



(FOR STEPS WITH CONTROL UNITS 909510000 AND STEPS WITHOUT CONTROL UNITS)

ELECTRIC STEPS

OWNER'S MANUAL #888

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Identification Information

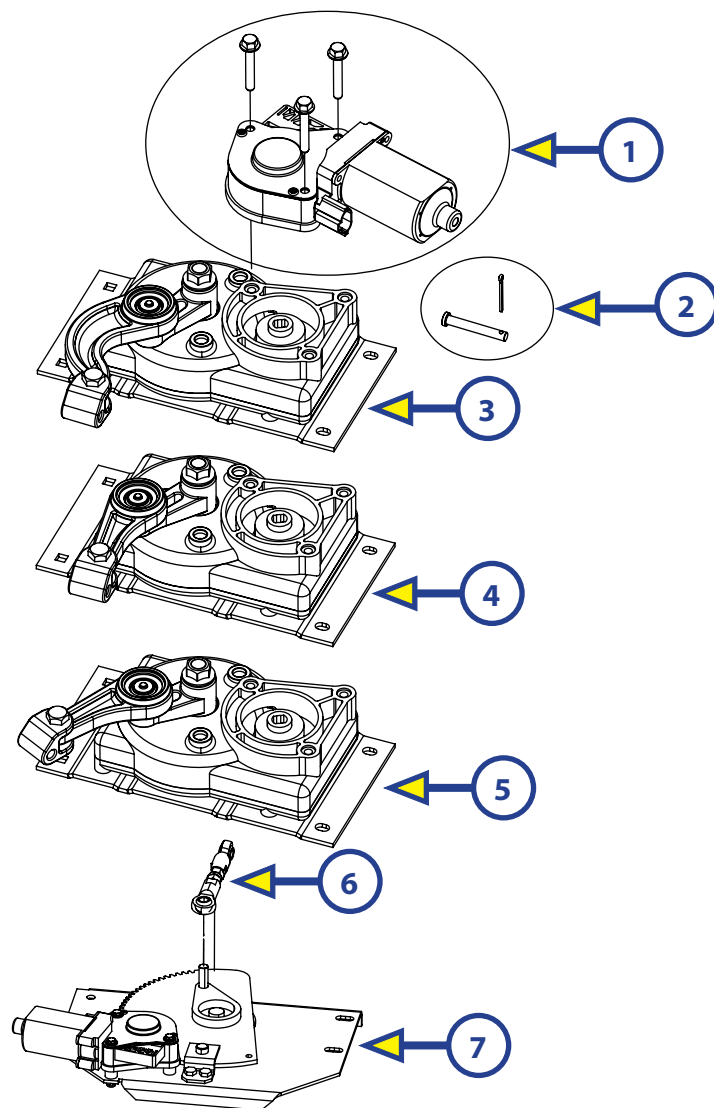
To determine replacement parts, refer to the chart for your Series Step.

Chart 1		
Replacement Parts Kits for Series Steps 22, 23, 28A*, 30, 32, 33, 34, 35, 36, 38, and 40		
Parts Key #	Replacement Kit Part #	Description
1	1101428	Motor and screws 214
2	905205000	Cotter and Clevis Pin
3	1101425	Gear/Linkage 'A' Curved
	9080**000 **insert 2 digit Step Series number	Step Frame Only
	909004000	Step Light

Replacement Parts Kits for Series Steps 28, 31, 37 and 39 as shown in Chart 1 except for the following:		
Parts Key #	Replacement Kit Part #	Description
4	1101426	Gear/Linkage 'B' Straight
Replacement Parts Kits for Series Steps 26 As shown in Chart 1 except for the following:		
Parts Key #	Replacement Kit Part #	Description
5	1101427	Gear/Linkage 'C' Straight
Replacement Parts Kits for Series Steps 24 and 25 AS shown in Chart 1 except for the following:		
Parts Key #	Replacement Kit Part #	Description
6	3380050	Link/Assembly 24 / 25
7	3392152	Motor Table 24 / 25

Replacement Parts All Step Series	
Door Switches	
Description	Replacement Part # (Black, Open)
Magnetic, small rectangular	905323000
¾" Core round	905324000
Magnetic, large rectangular	905326000
Magnetic, ¾" core round	905327000
Plated plunger switch	905328000
Control	
Description	Replacement Part #
Control with step lockout	909510000
Rocker Style Power Switch	
Description	Replacement Part #
For all fully automatic steps	905305000
Self-Center Rocker Switch	
Description	Replacement Part #
Steps not equipped with control unit	905316000

Motor Assembly Drawing and Parts Key Numbers



Fill Out and Save with Vehicle Records

In the event that servicing the step becomes necessary, the information that you supply below will improve service response time. The Step Series number, Serial number, and Control Unit numbers are on the identification labels attached to the control unit and the underside of the step, near the motor. Please take a moment to record this information:

Step Serial #:

Step Series #

Year/Make

Model of RV

Date of

Purchase

Control Unit Complete the following only if your step is equipped with Control Unit.

Control Unit

Serial #

Control Unit #

Replacement part numbers for steps equipped with older style motor/gear box are available online at www.lci1.com/support.

Introduction

WARNING

Step control wiring is only to be used for step and step light (provided with the step) functions. Do not splice, cut or tap into any of the step wiring. Failure to heed this warning may result in voiding the warranty and/or failure of step control, which may result in loss of step function or fire in the step control. Refer any questions to the step manufacturer.

