

## NEED HELP WITH LOCKED UP AUTOPARK PARKING BRAKE SYSTEM?

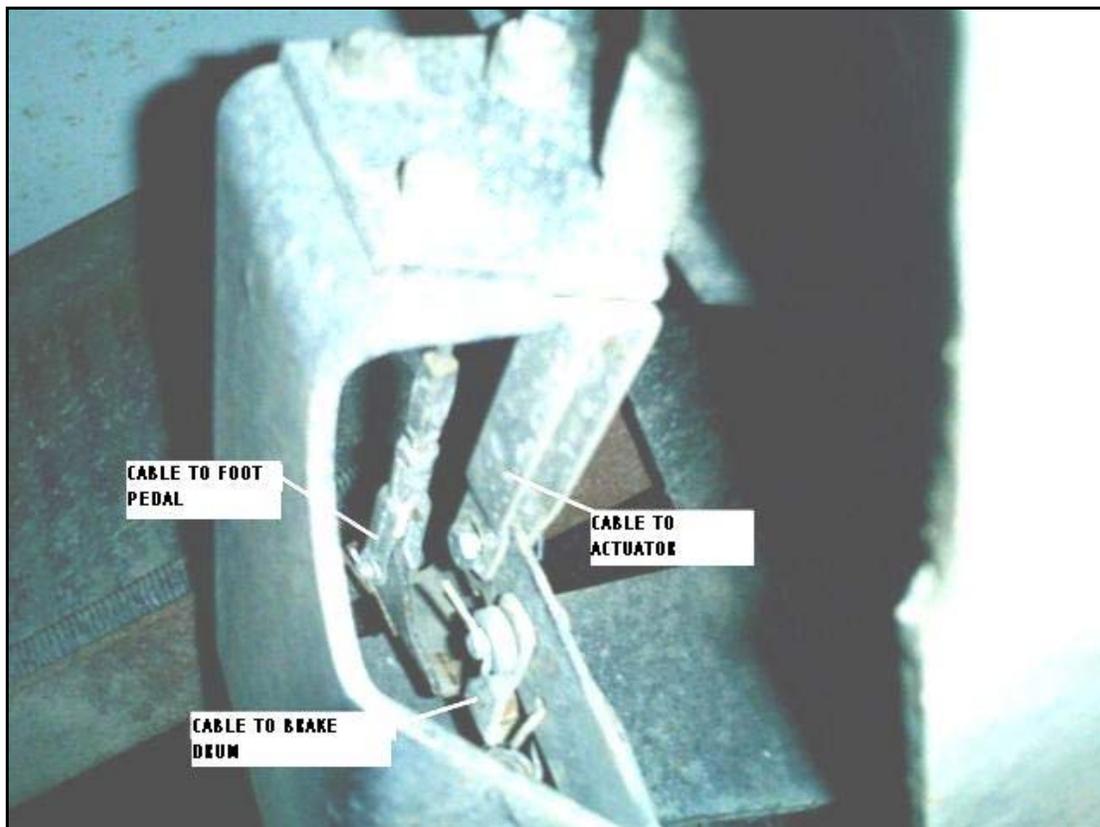
If your coach was built between (about) mid 1989, on up through (about) 2006, it may be equipped with AutoPark. This is a system which can automatically apply your parking brake when you put the gear shift lever into PARK.

