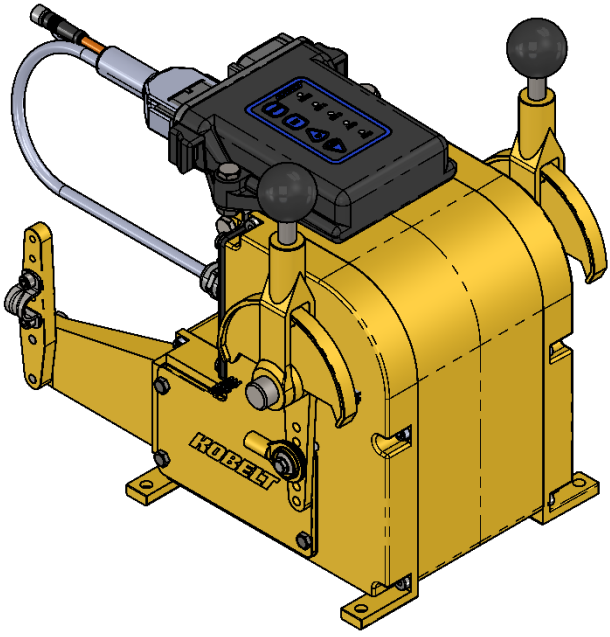
KOBELT

6527M Electronic Actuator

Owner's Operation, Installation & Maintenance Manual



NOTES:

RECORD DATA BEFORE INSTALLATION FOR FUTURE REFERENCE	
Model #:	
Serial #:	
Date of Purchase:	
Date of Installation:	

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1 INTRODUCTION

1.1 CONTACT

Kobelt Manufacturing Co. Ltd.
8238 129th Street
Surrey, British Columbia
Canada, V3W 0A6

Sales Tel: +1-604-572-3935
Fax: +1-604-590-8313
Email: sales@kobelt.com
Website: www.kobelt.com

This document is intended to clearly present comprehensive product data and provide technical information to assist the end user in design applications. Kobelt reserves the right, without notice, to change the design, or construction, of any products and to discontinue or limit distribution of any products. Kobelt also reserves the right to change, or update, without notice, any technical information contained within this document.

Kobelt recommends that customers visit our website to check for updates to this Manual. Once a product has been selected for use, it should be tested by the user to ensure proper function in all possible applications. For further instructions, please contact our distributors or visit our website.

1.2 SAFETY

1.2.1 Safety Alerts

Throughout this manual, the following symbols, and their accompanying explanation, are used to alert the user to special instructions concerning a service or operation that may be hazardous if performed incorrectly or carelessly. The associated risk levels are stated below.

⚠ DANGER	This symbol indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
⚠ WARNING	This symbol indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
⚠ CAUTION	This symbol indicates a hazardous situation, which if not avoided, could result in minor or moderate injury.
NOTICE	This symbol informs the reader of events not related to personal injury but which there is a risk of damage to property or equipment.
SAFETY INSTRUCTIONS	This symbol informs the reader of safety-related instructions or procedures.

1.2.2 Notice to Installer

Disregarding the following safety measures can result in an accident, causing severe injury to personnel and damage to material assets.

- Only use the product as directed in this manual.
- Never put the product into service if there is evidence of visible damage.
- Never put the product into service before fully completing installation and commissioning.
- Do not carry out any modifications to the product.
- Only use authentic Kobelt spare parts.
- Observe all local regulations, directives and laws during the installation of this product.
- All installation, commissioning, and maintenance work must only be conducted by qualified personnel. (For the purpose of this manual, qualified personnel are persons who are familiar with the assembly, installation, commissioning, and operation of the product and who have the qualifications necessary for their occupation.)
- Observe all specifications in this manual. If these guidelines are not followed and damage occurs, the warranty will be voided.

1.2.3 Product Hazards

⚠WARNING	**Disconnect Power:** Turn off power at distribution panel before beginning installation to protect installer from electrical hazards.

⚠CAUTION	**Voltage and Current Compatibility:** Confirm that the power source is compatible with the maximum voltage and current ratings of is product variant. Failure to do so could result in damage or fire.

⚠WARNING	**Equipment Starts Automatically:** Vessel propulsion may activate suddenly while servicing this product, causing bodily harm. Ensure that all power sources are locked out prior to performing work.

⚠WARNING	**Pinch Points:** The 6527 actuator contains pinch points, which can cause bodily harm. Ensure that hands and fingers remain clear of the pinch points when performing work.

2 PRODUCT DESCRIPTION

2.1 OVERVIEW

The Kobelt 6527 actuator is an electro-mechanical actuator that uses a DC motor to produce linear motion on a push/pull cable via the output lever. The 6527M version has onboard electronics to control the motion and is connected to the Mighty Mariner II propulsion control system via a CANbus interface. The onboard electronics receives commands from the control heads and positions its output lever to control engine throttle, clutch engagement, or trolling speed.

The actuator comes with manual override but does not have an internal resilient link. Hence the stroke must be precisely adjusted to suit the device being controlled.