CAUTION

Follow the instructions in this manual carefully. Failure to do so may result in damage to the step control, the motor and/or the vehicle wiring. Such damage may also result in voiding the warranty.

CAUTION

**Step safely supports up to 300 lbs.
DO NOT OVERLOAD THE STEP ASSEMBLY.**

CAUTION

Follow the instructions in this manual carefully. Failure to do so may result in damage to the step control, the motor and/or the vehicle wiring. Such damage may also result in voiding the warranty.

Steps With Control Unit

This manual has been provided to assist you with the identification, operation, maintenance, and troubleshooting of the Kwikie electric step equipped for use with a step lockout switch, control unit and permanent magnet motor. This manual does not apply and should not be used as a reference to previous versions of a Kwikie electric step.

The control unit is essentially a current sensor as well as a switching device. When the motor assembly moves the step tread to its extended position, or stops moving because of an obstruction such as a curb or the binding of a damaged or bent step frame, the motor draws a larger amount of current. The control unit "senses" the larger current draw and shuts off the power to the motor.

All control units are equipped with an ignition override system. This system is designed so that the vehicle will not be driven with the step in the extended position. When the step is locked in the extended position, the door closed, and the ignition is turned on, the ignition override system will engage and the step will automatically retract.

Refer to vehicle OEM owner's manual (or OEM Requirements) which will provide switch position of "on" or "off" for the step lock position.

The Auto Extend feature is another safety feature designed to extend the step when the door is opened for the first time after the vehicle ignition is turned off, regardless of the position of the step switch.

Some van steps use door switch-only operation. When the door is opened the step extends and the step retracts when the door is closed.

Steps Without Control Unit

This manual has been provided to assist you with the identification, operation, maintenance, and troubleshooting of the Kwikie electric step equipped with a self-centering rocker switch. This manual does not apply and should not be used as a reference to previous versions of a Kwikie electric step.

NOTE: Updated new Control Units are equipped with an ignition override system designed to prevent the vehicle from being driven with the step in the extended position. When the step is locked in the extended position, the door is closed, and the ignition is turned on, the ignition override system will engage and the step will automatically retract.

NOTE: Refer to vehicle OEM owner's manual (or OEM Requirements) which will provide the switch position of "on" or "off" for the step lock position. The step cannot be locked in the retracted position.

Operation

CAUTION

If the vehicle is driven with the step in the extended position, there is the possibility of causing major damage to both the step and the vehicle.

CAUTION

Stepping on a partially extended step can cause damage to the step frame. Wait until the step is fully extended before stepping on it.

CAUTION

Do not hold the switch in for longer than it takes to either extend or retract the step or damage to the motor will result.

CAUTION

Always be sure that the step is fully retracted before traveling. If the step is left extended and strikes an obstruction while the vehicle is moving, major damage to both the step and the vehicle could result.

Step With Control Unit - (Normal Operation/Automatic Mode)

1. After the installation is complete and with the entrance door open, place the step switch in the position indicated in the OEM Owner's Manual (or OEM requirements) for the step to extend when the door is opened and retract when the door is closed (step follows the door).
2. Close the door. The step should retract and lock in the "up" position.
3. Open the door. The step should extend and lock in the "down" position with the under-step light illuminated.

NOTE: The under-step light operation is as follows:

- The light is "on" when the step is extended.
- The light is "off" when the step is retracted.
- In the event the coach door / screen door is left open, the light will turn off after 5 minutes
- The under-step light is not available on all step models.

Step With Control Unit - (Step Lock Function/Stationary Extended Mode)

1. If your step is equipped with a step switch, and you would like the step to remain in the extended position while the door is opened and closed, place the step switch in the position indicated in the OEM Owner's Manual (or OEM requirements). The step should remain in the extended position with the under-step light off when the door is closed.
2. With the step switch in the appropriate step lock position, the step extended, and the entrance door closed, turn the vehicle ignition on. The ignition override system will go into effect and the step will automatically retract.

NOTE: If the yellow wire from the four-way connector is not connected to an ignition power source, the ignition safety system will be inoperative and the step will remain in the extended position. In this case, the step lock switch **MUST** be placed in the Automatic Mode position for the step to retract.

3. Turn the vehicle ignition off and open the door. The step will extend and lock in the "down" position. This is the "Auto Extend" feature. When the vehicle ignition is turned on, the step will always activate with the door movement, regardless of the step switch position.

NOTE: If the yellow wire from the four-way connector is not connected to an ignition power source, the ignition will not cause the step to retract if the step lock switch is placed in the Automatic Mode position, regardless of the door position.

Steps Without Control Unit

1. To extend the step, push and hold the bottom half of the rocker switch. Make sure the step is completely extended and locked in position before releasing the switch.
2. Push and hold the top of the rocker switch to retract the step. Be sure the step is completely retracted and locked in position before releasing the switch

NOTE: The extend/retract function will be reversed if the red and yellow terminal connections are reversed or the step is equipped with a reverse-driven motor assembly (such as on the 37 and 42 series steps).

Maintenance

Lubrication

Clean all mud, salt, and road grime from the step before lubricating. Lubricate all moving parts (bearings, pivot points, slides, clevis pin, and drive linkage ball) every 30 days with a good quality moisture and heat resistant penetrating grease. KwikLube™ Spray Grease is specially formulated to lubricate Kwiee Electric Steps and is recommended for lubricating all moving parts. Refer to the figures below for lubrication locations.