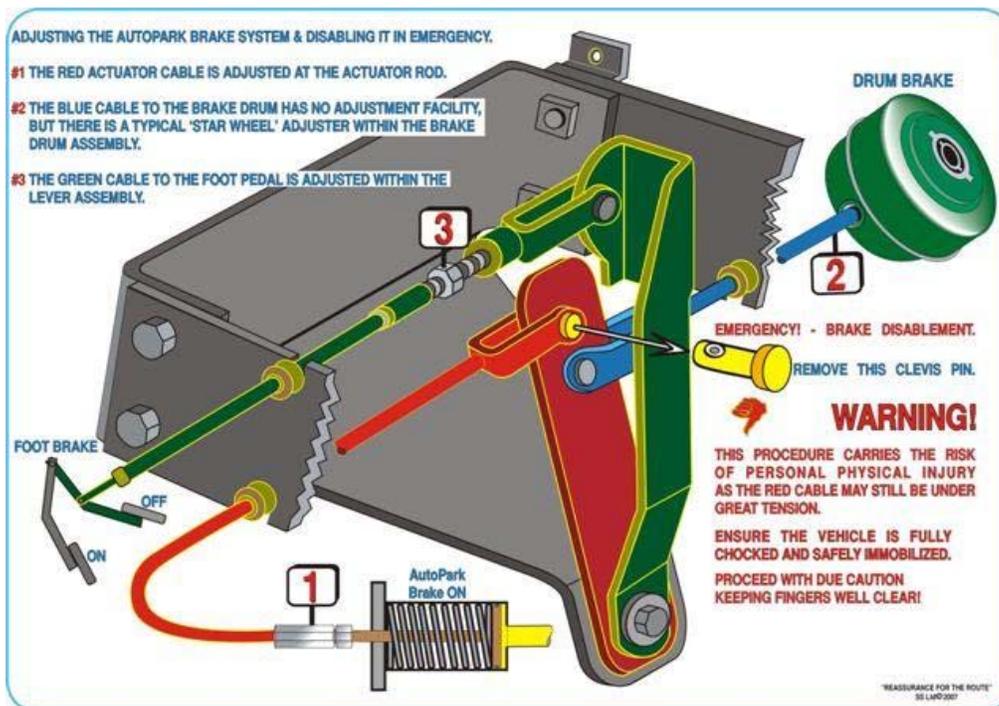
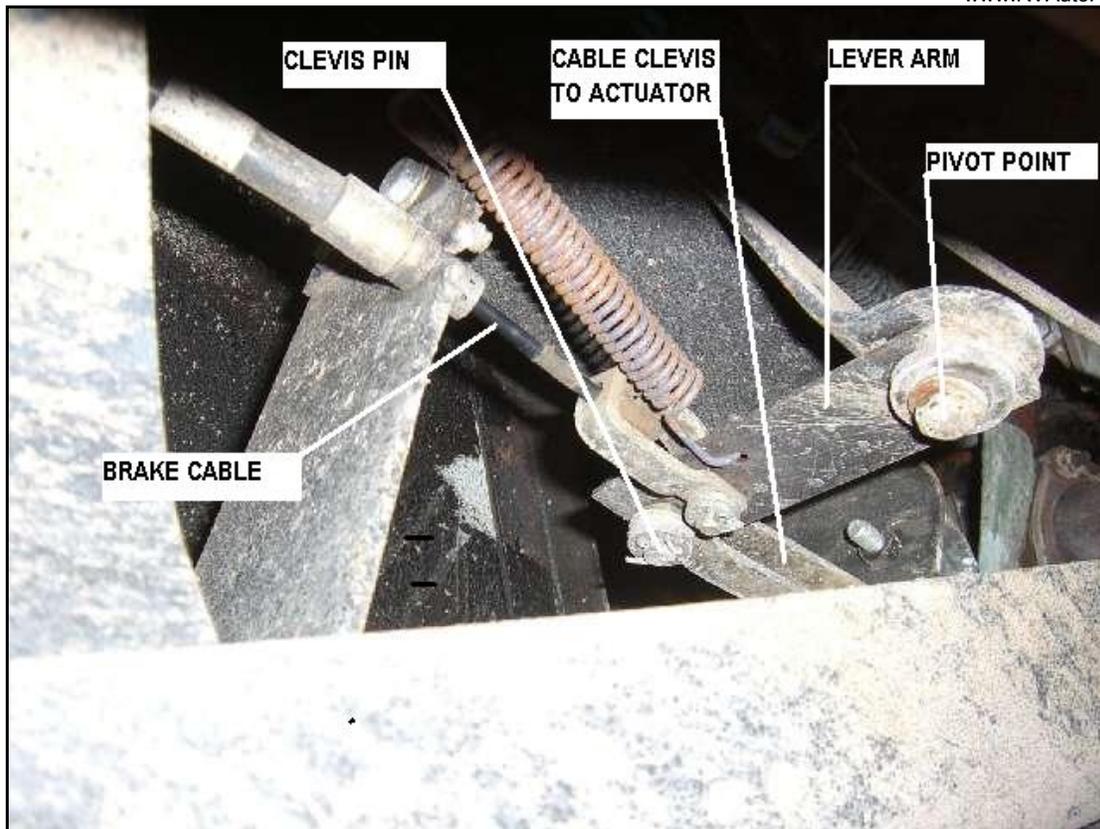
The earlier versions of this system rely on pressure from the power steering system to release this brake, and the later versions have their own separate pump and reservoir. Either of these setups can malfunction and cause application of the parking brake - - anywhere, anytime.

