging the disc brake. In the manual override condition the mechanism is still locked due to the aforementioned dynamic braking feature. To completely release the locking mechanisms both the brake manual release lever must be actuated and the connection between the two motor leads opened to eliminate the dynamic brake.

In a situation while traveling where the manual brake release lever is in the actuated position, the mechanism is still in the dynamically-braked condition. In these cases, a slight amount of room creep may be observed. Manually re-engaging the disc brake release lever would once again place both braking features in place and prevent the noted room creep.

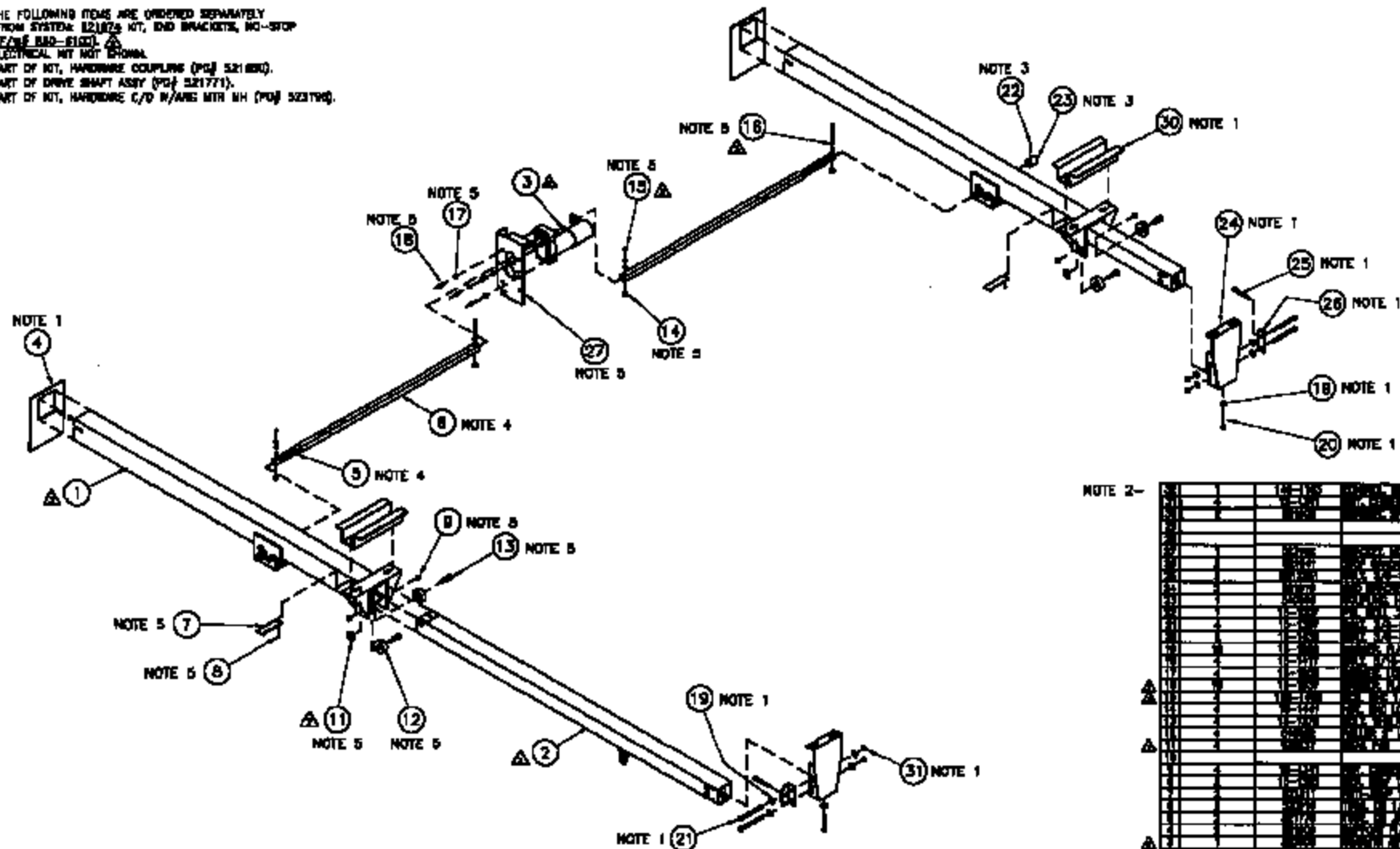
Based on Power Gear testing, the dynamic braking force generated by the gearmotor assembly alone results in a range of 300-600 lbs. The complete gearmotor w/integrated brake assembly generates a holding/braking force of 800-2400 lbs. This means that it would take a lateral acceleration force on a typical 1200 lb. room of over 1 G to overcome the dual braking features of the Power Gear slideout mechanism.

Power Gear Rack and Gear Electric Drive Slideout Room Mechanisms

- **523035 Typical Main Room Mechanism: Raised or Flush Flr.**
- **531114 Typical Heavy Duty Main Room Mechanism**
- **523020 Typical Lighter Duty Main Room Mechanism**
- **520969 Typical Bedroom Mechanism**
- **522825 Typical Bedroom or Wardrobe Mechanism**

NOTES:

1. THE FOLLOWING ITEMS ARE ORDERED SEPARATELY FROM SYSTEM 521875 KIT, END BRACKETS, NO-STOP (FAME 840-5100).
2. ELECTRICAL KIT NOT SHOWN.
3. PART OF KIT, HARDWARE COUPLER (PG 521880).
4. PART OF DRIVE SHAFT ASSY (PG 521771).
5. PART OF KIT, HARDWARE C/D R/ANG MTR MH (PG 523190).



NOTE 2-

| ITEM | DESCRIPTION | QTY | UNIT | REMARKS |
|------|-------------|-----|------|---------|
| 1 | SHAFT | 1 | EA | |
| 2 | SHAFT | 1 | EA | |
| 3 | COUPLER | 1 | EA | |
| 4 | BRACKET | 1 | EA | |
| 5 | BRACKET | 1 | EA | |
| 6 | BRACKET | 1 | EA | |
| 7 | BRACKET | 1 | EA | |
| 8 | BRACKET | 1 | EA | |
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| 18 | BRACKET | 1 | EA | |
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| 31 | BRACKET | 1 | EA | |

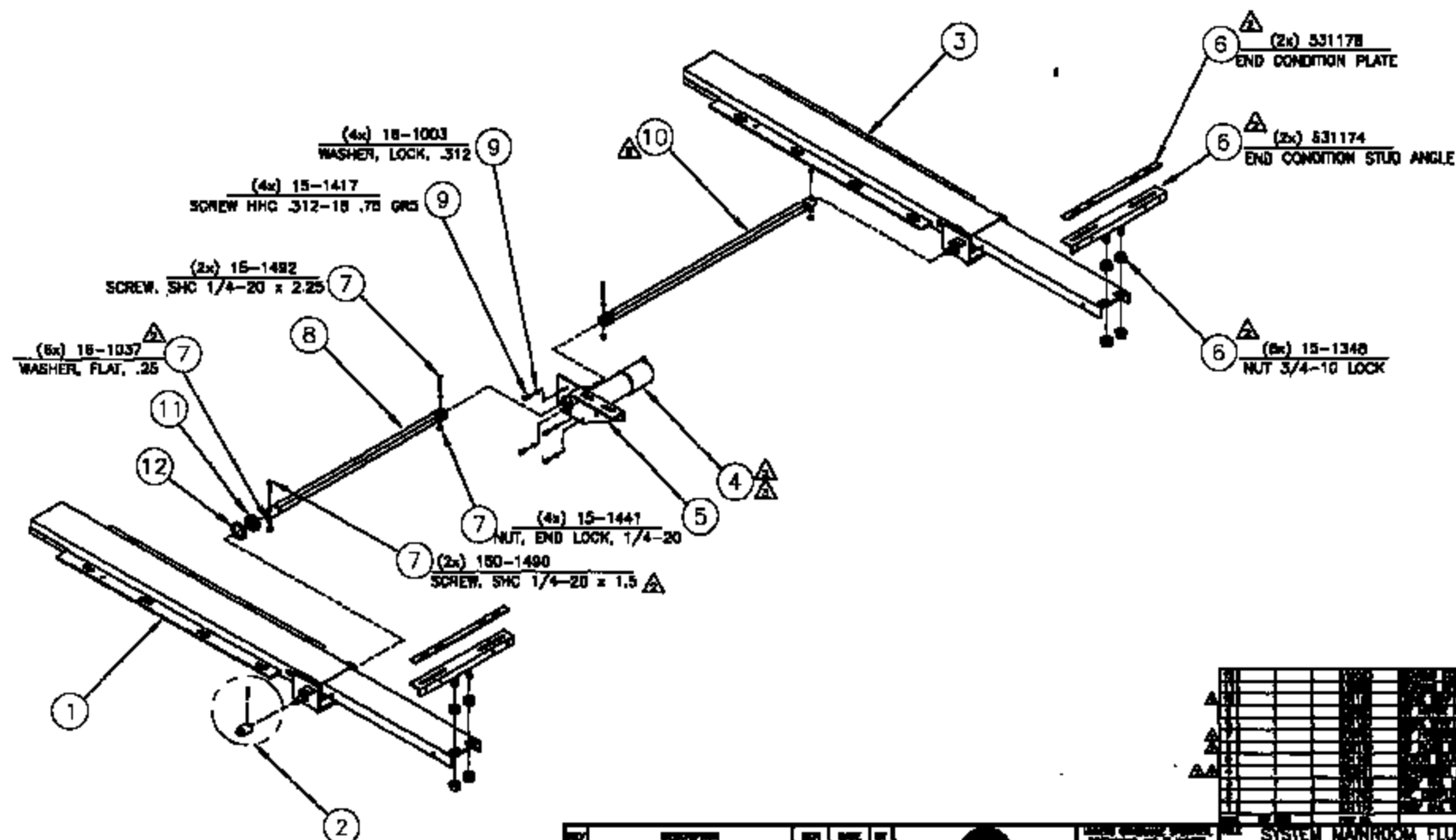
| REV | DESCRIPTION | REV | DATE | BY |
|-----|--|------|----------|-----|
| 1 | ISSUED FOR DESIGN | 0001 | 04/01/00 | WBT |
| 2 | REVISED TO INCLUDE NEW PARTS AND MATERIALS | 0002 | 04/01/00 | WBT |
| 3 | REVISED TO INCLUDE NEW PARTS AND MATERIALS | 0003 | 04/01/00 | WBT |
| 4 | REVISED TO INCLUDE NEW PARTS AND MATERIALS | 0004 | 04/01/00 | WBT |
| 5 | REVISED TO INCLUDE NEW PARTS AND MATERIALS | 0005 | 04/01/00 | WBT |
| 6 | REVISED TO INCLUDE NEW PARTS AND MATERIALS | 0006 | 04/01/00 | WBT |