NOTE: Silicone lubricants and WD-40 are not recommended as they have a tendency to evaporate and dry the mating surfaces which leave them vulnerable to the elements.

NOTE: Figures are to be used for general reference purposes only. Some may not pertain to your particular step model.

1. Square shaft bearing - lubricate around the outside and under head of bearing (Fig. 1 and 3).
2. On step models equipped with plastic cover, this cover will have to be removed to lubricate center bearings. Lubricate bearings under cover every 90 days (Fig. 4).
3. Lubricate around the bushing-in-bushings (Fig. 4).
4. Maintain clean, dry electrical connections at the two-way and four-way connectors and any butt connections leading from the four-connector to the vehicle. A small dab of di-electric grease at the connections and replacing corroded butt connections with heat shrink type crimp style automotive connectors will help maintain a good electrical source for the step.

Maintenance In Salt Environment

To maintain step finish when step is exposed to a salt environment for extended periods of time, routinely spray with fresh water.

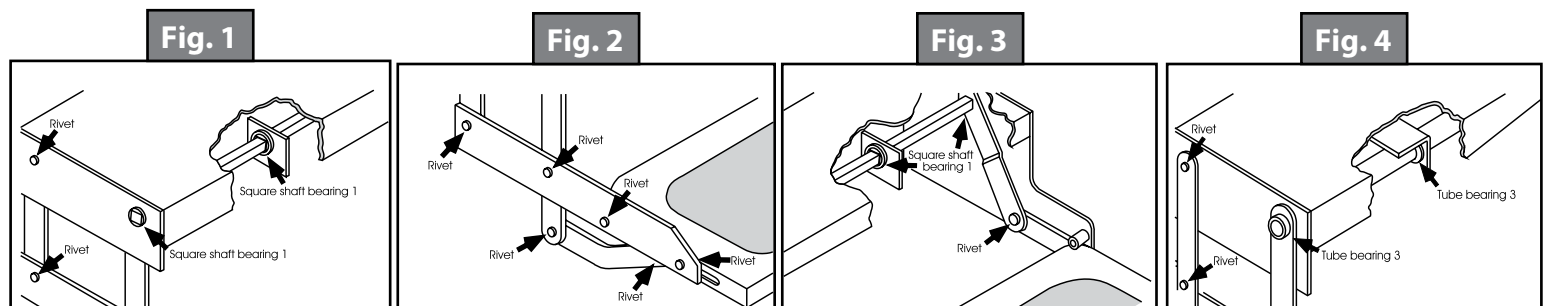
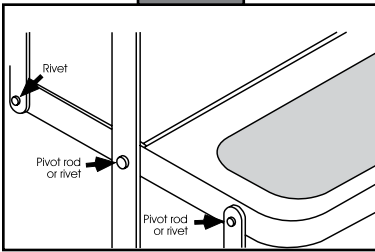
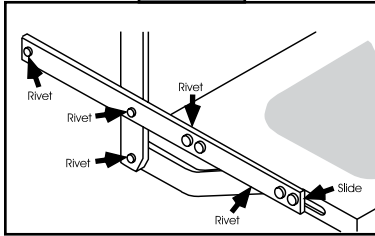
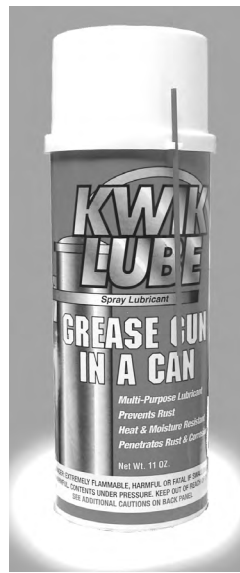
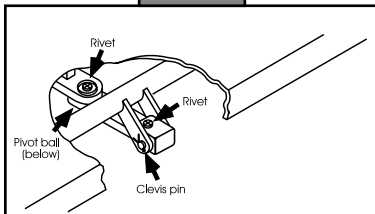


Fig. 5**Fig. 6****Fig. 7**

KwikLube™ is a unique aerosol grease that has hundreds of automotive, household, and industrial uses in addition to lubricating Kwikkee Electric Steps.

KwikLube™ sprays on (and into) places that are hard to reach. Then it changes from a penetrating fluid to a tough, protective grease in a matter of minutes.

The cured KwikLube™ film is impervious to moisture and can withstand temperatures above 400° F (204° C). This formulation also contains additives to prevent rust and reduce wear.

Ask your local RV Dealer for KwikLube™

Adjusting the Cam Stops

24, 25, 27, 28A*, 32, 34, 35, 36, 38, and 40 Series Steps

Kwikkee steps are fitted with adjustable cam stops on the step frame that help lock the step in the "out" position, creating a firm stepping platform. The cam is adjusted at the factory but may fall out of adjustment and need to be tightened due to the rigors of shipping, installation, and normal use.

CAUTION

When the cam stops are out of adjustment, the step may feel loose or "mushy" when stepped on. If the cam stops are not properly adjusted the step may not extend fully to the locked-out position. Using a step with loose or out-of-adjustment cam stops may cause damage to the motor assembly and/or the drive linkage.

CAUTION

When working under the step, be sure that the step cannot be activated and that nothing can get caught in the step mechanism.

WARNING

Keep hands, feet, and clothing away from the step when extending and retracting. Failure to do so may result in personal injury.