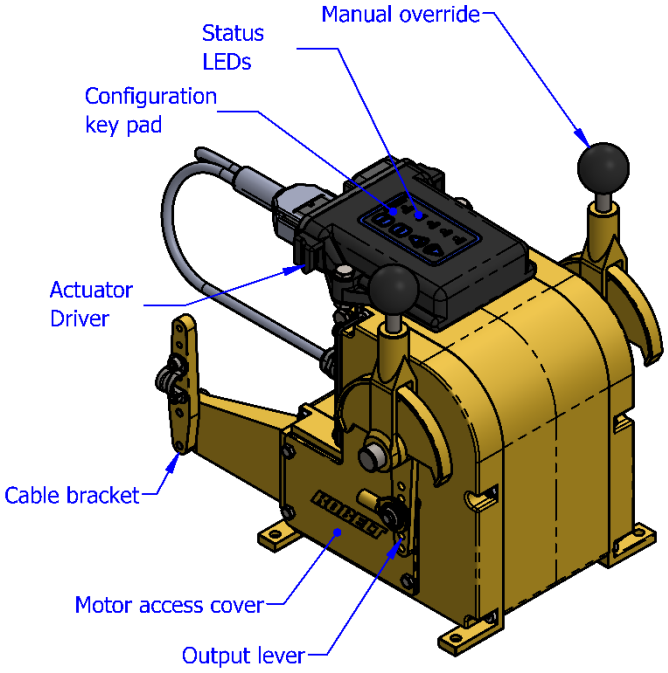


Figure 1: Actuator Overview

2.2 TECHNICAL DATA

Table 1: 6527M Technical Data

MODEL	6527M				
System compatibility	Mighty Mariner II				
Output	No load	Cont.[2]	Rated	Stall	
Torque	0 [0]	82 [9.3]	180 [20.3]	500 [56.5]	(in-lbs) [Nm]
Force	0 [0]	59 [262]	130 [579]	362 [1611]	(lbs) [N]
Speed	83	67	53	0	(deg/sec)
Current	.3	1.8	3.4	8.6	(A)
Max ON time[1]	∞	54	29	11	(secs)
Duty[1]	100%	25%	13%	5%	(% on)
Stroke	75°				
Supply voltage	24 (+/-25%) VDC				
Connection	Deutsch DTMA-12 pin				
EMC emissions	to IEC 60945				
EMC immunity	to IEC 60945				
Environmental category	ENV2 / Protected				
Ingress Protection	IP44				
Operating temperature	41°F … 131°F [5°C … 55°C]				
Vibration resistance	0.7 g				
Product weight	28.7 lbs [13.0 kg]				
Finish	Uncoated Bronze				

Notes:

1. Specified at maximum ambient temperature (55°C)
2. At 25°C ambient temperature

3 INSTALLATION

3.1 MECHANICAL

The location of the 6527M Electronic Actuator must satisfy the following conditions:

- Vibrations not to exceed rated vibration resistance (see table 1)
- Ambient temperatures not to exceed rated temperature (see table 1)
- Do not install in areas exposed to moisture
- Do not install near high-power devices
- Ensure that the mounting surface flat within .01" [.25 mm]

When installing the unit;

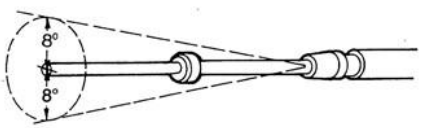
1. Set the unit on the mounting surface and orient to desired operating position.
2. Probe under the feet with a feeler gauge to determine shimming requirement.
3. Insert the shims determined from step 6. Use ANSI shims that straddle the mounting screws.
4. Insert 1/4in [6 mm] bolts. It is recommended to use a thread locking product such as Loctite® to ensure a vibration resistant and secure joint.
5. Tighten the mounting bolts to 64 in-lbs [7.2 Nm]

⚠WARNING	**Mounting:** Failure to comply with the mounting instructions above may result in failure of the actuator and loss of control over the engine.

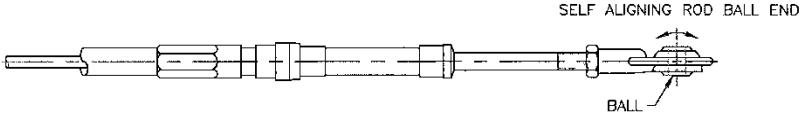
3.2 CONTROL CABLE

3.2.1 Hardware

The 6527M actuator can be used with either 30 series or 40 series control cable. Kobelt Manufacturing does not recommend solid core cables if bends are present in the cable routing. A solid core cables consist of a single wire that is too stiff. Multi-stranded cores are more flexible and therefore generate less friction during operation.



The cable ends must also be able to articulate approximately 8 degrees in either direction.



NOTICE	**Accurate Positioning:** For applications that require accurate positioning, a tie rod with rod ends is recommended over a push/pull cable.

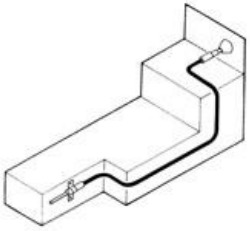
For terminating the cables, Kobelt recommends a ball rod end. Rod ends are self-aligning and therefore minimize friction and binding.

When installing hardware to the cable end, do not twist the core. If required, use a pair of pliers to hold the cable core from turning while installing the terminating hardware. When gripping the cable end, apply the pliers immediately under the threads and take care not to score the cable rod. A scored cable rod will damage the cable seal allowing moisture and dirt to enter the casing.

To install the 6527M actuator, the appropriate connection kit must be purchased. Consult the table below for the correct kit:

Table 2: Connection Kits

Use Case	Kit Number
30 series cable	6527-0901
40 series cable	6527-0902



3.2.2 Cable Routing

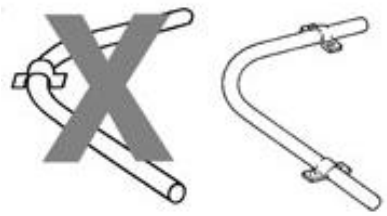
Measure the cable along the path it will take from where the cable hubs will be anchored at each end. Follow the actual cable path as closely as possible, allowing for the largest practical bend radii.

Do not force the cable into tighter bends than what is listed in the table below:

Table 3: Minimum Bend Radii

Cable Size	***Min Bend Radius***
30 series	3 inches [76 mm]
40 series	4 inches [127 mm]

It is important to securely anchor the cable hubs. Any free play in the cable clamp or mounting bracket will result in lost motion.



When securing the cable with clamps near bends, position two clamps at the ends of the bend rather than one in the middle.

When installing a push-pull cable, do not kink the cable since this will permanently damage the core and casing, rendering the cable stiff and inoperable. Even minor kinks will result in premature failure.