THIS IS A PRELIMINARY DRAWING. IT IS SUBJECT TO CHANGE WITHOUT NOTICE. IT IS THE USER'S RESPONSIBILITY TO VERIFY THE DIMENSIONS AND MATERIALS OF THE PARTS SHOWN IN THIS DRAWING.

USE THE FOLLOWING SPECIFICATIONS, TOLERANCES, AND FINISHES:
TOLERANCES AND FINISHES ARE AS SHOWN ON THE DRAWING.
DO NOT SCALE DRAWING

SYSTEM S/O 3x3
DBL C/D FLT FLR
FLEXWOOD MH
DATE 1/18/00
523035

NOTES:



| QTY | DESCRIPTION | REF | QTY | REF |
|-----|----------------------------|-----|-----|-----|
| 4 | WASHER, LOCK, .312 | 9 | 4 | 9 |
| 4 | SCREW, HHC .312-18 .75 GR3 | 9 | 4 | 9 |
| 2 | SCREW, SHC 1/4-20 x 2.25 | 7 | 2 | 7 |
| 6 | WASHER, FLAT, .25 | 7 | 6 | 7 |
| 4 | NUT, END LOCK, 1/4-20 | 7 | 4 | 7 |
| 2 | SCREW, SHC 1/4-20 x 1.5 | 7 | 2 | 7 |



DO NOT SCALE DRAWING

| | | | |
|-----|---------------------------|---------|----|
| REV | DESCRIPTION | DATE | BY |
| 1 | INITIAL DESIGN | 10/1/88 | WJ |
| 2 | REVISED FOR MANUFACTURING | 10/1/88 | WJ |
| 3 | REVISED FOR MANUFACTURING | 10/1/88 | WJ |
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| 88 | REVISED FOR MANUFACTURING | 10/1/88 | WJ |
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| 100 | REVISED FOR MANUFACTURING | 10/1/88 | WJ |

SYSTEM MAINROOM FLUSH-FLOOR SLIDE-OUT

BLUE-GRY FLUSH-FLOOR MAINROOM AL. COACH

ASSEMBLY

SCALE 1:12 (DIMENSIONS IN INCHES) 1 OF 1

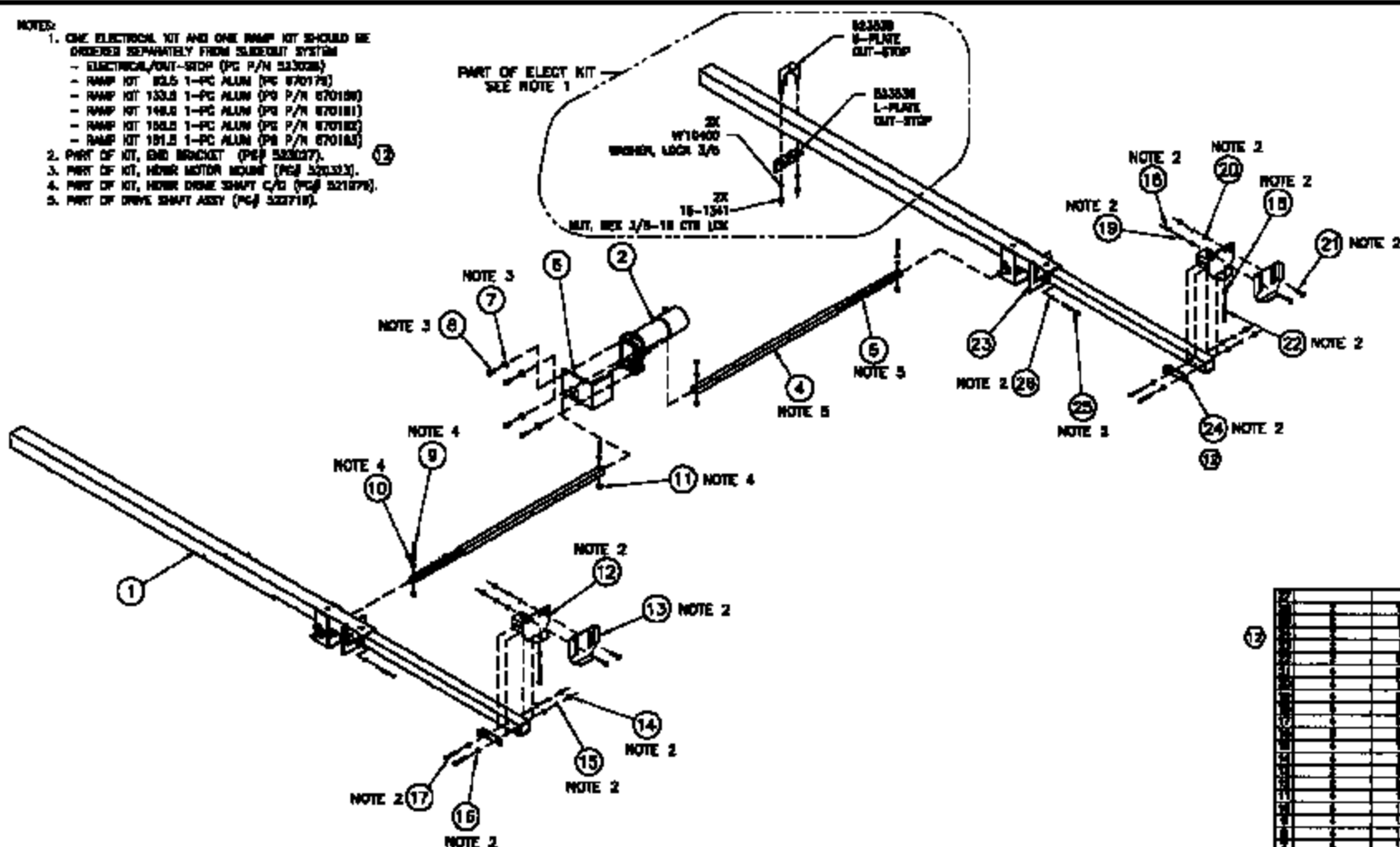
REV B

531114

5

NOTE 2

1. ONE ELECTRONIC KIT AND ONE PUMP KIT SHOULD BE ORDERED SEPARATELY FROM SAMEKIT SYSTEM
 - ELECTRONIC/OUT-STEP (PG P/N 233028)
 - PUMP KIT 132.5 1-PC ALUM (PG P/N 670176)
 - PUMP KIT 133.0 1-PC ALUM (PG P/N 670180)
 - PUMP KIT 144.0 1-PC ALUM (PG P/N 670181)
 - PUMP KIT 156.0 1-PC ALUM (PG P/N 670182)
 - PUMP KIT 181.5 1-PC ALUM (PG P/N 670183)
2. PART OF KIT, END BRACKET (PG 532127).
3. PART OF KIT, MOTOR MOTOR MOUNT (PG 521333).
4. PART OF KIT, MOTOR DRIVE SHAFT C/P (PG 521379).
5. PART OF DRIVE SHAFT ASSY (PG 527110).

