

**canuckdave**

Junior Member

Join Date: Apr 2013

Posts: 6

**Step cover stopped working**

The step cover in my Monaco has ceased working. It gives a clunk noise when the activation button is pressed but that's it. I have read the threads on this forum and others regarding this problem and it seems to be fairly common. I managed to get the plywood cover off and can't figure out how this thing works or what the problem is exactly. I took a couple of pics and there are two flat pieces on at 45 degrees from the long screw-like piece running front to back and these appear to be snapped off. I will try to provide the pics via Photobucket.

Any suggestions or ideas? How do I get in there to fix anything because I can barely get one hand inside.

[020\\_zps60d3d2a0.jpg](#) Photo by djbroughton | Photobucket

[021\\_zpsfd0f9331.jpg](#) Photo by djbroughton | Photobucket

Dave- Calgary, Alberta  
06 Monaco Camelot 40 pdq

Dave B  
Calgary, Alberta  
06 Monaco Camelot 40pdq



Quote

Multi+

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09-02-2013, 04:13 AM

#2

## [danes-on-tour](#)

Senior Member



**iRV2** Supporter








Monaco Owners Club  
Texas Boomers Club  
Join Date: Feb 2008  
Location: Denmark and US  
Posts: 1,354

Mine got stuck at some point.

On mine it was down to the lack of lubrication. I got a spray can of silicone based lube with a long nozzle and sprayed all moving parts the best I could. I then pressed the activation button while pulling by hand on the slide, and out it came. After it came out, the moving parts was easier accessible (having opened the side door of course) and I gave it one more dose of lubricant - I could add some grease to the centre spindle as well.

After this everything worked just fine, and have been working fine ever since.

<div></div>		<div>Good luck 🍀</div> <div><b>The Great Dane</b> 2007 Monaco Diplomat PAQ - 2007 Saturn Vue Honorary Texas Boomer Living in Denmark - visiting the US whenever possible. <a href="http://www.winnebago.dk">www.winnebago.dk</a> <a href="http://www.blog.retired.dk">www.blog.retired.dk</a></div> <div></div> <div><div>Quote</div><div>Multi+</div><div>Quick</div><div>Thanks</div></div>
<div></div>		
<div><b>dan-es-on-tour</b></div> <div><div><a href="#">View Public Profile</a></div><div><a href="#">Send a private message to dan-es-on-tour</a></div><div><a href="#">Send email to dan-es-on-tour</a></div><div><a href="#">Visit dan-es-on-tour's homepage!</a></div><div><a href="#">Find More Posts by dan-es-on-tour</a></div><div><a href="#">Add dan-es-on-tour to Your Contacts</a></div><div><a href="#">Add dan-es-on-tour to Your Ignore List</a></div></div>		
<div> 09-02-2013, 09:01 AM</div>		<div>#3</div>
<div><b>Drifter</b> Senior Member</div>	<div>Here's a picture of where the 45 degree flat irons mount to.</div> <div> This image has been resized. Click this bar to view the full image. The original image is sized %1%2 and weights %3.</div>	



**iRV2 Supporter**



Monaco Owners Club  
Holiday Rambler Owners Club  
Join Date: Dec 2006  
Posts: 1,172



The whole assembly is held in with two screws in the face of the toe kick.



This image has been resized. Click this bar to view the full image. The original image is sized 1024 and weighs 3.1 KB.





Most likely the motor is bad. You can get one at Granger for about 50.00.

Mike & Sharon and our Pup Frankie  
2008 HR Endeavor 40PDQ



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09-02-2013, 09:46 AM

#4

### Drifter

Senior Member



iRV2 Supporter



Monaco Owners Club  
Holiday Rambler Owners Club  
Join Date: Dec 2006  
Posts: 1,172



Here's a Link to a new motor. The hardest part of the job was removing the pulley without doing any damage. The pulley cost is more than the motor.

[DAYTON DC Motor, PM, TENV, 1/35 HP, 2350 rpm, 12VDC - DC Permanent Magnet Motors - 3LCH7|CCC-003 - Grainger Industrial Supply](#)

Mike & Sharon and our Pup Frankie  
2008 HR Endeavor 40PDQ



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Yesterday, 08:40 PM

#5

**ShapeShifter**

Senior Member



Monaco Owners Club  
Join Date: Feb 2010  
Location: Buffalo, NY  
Posts: 269



Quote:

Originally Posted by **Drifter** ➡

*The whole assembly is held in with two screws in the face of the toe kick.*

Really? Then yours is a lot different than mine. On mine, those two screws just hold the toe kick in place. The plywood platform was attached to the slides with eight more screws. Then there were four more screws (two each) that attached the sliding brackets that give the little "kick" to raise the platform at the end of the travel (both are visible in the second picture, one is resting on the 45 degree flat iron in the first picture.)