Avoid routing the cable near sources of heat, such as exhaust pipes.

3.2.3 Cable Connection

Select the appropriate pin position to provide the required stroke and force. Consult the Table below:

Table 4: Actuator Output

Pin	Stroke in [mm]	Force lbs [N]
1	1.67 [42]	130 [580]
2	2.13 [54]	103 [456]
3	2.59 [66]	85 [376]
4	3.05 [77]	72 [320]
5	3.51 [89]	62 [278]
6	4.05 [103]	55 [246]

The clutch valve mechanism on most marine transmissions requires approximately 2¾" [70 mm] to 3" [76 mm] of travel. Consequently, the cable must be attached at pin position 4 of the output lever.

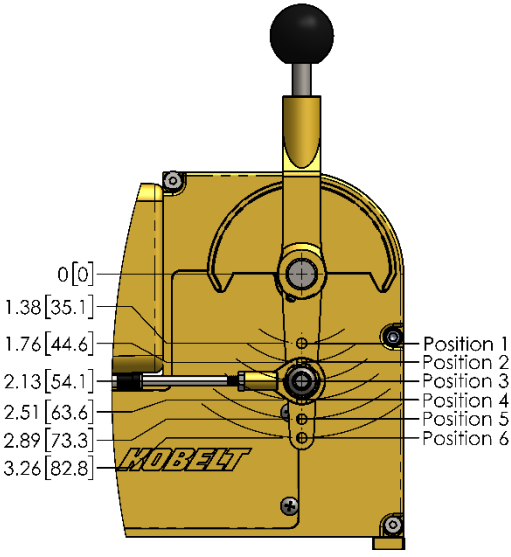


Figure 2: Cable Pin Positions

In some marine applications with twin engines, both engines are turning in the same direction and therefore one gear box is running in the reverse to drive the propeller ahead. In this particular installation the actuators must be configured to actuate in opposite directions to provide the proper push and pull mode for either gear (reference section **Error! Reference source not found.** Error! Reference source not found.).

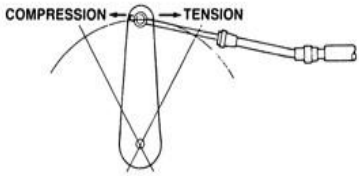
To correctly install the control cables, follow the steps below:

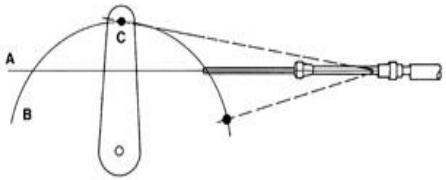
1. Secure the cables to the support bracket with the appropriate cable clamps.
2. Move the output lever to the extreme forward position.
3. Ensure that the cable end extends slightly past the desired pin position.
4. Move the output lever to the extreme aft position.

5. Ensure that the cable end, when in push mode, extends beyond the same desired pin position.
6. If the cable end points from one extreme to the other are unequal, then the cable end fitting must be threaded out or in to correct balance the range of motion.
7. After the proper position is found, the cable end is attached to the output lever and the jam nut tightened.
8. The final step is to test that the actuator goes from neutral to both forward and then reverse gear engaged positions without bottoming.

3.2.4 Actuator End Connection

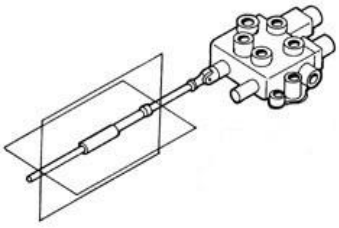
When connecting the actuating end of the cable to the throttle or clutch lever, install the cable so that the greatest loads are in tension (pulling) rather than compression (pushing), if possible.





Where the cable is connected to a lever, the cable must be mounted so that it lies on a plane (A) midway on the arc (B) described by the movement of the connection point on the lever (C).

When connecting the actuating end of the cable to a spool valve such as the Kobelt 4605 servo cylinder, maximum cable life and efficiency is achieved when the cable is aligned with the lever in two planes. Reference the figure at right:



3.2.5 Electric Clutch Adaptor Installation

When connecting the electric clutch adaptor to the actuator, make sure to choose the correct position according to Figure 4

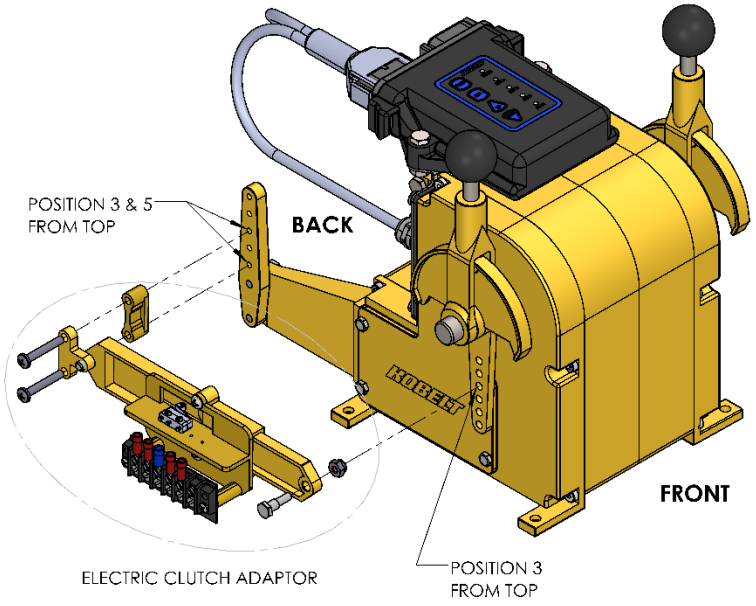


Figure 3: Electric Clutch Adapter

3.3 ELECTRICAL

The 6527M actuator is equipped with a Deutsch 12 pin connector with which to make the electrical connections. Use A Deutsch DTM12, code A plug connector and Deutsch 16-22 AWG crimped sockets for the external connections to the engine controller. Reference **Error! Reference source not found.** for pin assignments. See the following sub-sections for more detailed guidance.