[illegible]

the following information:

LINDSEY CHRISTINE WILSON
 BIRTHDAY: 04/01/1980
 ADDRESS: 1000 10TH AVE
 SUITE 100
 DENVER CO 80202

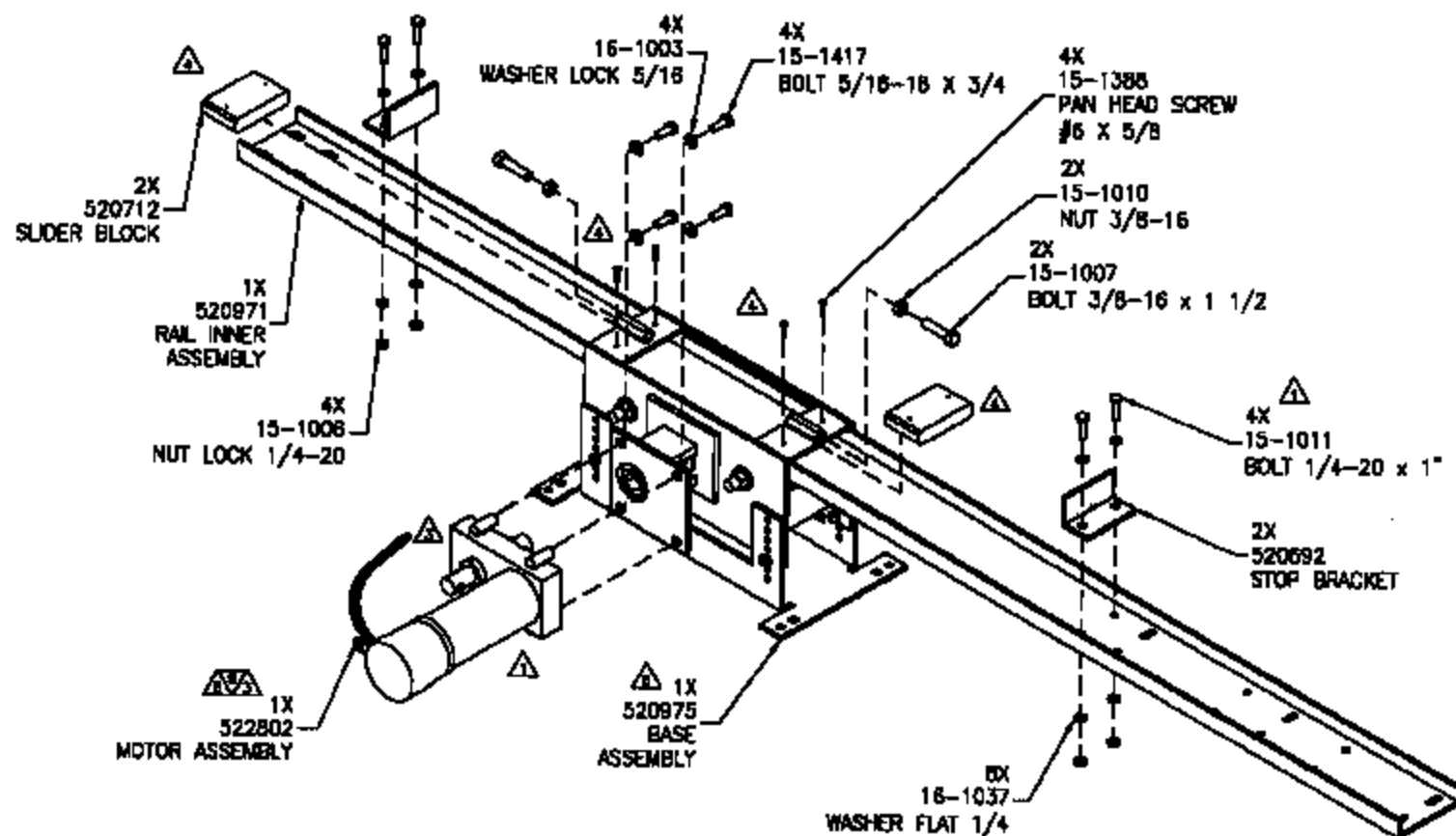
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SYSTEM S/O 202
G/D POWER SLIDE

523020

NOTE:
1.) ELECTRICAL KIT (PG# 522248) NOT SHOWN

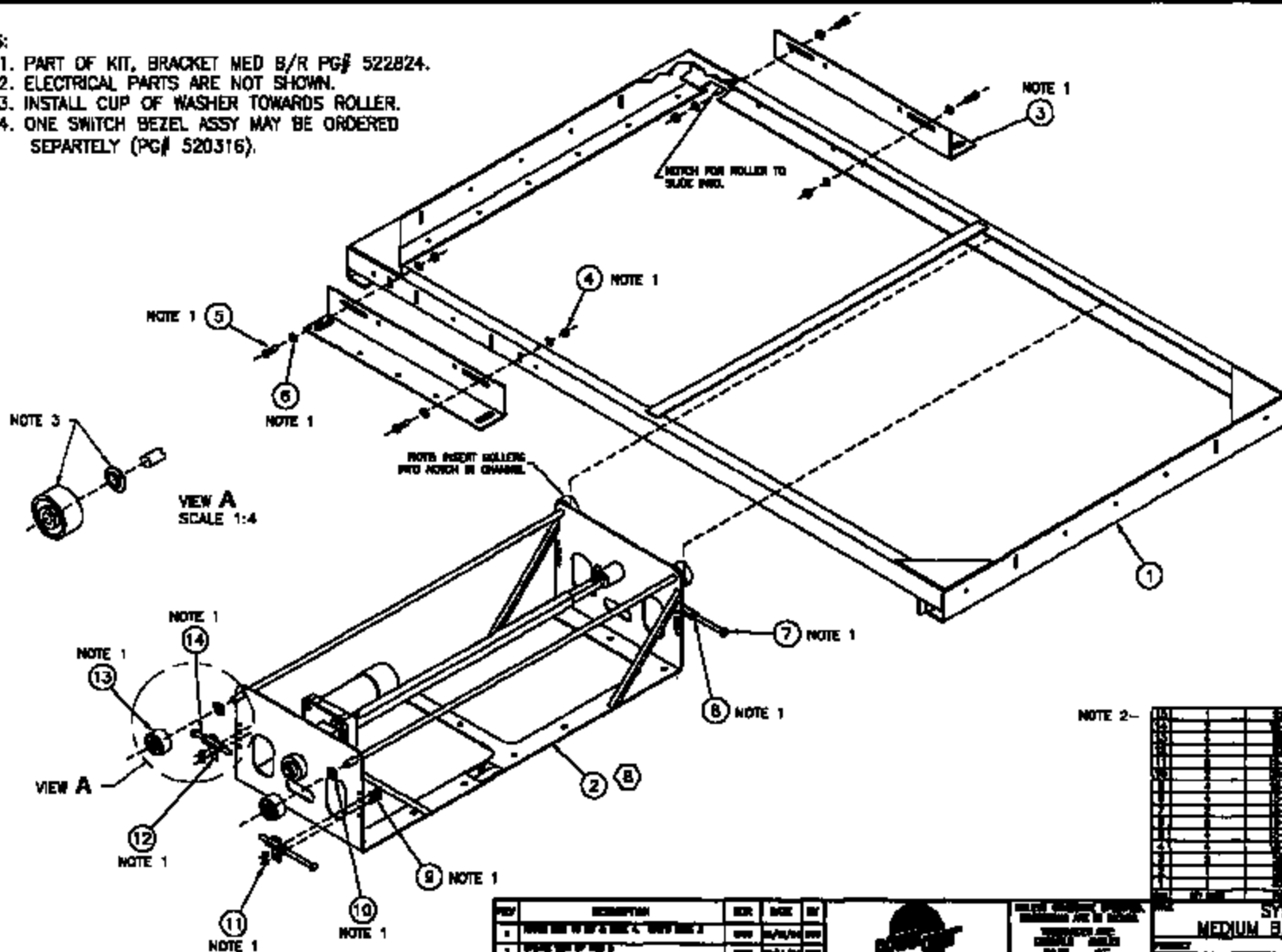


| REV | DESCRIPTION | REV | DATE | BY | APPROVED | DATE | BY | APPROVED | DATE | BY | APPROVED |
|-----|-----------------------|-----|----------|----|----------|----------|----|----------|----------|----|----------|
| 1 | ISSUED FOR PRODUCTION | 1 | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ |
| 2 | | 2 | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ |
| 3 | | 3 | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ |
| 4 | | 4 | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ | 10/10/96 | WJ | WJ |

| | | | |
|----------------------|--|---|--|
| | | SLIDEOUT SYSTEM ASSY UP B/R P/P IT | |
| DO NOT SCALE DRAWING | | 520969 | |

NOTES:

1. PART OF KIT, BRACKET MED B/R PG# 522824.
2. ELECTRICAL PARTS ARE NOT SHOWN.
3. INSTALL CUP OF WASHER TOWARDS ROLLER.
4. ONE SWITCH BEZEL ASSY MAY BE ORDERED SEPARATELY (PG# 520316).