The cam stops are located under the step top on the 28A*, 32, 36, and 38 Series Steps, and on the bottom tread side rail on the 24, 25, 27, and 40 Series Steps. There is one stop on each side of the step.

1. Loosen the stops so they move freely and retract the step.
2. Extend the step fully to its locked extended position (Fig. 8). Be sure that the motor assembly linkage rests against the gear case as illustrated in (Fig. 8). Repeat if needed until the motor assembly locks in the extended position.
3. Push the stops against the leg and tighten securely (Fig. 9). Be sure that both stops are tightened and that they rest securely against the leg.

4. Retract and fully extend the step. Check the motor assembly to be sure that it is locked all the way out, and that both stops are secure against the legs. Repeat the above procedures if needed to properly adjust the stops.
5. Push on the front edge of the step tread. If the step seems loose, repeat the above procedures. The stops may not be properly adjusted so that they rest tightly against the leg.

NOTE: *28A is Step Part Number 902829XXX

Fig. 8

Gearbox and motor assembly.

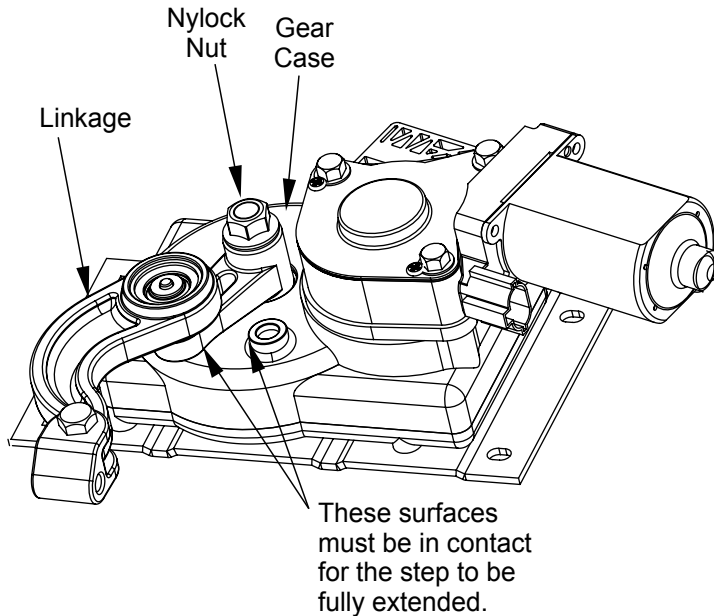
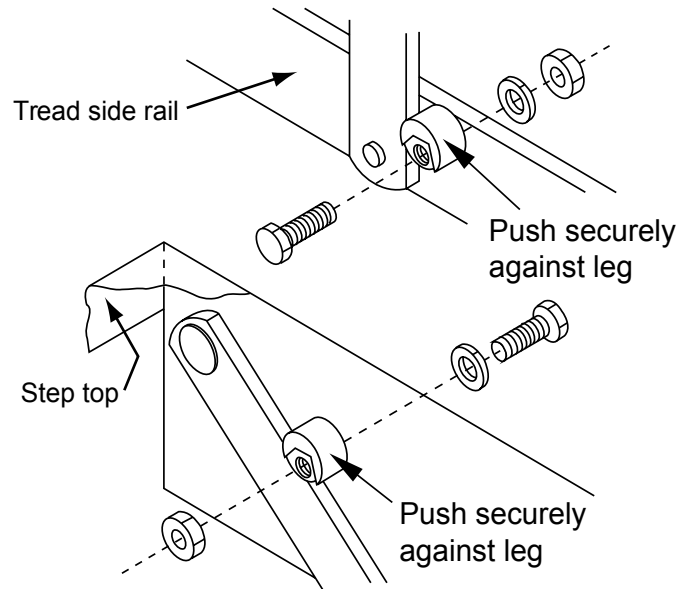


Fig. 9

Stop location and assembly



General Service Notes

If the power wire to the step is disconnected from its source and reconnected, a spark is common. This is caused by the momentary charging of the control unit and does not necessarily indicate the system is staying on, which would cause a drain on the battery.

To determine if a control unit is not shutting off, remove the four-way connector to the chassis and the two-way connector between the step motor and the control unit. Place a voltmeter between the red and yellow motor wires at the two-way connector from the control unit. Reconnect the four-way Connector. Refer to OEM Owner's Manual (or OEM requirements) and place the step switch in the appropriate position for the step to remain in the extended position. If any voltage registers on the meter for more than 5 seconds, the control unit is not shutting off and may be defective. When doing this test, switch the voltmeter leads back and forth between the red and yellow motor wires to be sure no voltage registers.

If any voltage registers for more than 5 seconds, disconnect the four-way connector to keep the step motor from overheating. If zero voltage is present, the control unit has shut off and is normal.

If the step does not work or operates erratically (for example, extends part way and shuts off) the first item to check is the vehicle battery. Low supply voltage may cause erratic operation of the step. Poor ground connections may also cause erratic operation of the step. Check battery voltage and condition. A battery in good condition and properly charged will have a no load voltage or approx. 12.6 volts. Check the voltage at the battery and at the four-way connector at the control unit. Insure that all battery and step control

unit connections are clean and secure. Recharge or replace the battery as necessary and retest the step for proper operation.

The step may also operate erratically if it is operating directly from a converter and the converter output is not adequate or properly filtered for clean DC voltage. The converter **MUST** be capable of producing a minimum of 30 amps for proper step operation.