Table 5: Actuator Connector Pinout

Pin #	Name	Description
1	AIA-	Analog input A
2	AIA+	
3	AIB-	Analog input B
4	AIB+	
5	CAN-H	KNET data network
6	CAN-L	
7	VDC+	Control power
8	COM	
9	VDC+	Motor power
10	COM	
11	REL11	Neutral Safety Relay
12	REL12	

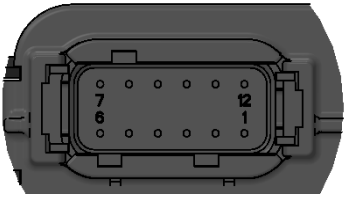


Figure 4: Connector View

3.3.1 KNET Cable

Pins 5 to 8
The cable must be 4-conductor twisted pair and shielded to protect signal integrity. Control power is supplied by the KNET network.

Up to eight control stations and four actuators can be connected in a 'daisy chain' fashion. The last device, whether an actuator or control station must have a 120 ohm terminating resistor installed between the data terminals (pins 5 & 6).

⚠WARNING	**Disconnect Power:** Turn off power at the distribution panel before beginning installation.

NOTICE	The last control head must have a 120 ohm resistor between terminals 3 & 4 or network communication will be lost.

3.3.2 Motor Power

Pins 9 & 10
The motor power supply cable must be sized to conduct up to 16A without an adverse voltage drop. Cables with 16 AWG conductors are recommended for lengths up to 16 ft [5 m]. Ensure the circuit is protected with a circuit breaker.

3.3.3 Neutral Safety Connection

Pins 11 & 12
The Neutral Safety Relay is a set of normally open contacts that close when the clutch is in the neutral position. The relay is interlocked to the clutch neutral position so that the engine can only be started when the system is powered and the Control Head levers are in neutral position.

NOTICE	**Relay Current:** Motor starter current must not flow through the Neutral Safety Relay. An interposing relay must be customer supplied.

NOTICE	**Protection Diodes:** Protection diodes must be used on all external relays to avoid damaging the system.

⚠WARNING	**Neutral Safety Switch Bypass:** A bypass for the neutral safety switches must be available to start the engines if the control system has failed.

NOTICE	**Check All Connections:** Improper wiring connections may result in damage to the 6527M Electronic Actuator.

3.3.4 Speed Sensor Connection

Pins 1 to 4

The shaft speed sensor signal for the Synchronizer Mode function must be in 4-20mA format and connected to either analog input A or B.

3.3.5 Analog Control Switch

If the actuator is to be controlled by a 4-20mA analog signal, then the following two connections on the M8 cable must be switched to control ground:

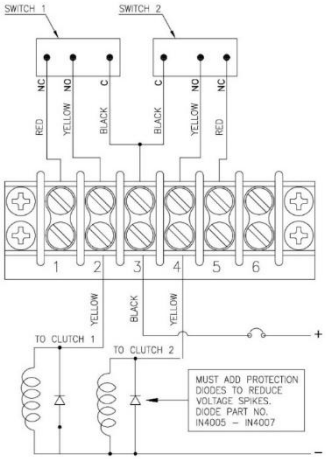
Blue wire	Black wire	Result
shorted	open	AIA in control
open	shorted	AIB in control
shorted	shorted	Lever 1 follows AIA Lever 2 follows AIB
Open	Open	Control via KNET

Notes:

1. Reference section 3.3.5: Analog Control Switch for connection details.
2. Actuator must be configured correctly per section 4.2.2: Actuator Duty to realize proper control

3.3.6 Electric Clutch Adaptor Wiring

For wire connection use the below diagram.



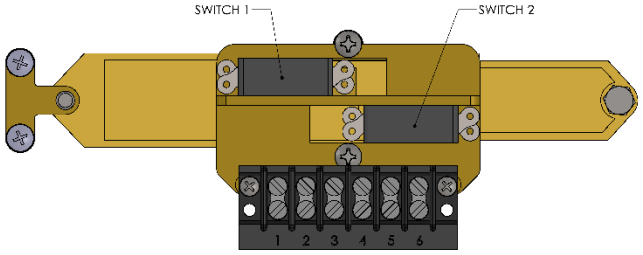


Figure 5: Electric Clutch Switches

4 COMMISSIONING

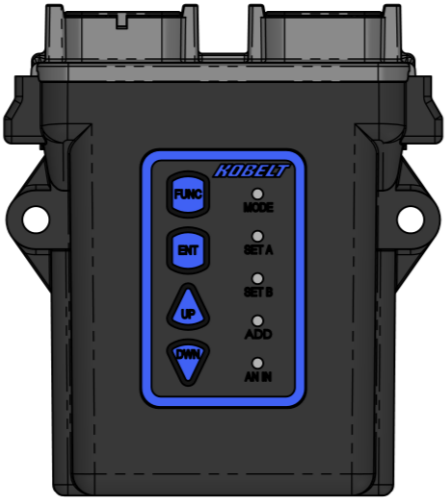
4.1 ELECTRICAL CHECK

- Confirm that the electrical connections to the 6527M have been made.
- Confirm that a circuit breaker for the motor power has been installed correctly and is turned ON.

4.2 CONFIGURATION

⚠ CAUTION	These adjustments should only be performed by qualified personnel, and only while the vessel is at dock.

To place the system into Configuration Mode, long press the **FUNC** button. If accepted, the **MODE** LED will flash yellow to signal to user to set the actuator ID



4.2.1 Actuator ID

- Once the system is in Calibration Mode, the **ADD** LED will flash the current ID setting.
- Press the **UP** key or the **DWN** key to increase or decrease the current ID setting.