NOTE 2-

| POS | DESCRIPTION | EXP | DATE | AM |
|-----|--------------------------------------|------|------------|------|
| 1 | STATE TAX ON 2012 TAX 1 - 2012 TAX 1 | 1000 | 01/01/2013 | 1000 |
| 2 | STATE TAX ON 2012 TAX 2 | 1000 | 01/01/2013 | 1000 |
| 3 | STATE TAX ON 2012 TAX 3 | 1000 | 01/01/2013 | 1000 |
| 4 | STATE TAX ON 2012 TAX 4 - 2012 TAX 4 | 1000 | 01/01/2013 | 1000 |
| 5 | STATE TAX ON 2012 TAX 5 | 1000 | 01/01/2013 | 1000 |

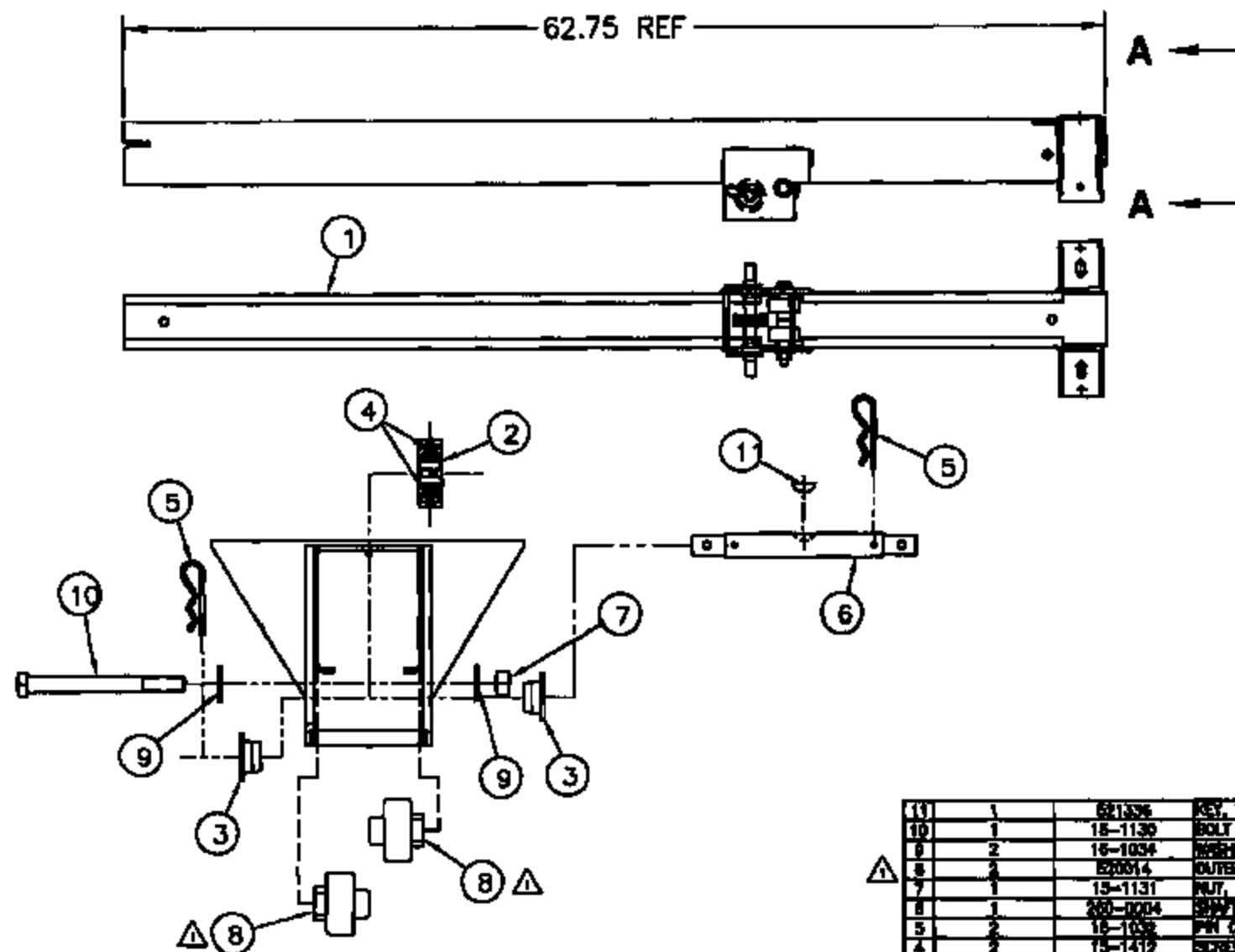


DO NOT SCALE GROUPS

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Power Gear Slideout Mechanism Details

- **523372 Typical Outer Rail Assembly: Includes 522480 Drive Gear**
- **523446 Typical Inner Rail Assembly: Includes 520638 Gear Rack**
- **523900 Typical 12 volt dc Gearmotor Assembly w/ Integrated Disc Brake**



VIEW A-A
SCALE 2:1

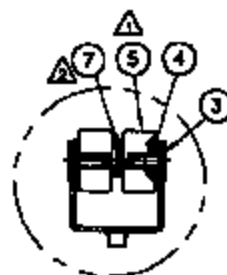
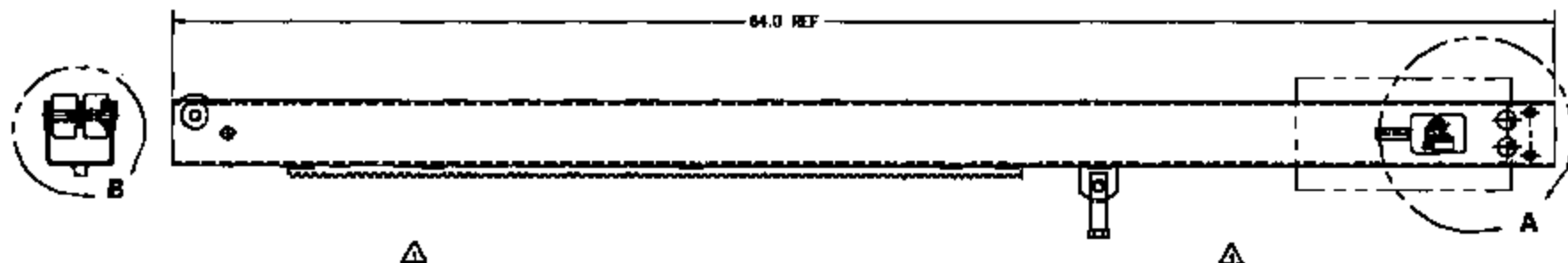
| | | | |
|-----|----|----------|-----------------------------------|
| (1) | 1 | 621326 | KEY, WOODRUFF #808 |
| 10 | 1 | 18-1130 | BOLT HD 1/2-13 X 8 |
| 9 | 2 | 18-1034 | WASHER, FLAT 1/2 |
| 8 | 2 | 820014 | OUTER ROLLER |
| 7 | 1 | 15-1131 | NUT, HEX 1/2-13 |
| 6 | 1 | 260-0004 | SHAFT, KEYED 3/4 X 7.25 |
| 5 | 2 | 18-1036 | WASHER, FLAT 1/2 |
| 4 | 2 | 15-1412 | SCREW, SET #10-24 X .38 |
| 3 | 2 | 310038 | BEARING SLAVE 3/4 |
| 2 | 1 | 822480 | SEAL, SPUR 2" BORE |
| 1 | 1 | 823440 | RAIL OUTER WELDMENT 62.75 NO-STOP |
| REV | BY | DATE | DESCRIPTION |

| REV | DESCRIPTION | ECR | DATE | BY |
|-----|---------------------------------------|------|----------|-----|
| 1 | REMOVED BY 883570 ADDED: C2 320214 | 8278 | 08/12/03 | MPH |
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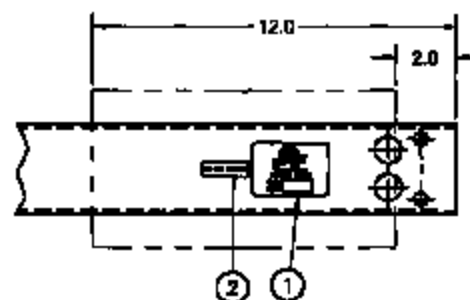


UNLESS OTHERWISE SPECIFIED,
DIMENSIONS ARE IN INCHES.
TOLERANCES ARE:
DIMENSIONS ANGLES
X±.05 ±.5°
X.00±.05
X.00±.010
BROWN ALL SHARP EDGES .001/.001
DO NOT SCALE DRAWING

| | | | | | | | |
|---------|------|---------|--------|---|----------|-------|--------|
| TITLE | | | | RAIL OUTER ASSY 3x3 IDLER KEYED SHFT 62.75 NO-STOP | | | |
| PRODUCT | | | | MIL ASSEMBLY | | | |
| SCALE | 1:10 | DRAWN | DCW | DATE | 08-13-03 | SHEET | 1 OF 1 |
| SIZE | A | DWG NO. | 523372 | | | REV. | 1 |



DETAIL B
NOTES 1 & 2
SCALE 1:4



DETAIL A NOTE 3
SCALE 1:4

ASSEMBLY NOTES:

1. PRESS ITEM ③ FIRMLY INTO ITEM ④.
2. ROLLERS MUST SPIN FREELY AFTER ASSEMBLY.
3. DECALS TO BE VERTICALLY CENTERED ON RAIL AND LOCATED ANYWHERE IN ABOVE WINDOW.