The step will not function if the ground to the control unit is lost between the step control unit and the vehicle chassis (the long green ground wire) or between the vehicle battery and the ground (negative battery cable). Make sure the battery terminals and all wire connections are clean and tight. Verify that all wires meet the minimum requirements specified in Figures 10, 11, 12 and 13 on Page 11.

Troubleshooting and Testing Procedures

The step test procedures on page 9 and 10 are provided to troubleshoot and test all Kwikkee automatic electric step functions. The procedures are designed to initially check the basic functions of the step separately from the RV wiring to determine whether or not the step is malfunctioning. The procedures test various components of the step until the source of the malfunction is located. Using the procedures will shorten and reduce the time spent troubleshooting.

Some portions of the test procedures require additional equipment. This equipment includes:

- Voltmeter
- Well charged 12V DC automotive battery
- 4-way connector/pigtail (Part #909306000, available from Kwikkee)

Read the entire procedure prior to testing.

WARNING

12 volt automotive batteries contain sulfuric acid which can cause severe burns. Avoid contact with the skin, eyes, and clothing. 12 volt automotive batteries produce hydrogen gas which is explosive. Keep cigarettes, open flames, and sparks away from the battery at all times.

CAUTION

Do not allow the battery terminals to come in contact with the step.

WARNING

Keep fingers, arms, and legs clear of step mechanism while performing these tests. Failure to do so may result in personal injury.

NOTE: Be sure that all ground connections are securely fastened with good metal-to-metal contact. A good ground is required for proper step operation.

Testing the Step

1. Inspect the step for visible damage that might restrict step operation.
2. Obtain a 4-way pigtail connector (part #909306000) from Kwikkee.
3. Disconnect 4-way connector on underside of step and connect the step-half of the connector to the four-way connector pigtail. See Figures 10, 11, 12 and 13 on Page 11.
4. Set a fully charged 12V DC automotive battery beside the step.

NOTE: Do not allow the battery terminals to come in contact with the step.

5. Complete a ground for the step tests by connecting a 10 gauge wire from the negative (-) battery post to the green ground wire of the control unit.

6. To supply power, attach the red wire from the pigtail to the battery's positive (+) post. The step will extend.
7. With the power and ground connections complete, all functions of the control unit can be checked at the four wires of the pigtail. The brown wire is the door switch, the white wire is the step lockout switch, and the yellow wire is the ignition override.
8. To retract the step, touch the brown wire to the negative (-) terminal.
9. To extend the step, remove the brown wire from the negative (-) terminal.
10. To test the ignition override feature, extend the step as in Step 8. With the step extended, connect the white wire to the positive (+) terminal and attach the brown wire to the negative (-) terminal. Next, touch the yellow wire to the battery's positive (+) terminal. The step should retract. Remove the brown wire and the step should extend.
11. If any of the step functions do not work, the source of the malfunction is either in the control unit and/or the motor. Proceed to the "Testing the Motor" section on Page 12.

If all of the step functions do work, the malfunction is either in the door switch, step lockout switch, or the vehicle wiring. Proceed to "Testing the 4-way Connector" section on Page 12.

Auto Extend

1. To test the "Auto Extend" feature, touch the brown wire to the negative (-) terminal to retract the step. While holding the brown wire to the negative (-) terminal, remove the yellow from the positive (+) terminal. Touch the white wire to the positive (+) terminal. The step will stay retracted.
2. Now, remove the brown wire and the step should extend.
3. Next touch the brown wire to the negative (-) terminal. The step should stay extended.

Van Steps

If the van step is equipped with a splash cover, remove the cover to access motor assembly and control unit. If step is locked in retracted (up) position and the plastic cover can not be removed, disassemble the step tread to access the plastic cover.

To disassemble the tread, remove the (8) ¼-20 x 1" long hex head bolts in tread side rails (connects tread and sliding blocks to side rail). This allows the tread to drop out of the way and the plastic cover to be accessible.

Reassemble the tread after removing the cover. Reinstall the cover after testing procedures and any necessary repairs are complete. Fully extend the step to reinstall the cover. Be sure that the four-way connector exits the notch in the plastic cover when reassembling.

WARNING

Step control wiring is only to be used for step and step light (provided with the step) functions. Do not splice or tap into any of the step wiring. Failure to heed this warning may result in failure of step control, which may result in loss of step function or fire in the step control. Refer any questions to the step manufacturer.