- The **ADD** LED will flash the actuator ID according to Table 6: Actuator ID Assignment below.
- Press the **ENT** button to accept the setting

Figure 6: Actuator Keypad

Table 6: Actuator ID Assignment

Actuator ID	ADD Flash Sequence	Location
ID 1	1x	Port engine
ID 2	2x	Stbd engine
ID 3	3x	Center engine
ID 4	4x	Trolling or PTO

NOTICE	Set each control head to a different address number. Addressing conflicts will generate a system fault.

4.2.2 Actuator Duty

The second configuration parameters to set are the actuator lever duty assignments.

1. Press the **FUNC** button to advance to the next step. The **MODE** LED will flash blue to indicate that the left lever is under configuration.
2. Press the **UP** key or the **DWN** key to increase or decrease the current duty setting.
3. The **MODE** LED will flash the actuator duty according to the table**Error! No bookmark name given.** at right.
4. Press the **ENT** button to accept the setting
5. Press the **FUNC** button to advance to the next lever. The **MODE** LED will flash yellow to indicate that the right lever is under configuration.
6. Follow steps 2 to 4 to assign the right-hand lever.

Actuator Duty	MODE Flash Sequence
Throttle	1x
Clutch	2x
Pitch or bucket	3x
Trolling	4x
Actuator clutch[1]	5x
Disable	6x

1. Fail safe actuator clutch control (6531 actuator)

⚠WARNING	**Erratic Actuator Movement:** Ensure that the lever is correctly assigned to its intended function.

4.2.3 Stroke Adjustment

NOTICE	Set the clutch actuator stroke accurately; otherwise, the throttle actuator will not respond. The clutch motor must stop running

	when the correct stroke is obtained. Re-adjust stroke if motor is still trying to rotate.

The third configuration step is to calibrate the actuator lever strokes. The actuator does not have an internal resilient link. The stroke must, therefore, be adjusted precisely to suit the device being controlled.

1. Press the **FUNC** button to advance to the next step. The **MODE** LED will be yellow, and the **SETA** LED will blink green in a 1x pattern to indicate that the left lever is waiting for the first calibration point.
2. Press the **UP** key or the **DWN** key to move the actuator lever to the first position as noted in the Table 7: Calibration Points.
3. When the lever is in the correct position, press the **ENT** key to store the first point. The **SETA** LED will now blink green in a 2x pattern.
4. Repeat steps 2 and 3, following the table below.
5. Press the **ENT** button to accept the setting

6. Press the **FUNC** button to advance to the next lever. The **MODE** LED will flash yellow to indicate that the right lever is under configuration.

Table 7: Calibration Points

Actuator Duty	1st Position	2nd Position	3rd Position	4th Position
Throttle	Idle	Mid point[1]	Full throttle	n/a
Clutch	Astern	Neutral	Ahead	n/a
Pitch or bucket	Max astern	Neutral	Full ahead	Stow
Trolling	Max slip	Mid point[1]	Min slip	n/a

1. The 'Mid point' position only needs to be approximate.

4.2.4 Analog Input Calibration

The final step is to configure the analog input. This procedure is only required if the actuator is going to be commanded in Manual Mode.

1. Press the **FUNC** button to advance to the next step. The **MODE** LED will be yellow, and the **AN IN** LED will blink blue in a 1x pattern to indicate that analog input 1 is waiting for the first calibration point.
2. Move the analog control head or set the analog signal to the minimum output level corresponding with the actuator's first position noted in the Table 7: Calibration Points, above.
3. When the signal is at the correct level, press the **ENT** key to store the first point. The **AN IN** LED will now blink green in a 2x pattern.
4. Repeat steps 2 and 3, following the Table 7: Calibration Points, above
5. Press the **ENT** button to accept the setting

4.3 Functional Test

After installation, test that the clutches go from neutral to both forward and then reverse gear engaged positions without the actuator motor tripping on over current.

Also ensure that the full speed range is obtained with full actuator travel.

Ensure that the actuator travel directions are correct, and the time delay settings are appropriate. Adjust if necessary.

⚠CAUTION	Do not put the vessel into service until the actuator has been tested. The Functional Test should be carried out while the vessel is still at dock.

5 Operation

5.1 Manual Override

The 6527 has a provision to permit manual control over the actuator functions should a power failure or actuator failure occur. Reference the diagram at right:

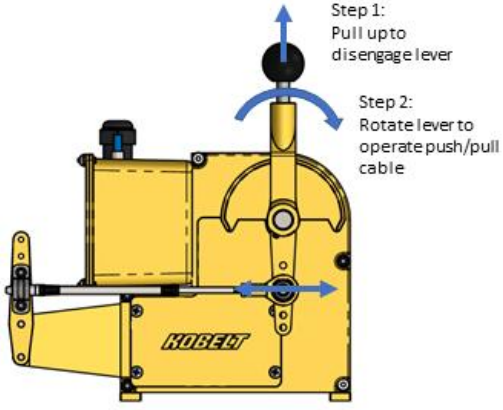


Figure 7: Manual Override

5.2 Manual Operation

The 6527M can be configured to follow analog input commands for controlling fixed pitch or controllable pitch propeller vessels. Before operating in manual mode, ensure that

a. the manual mode switches or jumpers are correctly installed,
b. and that the analog input has been calibrated per section 4.2.4: Analog Input Calibration

If a switch is installed, close the switch to enable the controls, then operate the analog control head (e.g. 6555-TB-I or 6523-TB-I).