CONTINUED ON SHEET 2

| REV | DESCRIPTION | QTY | DATE | BY |
|-----|-----------------------------|------|----------|----|
| 1 | RAIL, 64" W/ PIVOT, NO-STOP | 1000 | 10/10/00 | WJ |
| 2 | RAIL, 64" W/ PIVOT, NO-STOP | 1000 | 10/10/00 | WJ |
| 3 | RAIL, 64" W/ PIVOT, NO-STOP | 1000 | 10/10/00 | WJ |

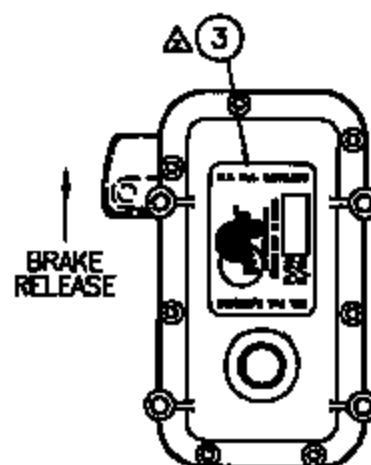
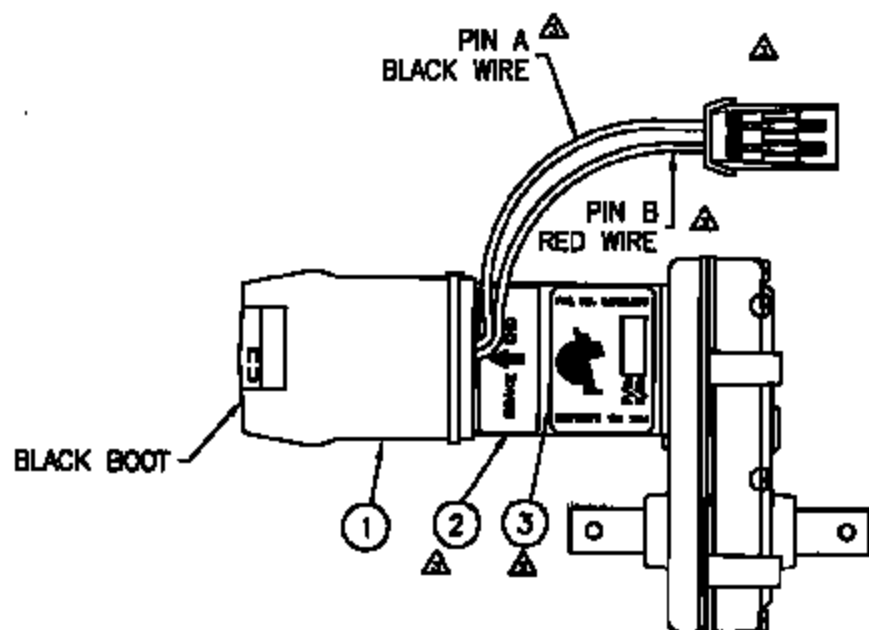


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| | | | |
|-----------------------|----|---------|---------------|
| 7 | 1 | 9111400 | WHEEL, 1/2" |
| 6 | 1 | 9111401 | WHEEL, 1/2" |
| 5 | 1 | 9111402 | WHEEL, 1/2" |
| 4 | 1 | 9111403 | WHEEL, 1/2" |
| 3 | 1 | 9111404 | WHEEL, 1/2" |
| 2 | 1 | 9111405 | WHEEL, 1/2" |
| 1 | 1 | 9111406 | WHEEL, 1/2" |
| RAIL, INNER ASSY 5x3 | | | |
| 64" W/ PIVOT, NO-STOP | | | |
| PART ASSEMBLY | | | |
| DATE | 10 | REVISED | DATE 10-10-00 |
| BY | WJ | DATE | 10-10-00 |
| DO NOT SCALE DRAWING | | | |
| 523446 | | | |
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NOTES:

1. ITEMS 2 TO BE MOUNTED ANYWHERE ALONG SHOWN
 ▲ SURFACE BUT AS CLOSE TO BREAK LEVER AS POSSIBLE.



| REV | DESCRIPTION | ECR | DATE | BY |
|-----|---|------|----------|-----|
| 1 | ISSUE TO PRODUCTION | 0001 | 2/23/04 | JW |
| 2 | CHANGE QTY OF 101802 1 BAG 2 | 0003 | 06/10/04 | WJ |
| 3 | Moved Location of Item 2, Removal Name 4-7, Item 1 was 120-0204 | 0002 | 06/14/04 | BOB |
| | | | | |
| | | | | |



1217 E. WYOMING STREET - INGLEWOOD, MICHIGAN 48041
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UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES.

TOLERANCES ARE:
 DECIMALS ANGLES
 .015 .01
 .025 .02
 .030 .03

WORK ALL DAY LONG FOR US

DO NOT SCALE DRAWING

| | | | |
|---|----------|-----------|----------------------------------|
| 3 | 2 | 101550 | DECL. PART NUMBER/DATE |
| 2 | 1 | 523218 | DECL. MOTOR BRAKE OFF/ON |
| 1 | 1 | 120-1204C | GEARMOTOR DS MX2 W/O PIN W/CON-B |
| REV. | QTY REQD | PART NO. | DESCRIPTION |
| <p>WILE</p> <p>GEARMOTOR ASSEMBLY DS</p> <p>MX2 W/O PIN & W/CON-B</p> | | | |
| PRODUCT | | | |
| MPL ASSEMBLY | | | |
| SCALE | 1:2 | DRAWN | JRF |
| DATE | | 2/23/04 | |
| SHEET | | 1 OF 1 | |
| SIZE | DWG NO. | | REV. |
| A | 523900 | | 3 |

Power Gear Slideout Mechanism Operation Manuals

- **82-S0010-01 Motorhome Slideout Operations Manual**
- **82-S0150-01 Travel Trailer Slideout Owner's Manual**



a unit of **apw** Engineered Solutions

**FLEETWOOD
MOTORHOME SLIDE-OUT
SYSTEMS
OPERATIONS MANUAL**

Part No. 82-S0010-01
January 18, 1999
(REFERENCE 81-1295)

TABLE OF CONTENTS SECTION

| <u>SECTION</u> | <u>PAGE</u> |
|--|--------------------|
| I. System Description | 3 |
| II. How To Operate Your Slide-Out System | 4 |
| III. Overriding Your Slide-out System | 5 |
| Overriding Your Main Room Slide-out System | 6 |
| Overriding Your Bedroom Slide-Out System | 6 |
| IV. Electrical Wiring Information | 8 |
| V. Preventative Maintenance | 9 |
| Warranty Statement | 10 |

OPERATIONS MANUAL

The Power Gear electric slide-out system in your unit is designed to give you years of trouble free operation and reflects the latest state of the art technology. **Read, study, and understand this manual before operating this slide-out system.**

I. SYSTEM DESCRIPTION

The Power Gear Slide-Out System Consists of 4 Major Components:

1. Two inner rail assemblies (one for bedroom or wardrobe) designed to support the room weight.
2. A 12 Volt DC motor and drive shaft that will operate the room using power from the on-board unit battery.
3. A manual override system that allows you to extend / retract the room in the event of loss of power.
4. A specially designed control that gives the user full control of the room movement in or out. The control has a load sensing capability that stops the motor when the room reaches it's fully extended or retracted positions.

!WARNING!

ALWAYS MAKE SURE THAT THE UNIT IS LEVEL BEFORE OPERATING THE SLIDE-OUT ROOM.

ALWAYS MAKE SURE THERE ARE NO OBSTRUCTIONS BLOCKING THE PATH OF THE ROOM WHEN IT IS MOVING.

ALWAYS MAKE SURE THAT THE ROOM PATH IS CLEAR OF PEOPLE AND OBJECTS BEFORE OPERATING.

ALWAYS KEEP AWAY FROM THE SLIDE RAILS WHEN THE ROOM IS IN MOTION. THE GEAR ASSEMBLY MAY PINCH OR CATCH ON LOOSE CLOTHING CAUSING PERSONAL INJURY.

**FAILURE TO FOLLOW THESE INSTRUCTIONS
COULD RESULT IN SERIOUS INJURY OR DEATH.**

II. HOW TO OPERATE THE SLIDE-OUT SYSTEM

BEFORE YOU OPERATE THE POWER GEAR SLIDE-OUT SYSTEM MAKE SURE:

- (A) The path for the room to move is clear.
- (B) The battery is fully charged and hooked-up to the unit's electrical system.
- (C) The unit is level.

EXTENDING THE ROOM

STEP 1 - Insert the switch key into the slide out room control.

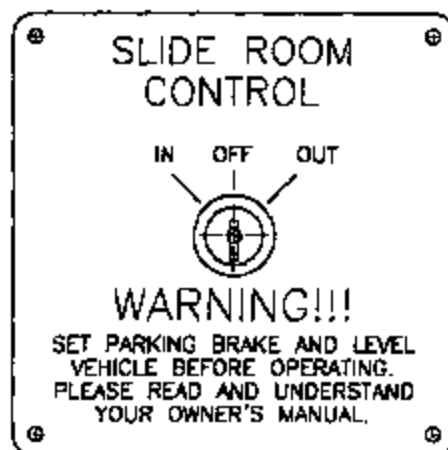
STEP 2 - Turn the switch key to the "OUT" position.

STEP 3 - Hold the switch in the "OUT" position until the room is fully extended and stops moving. The control will sense that the room has stopped and will automatically shut off the motor, locking the room into place.

STEP 4 - Release the switch key.

STEP 5 - The key may now be removed from the switch if necessary.

SLIDE-OUT SWITCH



RETRACTING THE ROOM

STEP 1 - Insert the switch key into the slide out room control.