If you find yourself in this situation, the best thing to do is to release the brake by disconnecting the cable system that runs between the hydraulic actuator and the brake drum which is located on the driveline - - right behind the transmission. There are several ways this might be accomplished, but probably the simplest one is to disconnect the cable clevis at what is called "The Lever Relay System." This is NOT an electrical relay - - it is a purely mechanical device utilizing either one, or two levers (depending on how the parking brake is configured).

This lever relay is located on the DRIVER SIDE frame rail, near the transmission. Coaches which have BOTH the Autopark on the shift lever (PARK position), as well as a manual foot pedal for the parking brake (located to the left of the steering column), will have two levers. Later versions which have NO foot pedal, but have a yellow push-pull knob on the dashboard, will have only one lever.

Here are photos of the two lever system, the single lever system, AND a colored illustration of the two lever system. The colored illustration outlines the method for pulling a clevis pin to disconnect and **RELEASE THE PARKING BRAKE FROM LOCKUP**. It is important to note that the principle for pulling this clevis is the same for any of the versions - - whether or not they have the manual foot pedal. So, it doesn't matter if you have a one, or a two lever relay system, the basic principles of the disconnect procedure **ARE THE SAME**.





Above is an illustration of the LEVER RELAY. This particular version shows the optional foot pedal brake which is found only on coaches built between about mid 94 to mid 98. The general principle of removing the yellow clevis pin to release a locked up parking brake, pertains to all versions of the 171 autopark system - - even those found on the earlier models that run off of the power steering pump. This lever relay is almost always located on the driver's side frame rail near the left hand side of the transmission. It is connected inline between a cable from the hydraulic actuator, and a cable that goes to the parking brake drum on the driveline just behind the tranny.

The first step will be to make sure the wheels are chocked so the coach will NOT roll when you disconnect the parking brake. Then, you need to get under the driver side and locate the lever relay - - near the transmission on the driver's side frame rail. It should look similar to one of the two photos. You will probably need both channel lock type pliers, as well as long nose pliers. You MIGHT be able to get by with just a regular pair of pliers, but that will depend on the working room under your specific coach.

With your long nosed pliers, remove the cotter pin from the clevis pin - - as per the colored illustration above. Then, with your channel lock type pliers, grab the head of the clevis pin and see-saw it back and forth while pulling it out of the clevis. This will take some effort as the pin will be under considerable tension (brake applied). BE ADVISED: When the clevis pin comes out, the clevis, cable and lever will snap pretty violently when the tension is released. **WATCH OUT FOR YOUR FINGERS!!!**

A final step in the procedure is to disable the autopark pump (on units built after about mid '94). This is best accomplished by removing the AutoPark system fuse - - which you may NOT be able to easily find. An alternative is to pull the large connector supplying power to the autopark pump motor. Another possibility is to pull the connector off of the pump motor pressure switch (RGS).

**For In depth help with follow up procedures and repair, contact [oldusedbear11@charter.net](mailto:oldusedbear11@charter.net)**