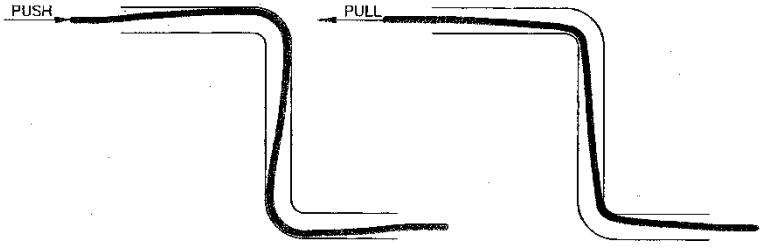
6 MAINTENANCE

6.1 PREVENTATIVE MAINTENANCE

- Quarterly (4 times per year)
  - Visually inspect wire and cable insulation for splits or damage.
  - Ensure there is no visible corrosion on the unit.
- Every 2 years
  - Lubricate gears
  - Inspect push/pull cable
  - Confirm actuator interior is dry.
- Every 5 years
  - Replace lever sensors
  - Replace motor brushes
  - Replace cable rod eyes

6.2 INSPECTION

When a cable core is pushed, it will take the longest route and, conversely, when pulled, it will take the shortest route. This appears as 'lost motion' at the actuation end. The cable stroke must be measured periodically to confirm adequate stroke.



6.3 CALIBRATION

When replacing the sensors or if the setting has become disturbed, follow these steps to center the output:

1. Position the output lever in the center (neutral) position.
2. Remove the motor access cover.
3. Connect a multimeter to terminals 2 & 3 of the sensor connector. Set the meter to read voltage.
4. Loosen the two locking set screws on the pinion gear with a Phillip's screwdriver.

5. Rotate the sensor bracket until the meter close to 2.5 VDC.
6. Tighten the two locking screws and replace the cover.

Notes:

1. For large adjustments it will be necessary to remove the bracket to disengage the gear teeth and center the output before making fine adjustments with the bracket.

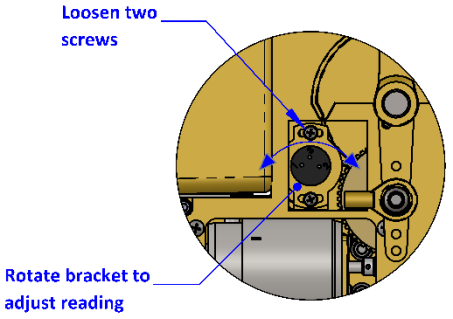


Figure 8: Potentiometer Calibration

6.4 Sensor Connection

The actuator lever sensors are wired to Molex Connectors. When replacing these devices ensure that they are connected to the correct mating connector.

NOTICE	Do not pull on the wires when disconnecting these devices.

6.5 Lubrication

The actuator drive train must be lubricated to prevent premature wear. Use a grease with MoS_2 additives for best results. The following greases are approved:

Table 8: Approved Lubricants

EP Grease Brand
CHEVRON DELO MOLY 5% EP2
MOBIL XHP-322
SHELL S3 V460

6.6 Recommended Spare Parts

The spare parts kept on hand will depend on the severity of the service. The User should monitor the condition of their actuator to predict necessary spare parts and ensure they are on hand when needed. As a minimum Kobelt recommends keeping the following parts for each actuator in service:

Table 9: Recommended Spare Parts

Part Number	Description	Qty
6531-BK	Motor brush kit	2
6527-1028R	Motor assembly right side	1

6527-1028L	Motor assembly left side	1
6011-0018	Lever sensor	2
YPB-3236	Pinion Gear	2
6527-3001-PCA1	Printed circuit board assembly	1
2144-3	Rod end	2

When purchasing spare parts refer to Appendix B: Parts List at the back of this manual for Kobelt component Part Numbers.

NOTICE	It is recommended that any required service work on a Kobelt unit be performed by a factory authorized service representative. Please contact the nearest Kobelt authorized distributor for assistance.

7 TROUBLESHOOTING

If you encounter problems with the operation of your product, check the status of the alarm light and the table below before contacting Kobelt for assistance. If the steps do not resolve your issue, please reach out to either Kobelt directly or our Dealers in your area.

If a fault should occur the **Mode** LED located on the actuator driver will flash red in a sequence. The table below will determine what type of an alarm has occurred:

Alarm Code	Cause	Corrective Action
Continuous	CPU hung up	Reset system by turning the power off
One blink	Station ID conflict - address not correctly set	Ensure that every device on the network has a unique address.
Two blinks	Hardware fault; system temperature over 80C or under voltage	Turn the system off and provide better cooling or check the power supply.
Three blinks	Actuator fault – jammed or motor failed	Inspect the push/pull cable. Inspect motor condition.
Four blinks	Communication fault	Inspect network wiring for loose connections. Ensure terminating resistor in place.
Five blinks	Loop fault	Test the sensor outputs with a multimeter. Replace if necessary.
Six blinks	Analog input fault	Test the input with a multimeter. Replace if necessary.

8 WARRANTY

Kobelt Manufacturing Co. Ltd. ("Kobelt") warrants the Products and Parts manufactured by Kobelt to be free from defects in workmanship or material and that said products are designed mechanically and functionally to perform to specifications.

This warranty is effective providing:

- The equipment is used within the intended operating conditions and in accordance with Kobelt recommendations
- The equipment is installed according to equipment diagrams, specifications and recommendations which Kobelt has provided.

This warranty becomes invalid if the factory supplied serial number has been removed or altered on the product. This warranty does not cover cosmetic damage or damage caused by an act of God, accident, misuse, abuse, negligence or modification of any part of the product. This warranty does not cover damage due to improper operation or maintenance, connection to inappropriate equipment or attempted repair by anyone other than an authorized Kobelt representative.

Upon identification of a potential issue or defect with a Kobelt Product or Part, the Warranty Applicant ("Applicant") must immediately contact Kobelt and describe the issue in writing, by letter, fax, email or other electronic conveyance. Kobelt will then assess the cause of the defect and determine warranty applicability and appropriate remediation.

If any part is found to be defective, Kobelt will replace said part FOB the Kobelt factory provided that any such defective part is returned by the Buyer with freight and applicable forwarding charges prepaid by the Buyer. Kobelt's sole obligation to the Applicant will be to repair or replace the defective part with same or similar product, to a maximum value of the list price of the product or part. The Kobelt warranty does not cover labour charges, travel or any other associated expenses.