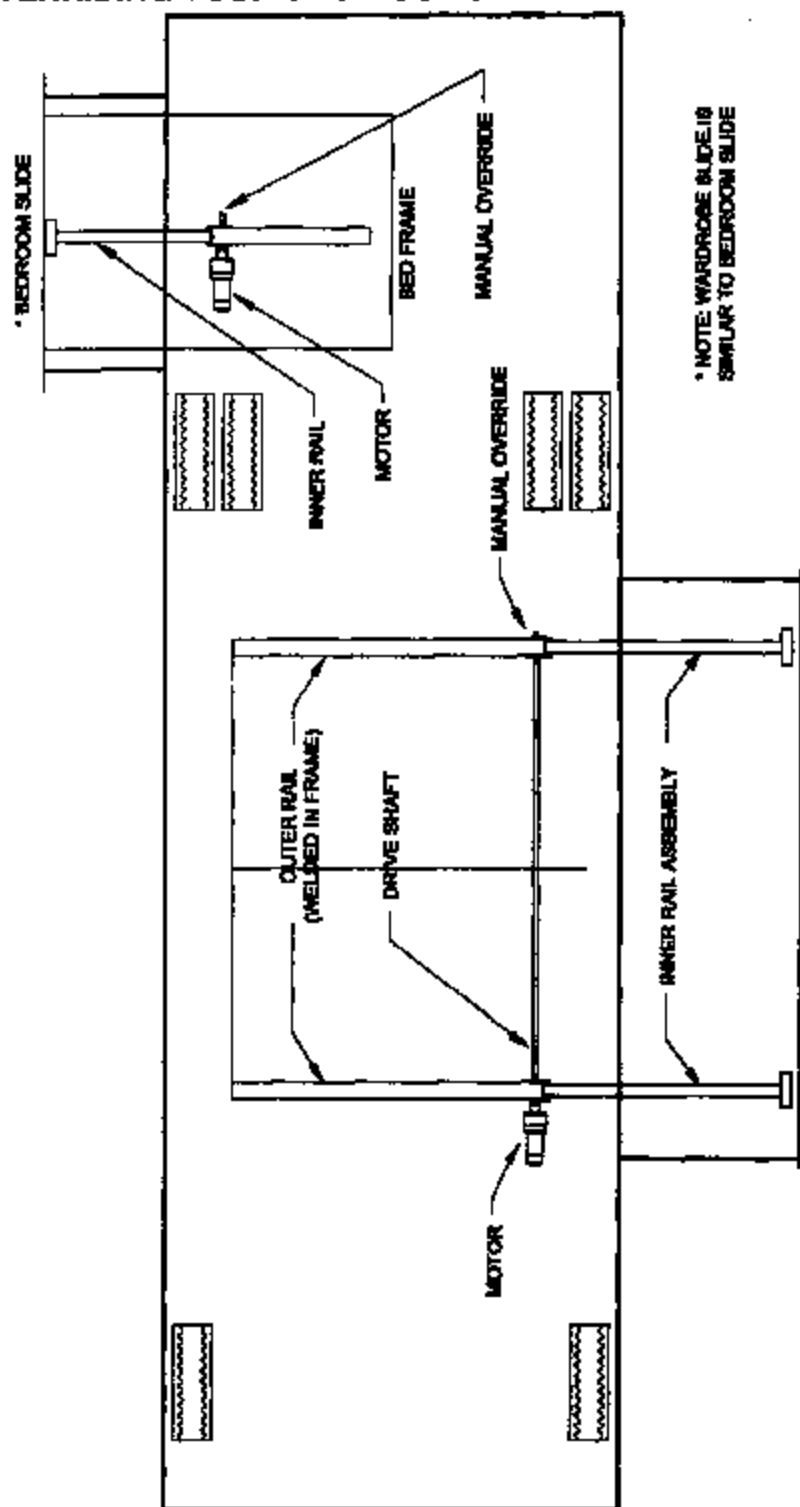
STEP 2 - Turn the switch key to the "IN" position.

STEP 3 - Hold the switch in the "IN" position until the room is fully retracted and stops moving. The control will sense that the room has stopped and will automatically shut off the motor, locking the room into place.

STEP 4 - Release the switch key.

STEP 6 - The key may now be removed from the switch if necessary.

III. OVERRIDING YOUR SLIDE-OUT SYSTEM



MOTORHOME SLIDEOUT

Your Power Gear slide-out system is equipped with a manual override that allows you to extend or retract a room in the event of a loss of power.

If your system will not move when the switch is pressed make sure that: **the system is turned on, the battery is connected and has a full charge.** After all of these are completed, then follow these simple steps to move the room manually.

A. MAIN ROOM SLIDE

STEP 1 - Make sure that the ON/OFF switch/key for the system is turned off.

STEP 2 - Locate the slide-out motor. It will be either ahead of the front rail or behind back rail.

STEP 3 - Locate the two pin connector on the slideout motor leads and disconnect.

STEP 4 - Rotate the lever on the backside of the motor counter-clockwise about 1/8 turn (looking from the rear of the motor). This will release the break that holds the room in place.

STEP 5 - The room is now free to move. Using a 3/4" wrench or ratchet, crank the room either in or out completely (depending on your need) using the manual override.

STEP 6 - When the room is fully in (or out) have one person put pressure on the wrench/ratchet to ensure a tight seal while the another person returns the brake lever to it's normal downward locked travel position. This will ensure that the room is locked into a sealed position.

STEP 7 - Take the unit to an authorized dealer for service.

B. BEDROOM/WARDROBE SLIDE-OUT

STEP 1 - Make sure that the ON/OFF switch/key for the system is turned off.

STEP 2 - Access the slideout mechanism.

To access the bedroom slide out, lift up the mattress and base board.

To access the wardrobe slide out, open the outside luggage compartment below the wardrobe.

STEP 3 - Locate the two pin connector on the slideout motor leads and disconnect.

STEP 4 - The bedroom slide-out motor has a lever on the backside. Rotate the lever counter-clockwise about 1/8 turn (looking from the rear of the motor). This will release the brake that locks the room in place.

STEP 5 - Use an appropriate wrench (3/4" wrench/ratchet, or adjustable wrench) on the override to move the room in (or out). The override is located on the opposite side of the slide-out rail from the motor.

STEP 6 - Once the room is in (or out), apply pressure to the wrench so that the room is sealed and return the brake lever to it's normal downward position (to lock the room in place).

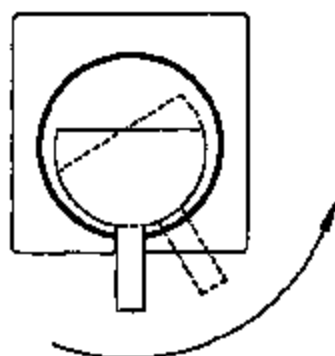
STEP 7 - Take the unit to an authorized dealer for service.

!WARNING!

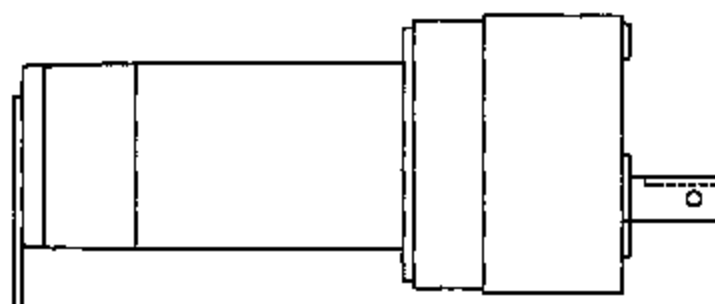
WHEN THE SLIDE-OUT ROOM MOTOR BRAKE LEVER IS RELEASED THE ROOM WILL NOT LOCK INTO PLACE, AND THEREFORE IT WILL NOT BE SEALED FROM THE OUTDOORS!

WHEN THE ROOM HAS BEEN CRANKED IN BE SURE TO RETURN THE MOTOR BRAKE LEVER TO IT'S NORMAL DOWNWARD POSITION IN ORDER TO SEAL AND LOCK THE ROOM.

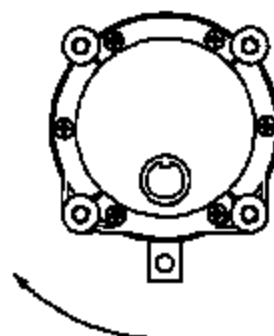
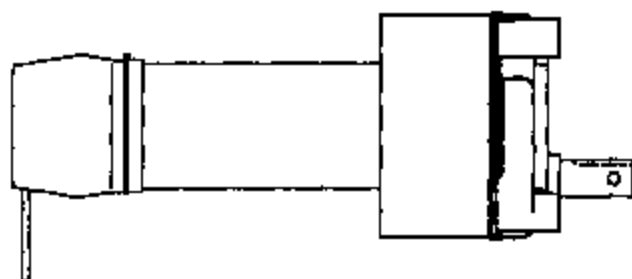
MAIN ROOM MOTOR