Fig. 10

Wiring diagram for step with control unit

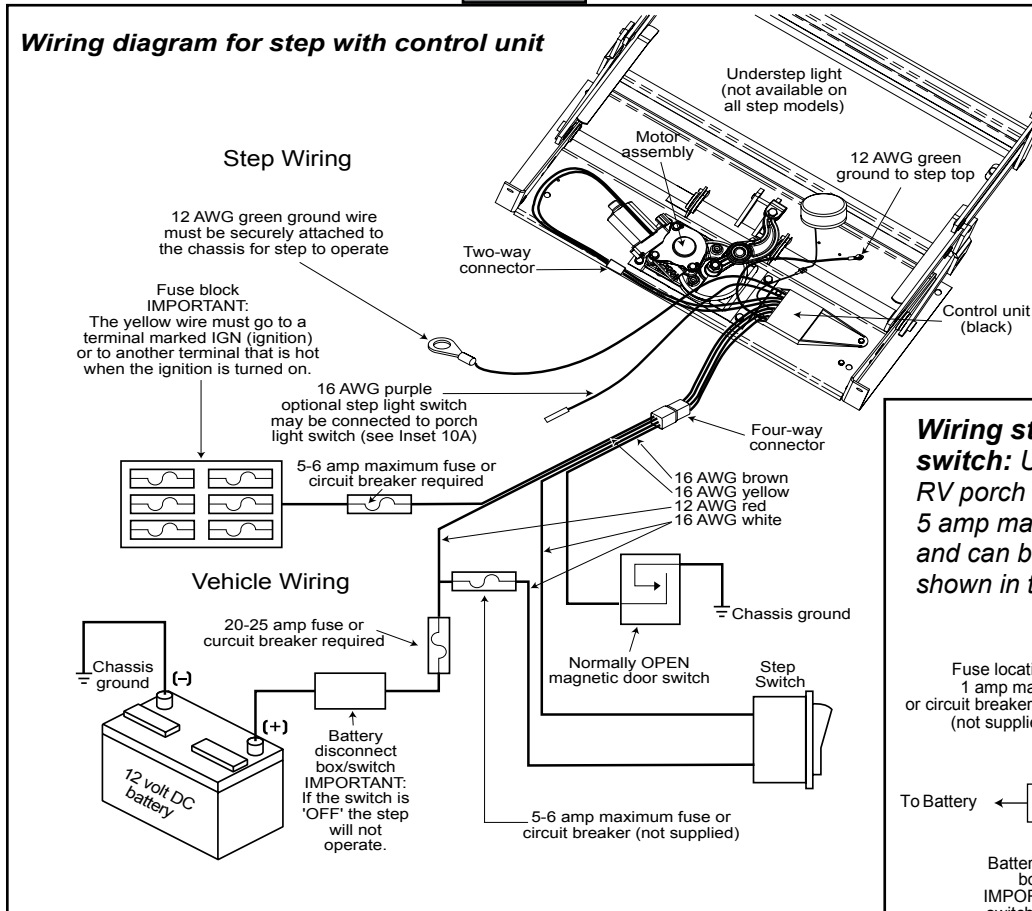


Fig. 11

Wiring step light to porch light switch:

Understep light can be wired directly to the RV porch light switch. If you choose to do this, a 5 amp maximum fuse or circuit breaker is required and can be installed in either of two locations as shown in the wiring diagram below.

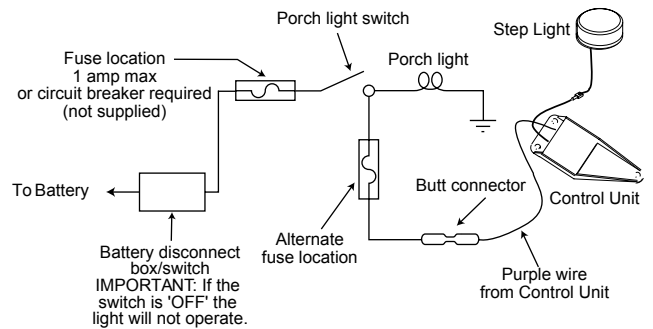


Fig. 12

Wiring diagram for steps with door switch only operation

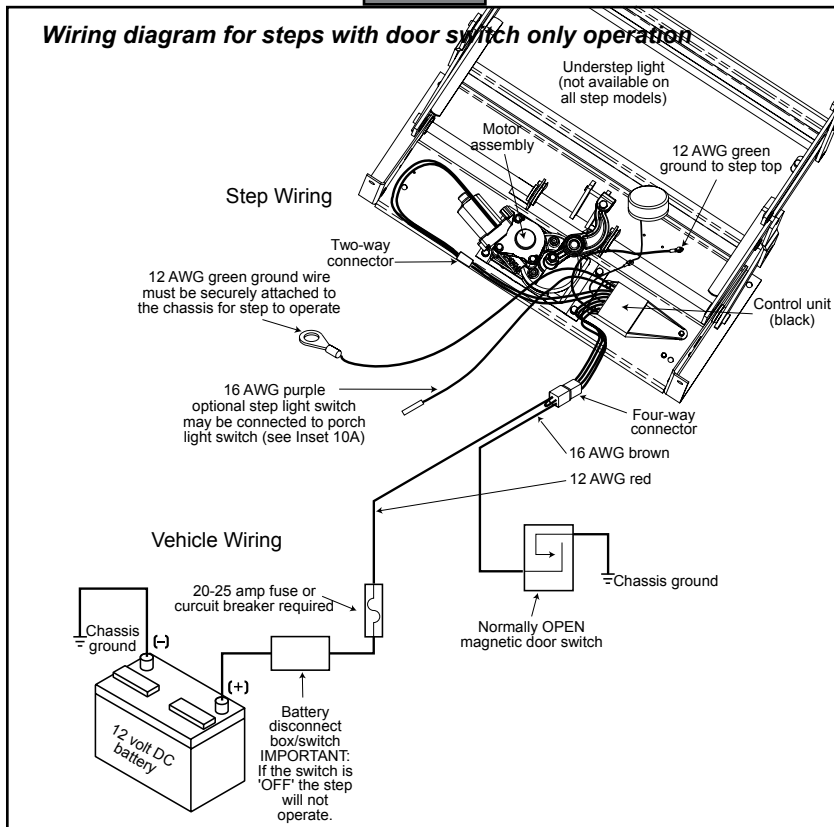
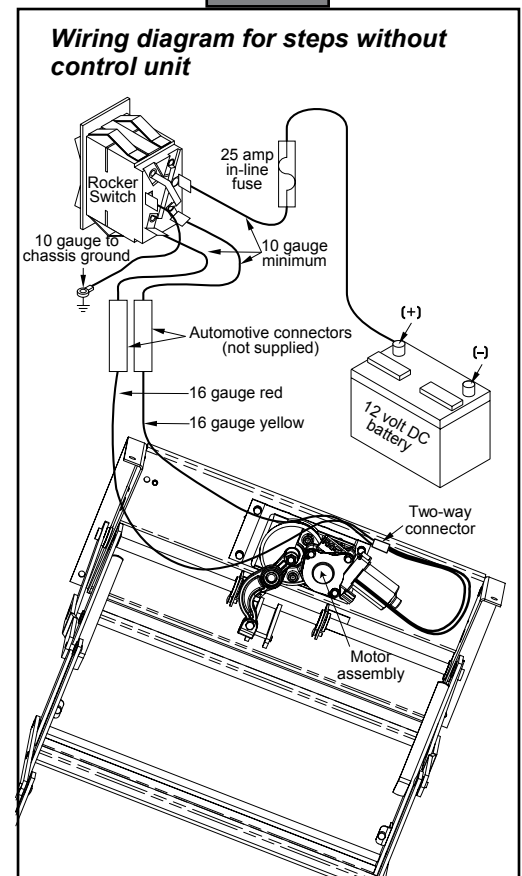