All Products and Parts manufactured by Kobelt, are subject to a warranty against manufacturer's defects in materials or workmanship for a period of two (2) years from the date of purchase.

Kobelt will be responsible for all Products or Parts sold by Kobelt but manufactured by 3rd party manufacturing companies. However, these products and parts are subject to applicable 3rd party warranties and may not be the same as the Kobelt warranty.

9 REVISION HISTORY

Document Revision	Release Date	Author	Revision Summary
A	2026-11-20	HE	• Initial release

10 APPENDIX A: INSTALLATION DIMENSIONS

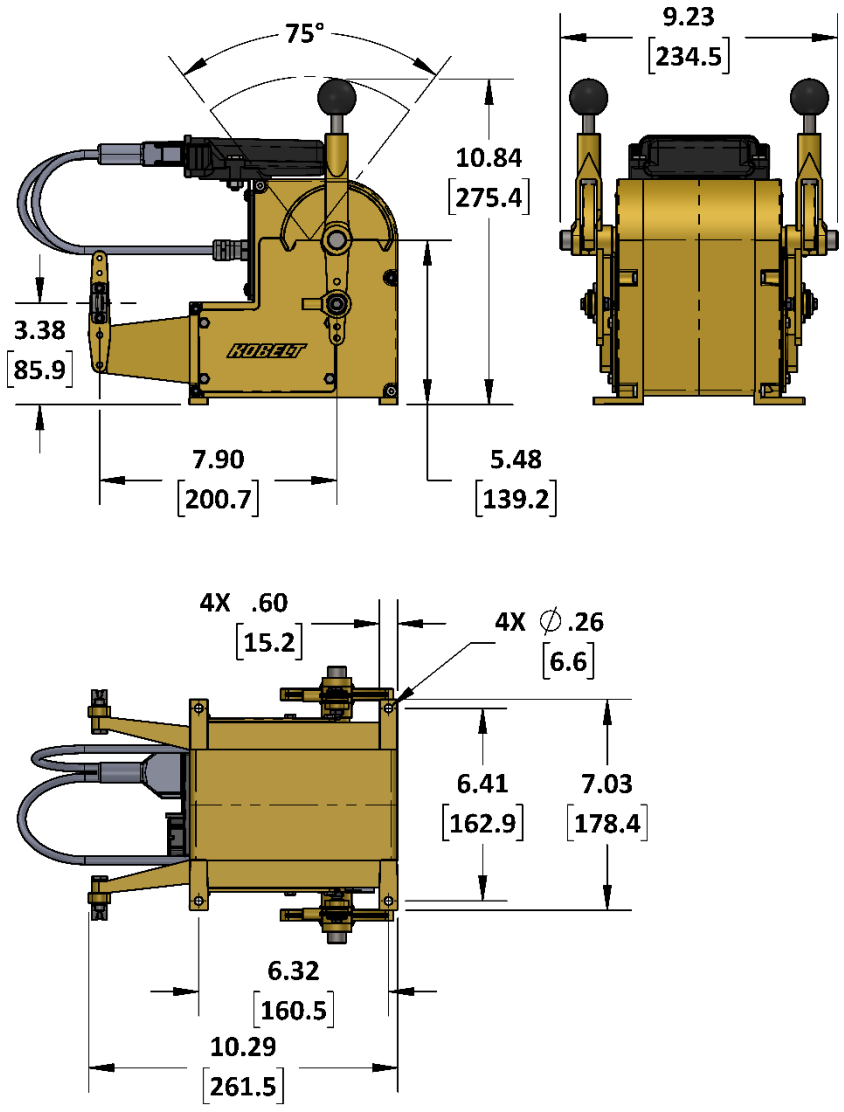
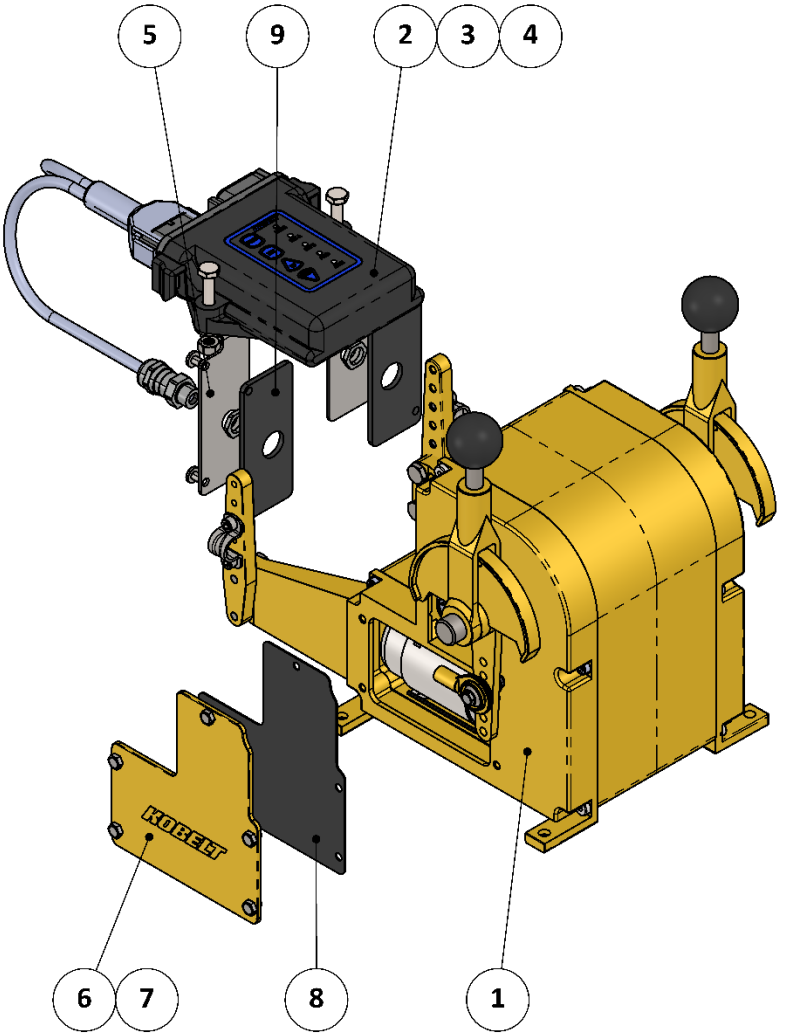