**ROTATE TO
RELEASE BRAKE**



BEDROOM / WARDROBE MOTOR WITH BRAKE RELEASE



**ROTATE TO
RELEASE BRAKE**



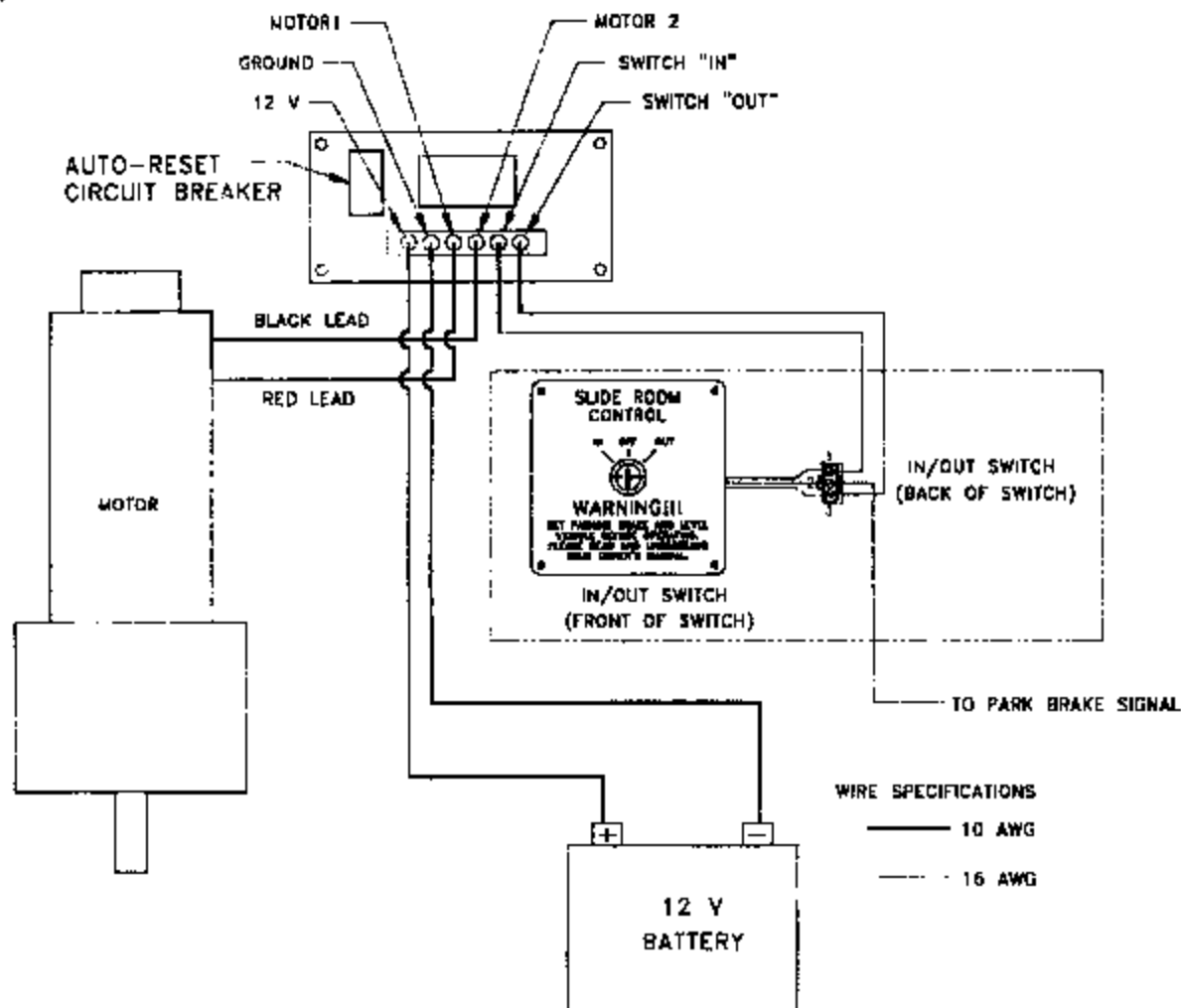
950 Green Valley Rd.
Beaver Dam, WI 53916
Phone: 1-800-334-4712
Fax: 920-887-0841

Troubleshooting Information on Power Gear

ELECTRICAL WIRING INFORMATION

The wiring for the slide-out should be completed per the following wiring diagram.

The switch wires, motor wires and ground wire can be connected to the control at any time during installation prior to the power being connected. The battery line must be connected to the control **BEFORE** the battery is connected. **NOTE:** If motor runs in reverse direction, switch motor leads. **CAUTION:** The control box **WILL** be damaged if any of the leads are grounded or touched together when power is connected to the system.



V. PREVENTATIVE MAINTENANCE

Your Power Gear slide-out system has been designed to require very little maintenance. To ensure the long life of your slide-out system, read and follow these few simple procedures.

CAUTION: DO NOT WORK ON YOUR SYSTEM UNLESS THE BATTERY IS DISCONNECTED.

- When the room is out, visually inspect the inner slide rail assemblies. Check for excess build-up of dirt or other foreign material; remove any debris that may be present.
- If the system squeaks or makes any noises it is permissible to apply a coat of light weight oil to the drive shaft and roller areas. Remove any excess oil so dirt and debris do not build-up.

**IF YOU HAVE ANY PROBLEMS OR QUESTIONS CONSULT YOUR
LOCAL AUTHORIZED DEALER OR CALL US AT POWER GEAR
800-334-4712**

POWER GEAR LIMITED WARRANTY

Power Gear warrants to the original retail purchaser that the product will be free from defects in material and workmanship for a period of two (2) years following the retail sales date. Power Gear will, at its option, repair or replace any part covered by this limited warranty which, following examination by Power Gear or its authorized distributors or dealers, is found to be defective under normal use and service. No claims under this warranty will be valid unless Power Gear or its authorized distributor or dealer is notified in writing of such claim prior to the expiration of the warranty period. Warranty is non-transferable.

THIS WARRANTY SHALL NOT APPLY TO:

- Failure due to normal wear and tear, accident, misuse, abuse, or negligence.
- Products which are modified or altered in a manner not authorized by Power Gear in writing.
- Failure due to misapplication of product.
- Telephone, telegraph, teletype or other communication expenses.
- Living or travel expenses of person performing service.
- Overtime labor.
- Failures created by improper installation of the product's slideout system or slideout room to include final adjustments made at the plant for proper room extension/retraction; sealing interface between slideout rooms and side walls; synchronization of inner rails; or improper wiring or ground problems.
- Failures created by improper installation of leveling systems, including final adjustments made at the plant, or low fluid level, wiring or ground problems.
- Replacement of normal maintenance items including lubricants and fuses.

There is no other express warranty other than the foregoing warranty. **THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL POWER GEAR BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES.** This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Some states do not allow the limitations of implied warranties, or the exclusion of incidental or consequential damages, so the above limitations and exclusions may not apply to you.

For service contact your nearest Power Gear authorized warranty facility or call 1-800-334-4712. Warranty service can be performed only by a Power Gear authorized service facility. This warranty will not apply to service at any other facility. At the time of requesting warranty service, evidence of original purchase date must be presented.

Power Gear
a unit of APW Engineered Solutions
950 Green Valley Road
P.O. Box 695
Beaver Dam, WI 53916-0695
800/334-4712



**FLEETWOOD
TRAVEL TRAILER
SLIDEOUT SYSTEM
OWNER'S
MANUAL**

82-S0160-01 REV. 1
April, 2002

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OPERATIONS MANUAL

The Power Gear electric slideout system in your unit is designed to give you years of trouble free operation and reflects the latest state of the art technology. **READ, STUDY, AND UNDERSTAND THIS MANUAL BEFORE OPERATING THIS SLIDEOUT SYSTEM.**

1. SYSTEM DESCRIPTION

Your Power Gear Slideout System is a rack and pinion design operated by a 12 Volt DC electric motor.

1.1 MAJOR COMPONENTS

- Inner rail assemblies are designed to support the room weight.
- The 12 Volt DC gearmotor will operate the room using power from the on-board unit battery.
- Slideout systems are equipped with an electric motor, which can be released to allow you to extend / retract the room in the event of a loss of power, by applying force directly on the drive shaft cross tube.
- A specially designed control that gives the user full control of room movement, in or out. The control has a load sensing capability that stops the motor when the room is fully extended or retracted.

2. HOW TO OPERATE YOUR SLIDEOUT SYSTEM

2.1 WARNING

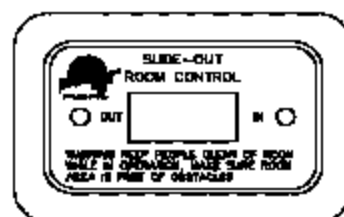
- **ALWAYS MAKE SURE THAT THE SLIDEOUT ROOM PATH IS CLEAR OF PEOPLE AND OBJECTS BEFORE AND DURING OPERATION OF THE SLIDEOUT ROOM.**
- **ALWAYS KEEP AWAY FROM THE SLIDE RAILS WHEN THE ROOM IS BEING OPERATED. THE GEAR ASSEMBLY MAY PINCH OR CATCH ON LOOSE CLOTHING CAUSING PERSONAL INJURY.**
- **ALWAYS INSTALL TRANSIT BARS ON THE SLIDEOUT ROOM DURING STORAGE AND TRANSPORTATION.**

**FAILURE TO FOLLOW THESE INSTRUCTIONS COULD
RESULT IN SERIOUS INJURY OR DEATH.**

2.2 EXTENDING THE ROOM

1. Level the unit.
2. Verify the battery is fully charged and hooked-up to the electrical system.
3. Remove the transit bars.
4. Press and hold the IN/OUT switch (Fig. 1) in the OUT position until the room is fully extended and stops moving.
5. Release the switch, which will lock the room into position. **NOTE:** If the slideout switch is held after the room is fully extended, the control will sense that the room has stopped and will shut off the motor after a few seconds.