I had to remove 12 screws to get to the same state as is shown in those pictures. All screws go up through the mechanism and into the bottom of the plywood panel. The only screws I didn't have to touch were the two holding on the toe kick.

It was a bit of work, but by taking off the platform I had easy access to study the whole mechanism, get everything in alignment, and really lube everything well. My cover used to do the same as in the OP (clunk but nothing else) and now they operate very smoothly.

**2007 Holiday Rambler Endeavor 40PDQ LE** - Cummins ISL 400

2013 Ford F-150 FX4 toad

Buffalo, NY

Quote

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**ShapeShifter**

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Yesterday, 08:44 PM

#6

## [ShapeShifter](#)

Senior Member



Monaco Owners Club  
Join Date: Feb 2010  
Location: Buffalo, NY  
Posts: 269



just took another look at the pictures. On the second one, it looks like the entire mechanism has been pulled out of the recess. How did you do this? It seemed like my mechanism was welded to the floor of the recess before the main subfloor and tile was put down.

**2007 Holiday Rambler Endeavor 40PDQ LE** - Cummins ISL 400  
**2013 Ford F-150 FX4 toad**  
Buffalo, NY

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## ShapeShifter

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Yesterday, 10:03 PM

#Z





## [canuckdave](#)

Junior Member

Join Date: Apr 2013

Quote:

Originally Posted by **ShapeShifter** ➡  
*just took another look at the pictures. On the second one, it looks like the entire*

<div>Posts: 6</div> <div>   </div>	<div> <i>mechanism has been pulled out of the recess. How did you do this? It seemed like my mechanism was welded to the floor of the recess before the main subfloor and tile was put down.</i> </div> <div> <p>When I get a chance I will take some pictures of mine once it's out. That won't be for a couple of weeks though.</p> <p>Dave</p> <hr/> <p>Dave B Calgary, Alberta 06 Monaco Camelot 40pdq</p> </div> <div> <div>Quote</div> <div>Multi+</div> <div>Quick</div> <div>Thanks</div> </div>
<div>canuckdave</div> <div> <a href="#">View Public Profile</a>  <a href="#">Send a private message to canuckdave</a>  <a href="#">Send email to canuckdave</a>  <a href="#">Find More Posts by canuckdave</a>  <a href="#">Add canuckdave to Your Contacts</a>  <a href="#">Add canuckdave to Your Ignore List</a> </div>	
<div>  Today, 07:49 AM         </div> <div> <div>Drifter</div> <div>Senior Member</div> <div>  </div> </div>	<div> <div>  Today, 07:49 AM           <div>#8</div> </div> <div> <p>ShapeShifter, The whole assembly comes out by removing the two screws that I mentioned in the front of the metal frame that attach to the toe kick of the fixed step, not the step cover. In fact the step cover does not need to be removed at all. A hard pull on the step cover and it will release off the pins from the metal frame, then you can slide the cover out a bit to get at the two screws to remove.</p> <hr/> <p>Mike &amp; Sharon and our Pup Frankie 2008 HR Endeavor 40PDQ</p> </div> </div>

**IRV2 Supporter**



Monaco Owners Club  
Holiday Rambler Owners Club  
Join Date: Dec 2006  
Posts: 1,172



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Today, 08:09 AM

#9

## ShapeShifter

Senior Member



Monaco Owners Club

Quote:



Originally Posted by **Drifter** ➡

*A hard pull on the step cover and it will release off the pins from the metal frame, then you can slige the cover out a bit to get at the two screws to remove.*

I'm sorry, I misunderstood your original post. 🙄

The "hard pull" is how I could get basic access. After that, I took the step platform off, mostly to satisfy my curiosity on how the mechanism works. It's a real PITA to get the screws out, and even more so to get them back in. It's not really necessary, and I don't recommend it if you can avoid it.

Join Date: Feb 2010  
Location: Buffalo, NY  
Posts: 269



I'll have to take a closer look at mine, and see if I can find those two screws. My mechanism appeared to be welded in place, which would make it virtually impossible to service the motor. It seemed like a real bad idea to do it this way, but I was frustrated enough by those platform screws that perhaps I wasn't looking closely enough at the overall mounting scheme.

Thanks for the clarification. 🙏

**2007 Holiday Rambler Endeavor 40PDQ LE** - Cummins ISL 400  
2013 Ford F-150 FX4 toad  
Buffalo, NY

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ShapeShifter

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