Fig. 13

Wiring diagram for steps without control unit



⚠ CAUTION

Do not leave the wires connected during this test once the step has cycled either in or out. Failure to remove the wires from the battery will burn out the motor voiding any warranty.

Testing the Motor

1. Disconnect the two-way connector between the step motor and the control unit. Connect the motor's red wire to the positive (+) terminal of the battery and touch the motor's yellow wire to the negative (-) terminal of the battery to extend the step. To retract the step, reverse the connections. If the step extends and retracts during this test, the condition of the step motor is good.

NOTE: On steps with reverse polarity plug (Part #1800711) reverse the red and yellow wire connections to perform the previous test.

Testing the 4-Way Connector

1. To check the main power source, connect a voltmeter between the red wire from the 4-way connector (vehicle half) and the ground terminal at the end of the control unit's green ground wire (Fig. 14). The reading should be a minimum of 12 volts DC.

If the voltage reading is low, there may be a loose or corroded connection at the battery, a low charge level on the battery itself, or a poor ground. If the voltage reading is zero (0) volts, check the step fuse/circuit breaker, all connections, and the condition of the wiring between the battery and the plug, including the ground connection at the chassis.

2. To check the step switch, connect a voltmeter between the white wire from the 4-way connector (vehicle half) and the terminal at the end of the control unit's green ground wire (Fig. 15). The reading should be a minimum of 12 volts DC (the same as in Step 12) with the switch in one position, and zero (0) volts DC with the switch in opposite position.

NOTE: Refer to vehicle OEM owner's manual (or OEM Requirements) which will provide the switch position of "on" or "off" for the step lock position.

If the voltmeter reads twelve (12) volts when the step switch is in the Automatic Mode position, there is a problem in the step switch circuit.

Check the 6 amp in-line fuse, the step switch itself and the condition of the circuit's wiring and terminal connections.

3. To check the door switch, connect a voltmeter between the red wire from the 4-way connector (vehicle half) and the brown in the same connector (Fig. 16). The voltage should be a minimum of 12 volts DC (the same as in step 12) when the door is closed and zero (0) volts when the door is open.

If the readings are incorrect, there is a problem with the switch. Check the door switch and the condition of the circuit's wiring and terminal connections.

Fig. 14

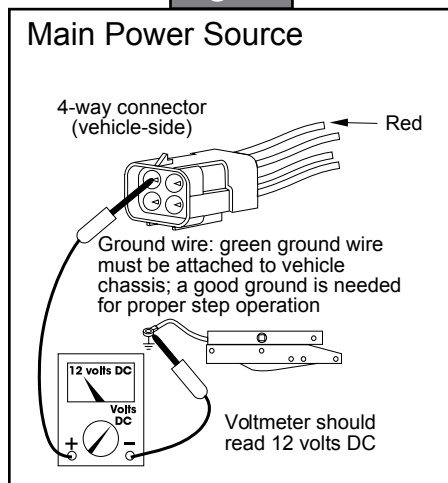


Fig. 15

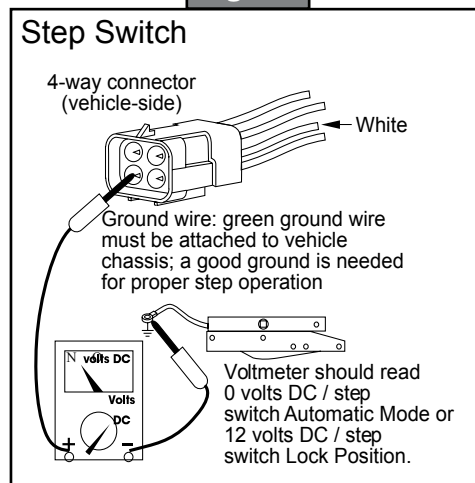
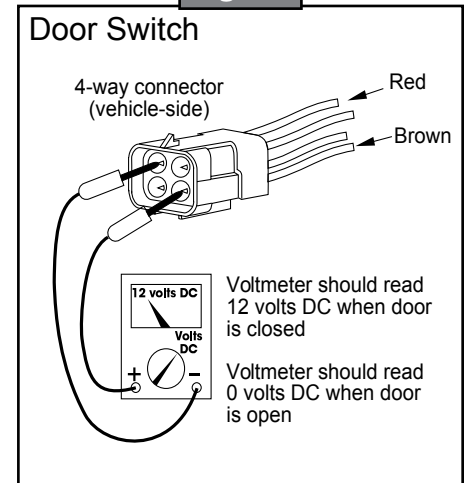