Fig. 1 Slideout Switch



2.3 RETRACTING THE ROOM

1. Verify the battery is fully charged and hooked-up to the electrical system.
2. Press and hold the IN/OUT switch (Fig. 1) in the IN position until the room is fully retracted and stops moving.
3. Release the switch, which will lock the room into position. **NOTE:** If the slideout switch is held after the room is fully retracted, the control will sense that the room has stopped and will shut off the motor after a few seconds.
4. Install the transit bars.

3. MANUALLY OVERRIDING YOUR SLIDEOUT SYSTEM

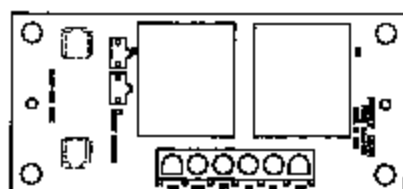
Your Power Gear slideout system is equipped with an electric motor, which can be released to allow you to extend / retract the room in the event of a loss of power, by applying force directly on the drive shaft cross tube.

NOTE: If the room does not move when the switch is pressed, check the following:

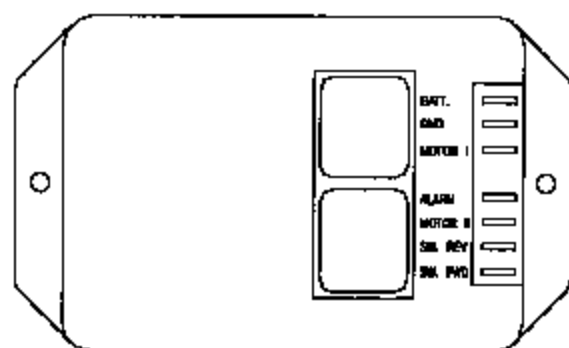
- Battery is fully charged and connected.
- The transit bars are removed.

After the previous items have been checked and the room still does not move when the slideout switch is pressed, follow these simple steps to manually override your slideout room.

1. Locate the slideout relay control (refer to your dealer or RV manufacturer for location). Unplug the wiring harness from the controller. Locate the slideout motor (Fig. 4). It will be mounted to one of the slideout rails. **NOTE:** If the RV has an underbelly or a cover over the motor, these parts must be removed to access the motor.
2. Rotate the brake lever, on the backside of the motor, counter-clockwise (looking from the rear of the motor) about 1/8 of a turn to the released position. Refer to Fig. 3. This will release the brake that holds the room in place.
3. The room is now free to move. Using an adjustable wrench on the drive shaft cross tube, crank the room in completely.
4. When the room is fully in apply pressure to the wrench/ratchet and return the brake lever to its engaged position. This will ensure the room is locked into a sealed position.
5. Take the unit to an authorized dealer for service.



RELAY CONTROL



CURRENT LIMITER

Fig. 2 Slideout Control

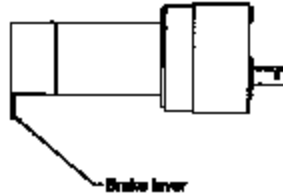
!!! WARNING !!!

WHEN THE MOTOR BRAKE IS DISENGAGED THE SLIDEOUT ROOM WILL NOT LOCK INTO PLACE; THEREFORE, THE ROOM WILL NOT BE SEALED. WHEN THE ROOM HAS BEEN MANUALLY RETRACTED, BE SURE TO INSTALL THE TRANSIT BARS AND RETURN THE MOTOR BRAKE LEVER TO ITS NORMAL ENGAGED POSITION IN ORDER TO SEAL AND LOCK THE ROOM INTO POSITION.

END DRIVE MOTOR



Rotate approx. 30 degrees counter-clockwise to release motor brake



CENTER DRIVE MOTOR



Rotate approx. 30 degrees counter-clockwise to release motor brake

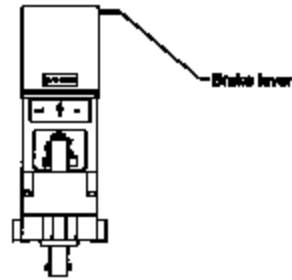


Fig. 3 Motor Brake Lever

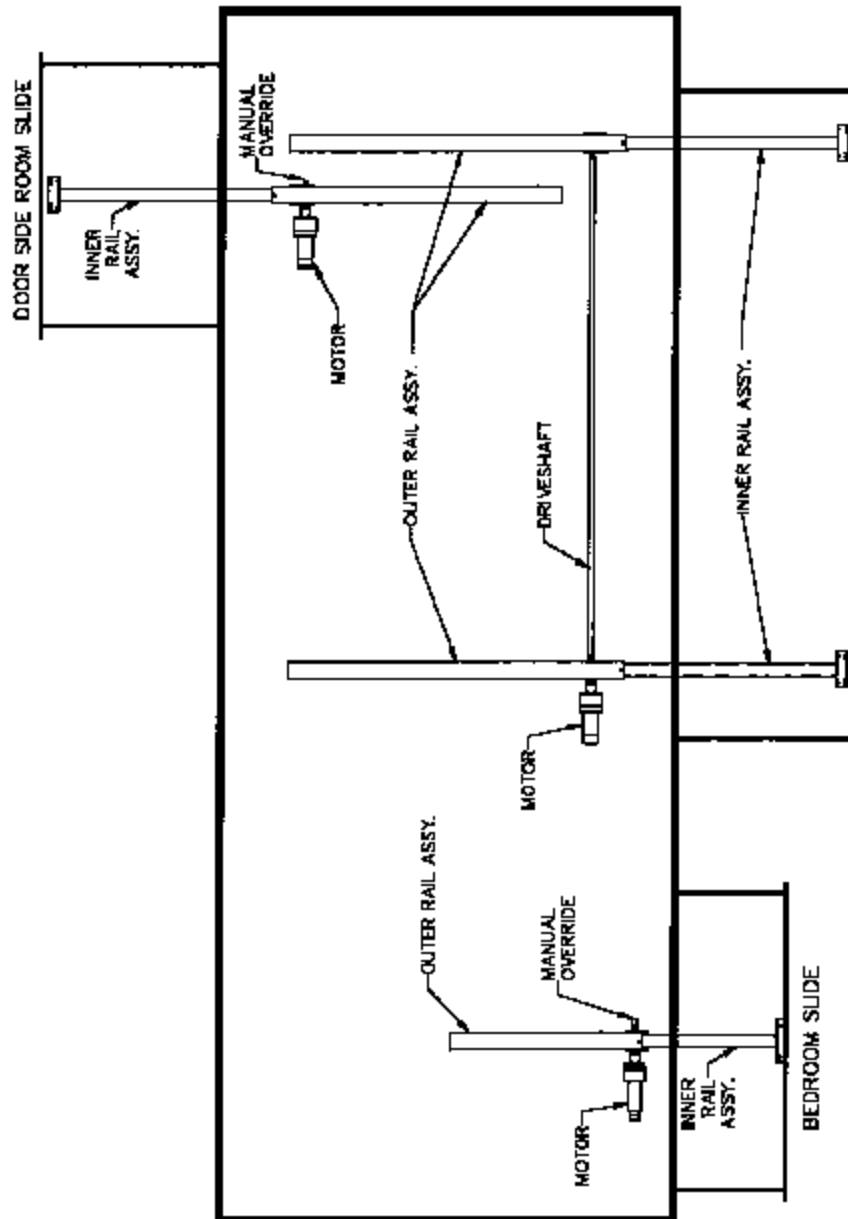


Fig. 4 Motor and Manual Override General Locations

4. PREVENTATIVE MAINTENANCE

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CAUTION: DO NOT WORK ON YOUR SLIDEOUT SYSTEM UNLESS THE BATTERY IS DISCONNECTED.

- When the room is out, visually inspect the inner slide rail assemblies. Refer to Fig. 4 for location of inner rail assemblies. Check for excess build-up of dirt or other foreign material; remove any debris that may be present.
- If the system squeaks or makes any noises it is permissible to apply a coat of light weight oil to the drive shaft and roller areas but, remove any excess oil so dirt and debris do not build-up. **DO NOT** use grease.

IF YOU HAVE ANY PROBLEMS OR QUESTIONS CONSULT YOUR LOCAL AUTHORIZED DEALER OR CALL US AT POWER GEAR (800-334-4712).

5. TROUBLESHOOTING THE SLIDEOUT SYSTEM

If a problem occurs with a Power Gear Slideout System Consult the following table. If a problem is not listed or you require further assistance, please call Power Gear and talk to our Customer Service Department at 1-800-334-4712.

| Problem | Check/Inspect | Probable Cause | Solution |
|---|--|---|--|
| The room does NOT move and the motor does NOT turn. | The room will move slightly then stop. | Excessive drag on the room. | Check to insure the transit bars are removed. |
| The room does NOT seal. | Check for motor brake lever in 'engaged' position. | Motor brake lever disengaged. | Engage brake lever. Refer to Fig. 3 |
| The room STARTS to move but then STOPS . | Test by visual inspection. | An obstruction blocking path of travel of the room. | Remove obstruction or relocate the unit. |
| The room moves VERY slowly. | | Debris lodged between the gear and rack. | Remove the debris. |
| | | Dirt or corrosion build-up. | Remove dirt and lubricate with LIGHT coat of oil. |
| | | The room moves slowly all the way in or out. | Check for 12 Volts DC at the motor while room is in operation. |

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Power Gear
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