Fig. 16



4. To check the ignition override system, connect a voltmeter between the yellow wire from the 4-way connector (vehicle half) and the ground terminal on the end of the control unit's green ground wire (Fig. 17). The voltage reading should be approximately 12 volts DC when ignition is on and zero (0) volts when ignition is off.

If the reading is zero when the ignition is on, check all terminal connections, wiring, and the vehicle's ignition fuse.

NOTE: The step wiring circuit **MUST** be independent. No other device (i.e. alarm systems, step well lights, etc.) can be connected to the step wiring circuit. Any device connected to the step wiring can cause the step to malfunction and will void the warranty.

5. For steps equipped with door switch only operation: Connect the white jumper wire from the vehicle half of the four-way connector and the ground terminal at the end of the control unit's green ground wire (Fig. 18).

NOTE: Be sure to use the terminal with only the white wire.

The reading should be zero (0) volts DC. If the voltage reading is more, the white wire is connected to 12 volts and should be cut.

Fig. 17

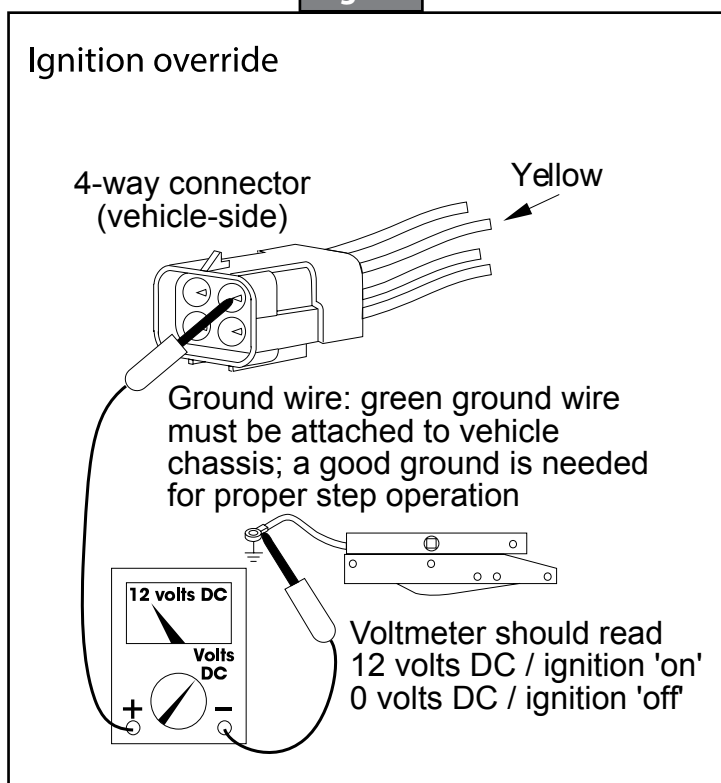
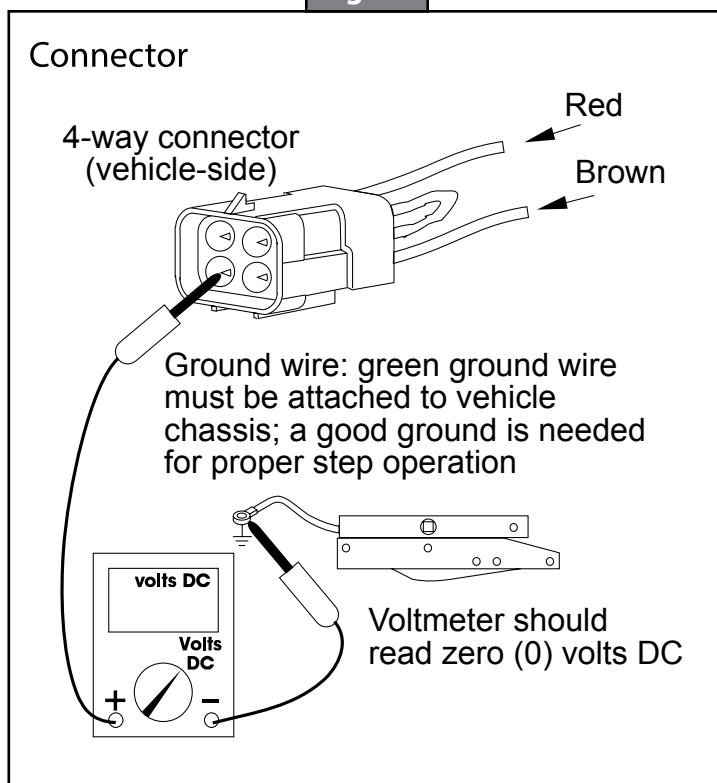


Fig. 18



Notes

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