Figure 9: 6527M Installation Dimensions

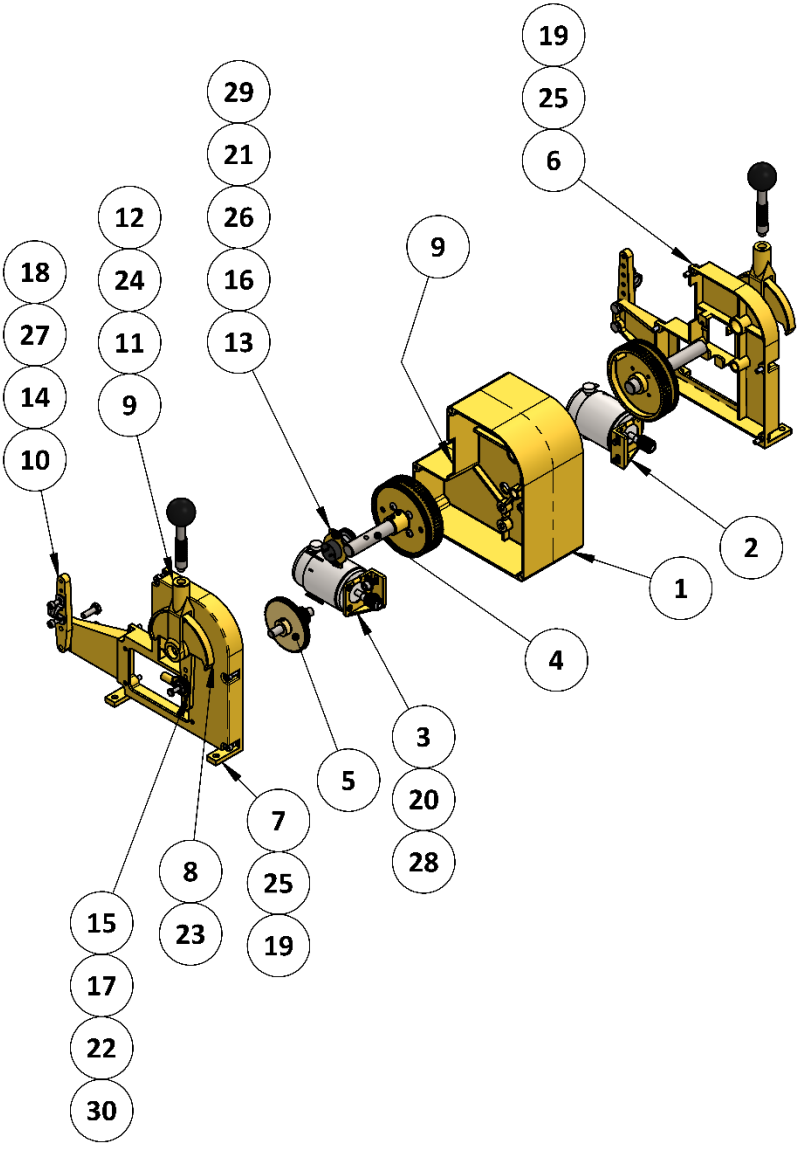
11 APPENDIX B: PARTS LIST

Figure 10: 6527M Parts List



ITEM	QTY.	PART NUMBER	DESCRIPTION
1	1	6527-U-SUB	ACTUATOR SUB ASSEMBLY; VOLTAGE OUTPUT
2	1	6527-3001	ACTUATOR DRIVER; MM2 SYSTEM
3	2	1001-1016	SCREW - CAP; HX HD; 1/4 UNC X 1.0; 18-8
4	2	1022-0110	NUT, HEX, 1/4-20, 18-8 SS, ASME B18.2.2
5	1	6014-3004	CABLE HARNESS; 6527 ACTUATOR / MMII
6	2	6527-0004	COVER, SIDE
7	10	1001-0804	CAP SCREW - HX HD; #10 UNC X 1/4 LG / 18-8
8	2	6527-0024	GASKET, 6527M COVERPLATE
9	2	6527-0025	GASKET, 6527M BRACKET

Figure 11: 6527-U-SUB Parts List



2	1	6527-1028L	MOTOR SUBASSEMBLY; 24VDC / LH
3	1	6527-1028R	MOTOR SUBASSEMBLY; 24VDC / RH
4	2	6527-1012	SPUR GEAR SUB ASSEMBLY
5	2	6527-1015	GEAR ASSEMBLY; ELECTRIC ACTUATOR
6	1	6527-0002	SIDE HOUSING, LEFT
7	1	6527-0003	SIDE HOUSING, RIGHT
8	2	6527-0006	DISCONNECT CAM
9	2	6527-0007	DISCONNECT ARM
10	2	6527-0009	STATIONARY ARM
11	2	6524-0015	SHAFT, HANDLE
12	2	2030-0001	HANDLE KNOB, SPHERICAL, BLACK
13	2	6524-0013-1	POTENTIOMETER BRACKET
14	2	2108-0040	CABLE CLAMP, 40 SERIES
15	2	2144-3	ROD BALL END, 1/4 UNF X 3/16 PIN
16	2	6011-0018	ASSEMBLY; ROTARY POSITION SENSOR W/ MOLEX CONNECTOR
17	2	1001-0816	SCREW, HEX HD, #10-24 X 1", 18-8 SS
18	4	1001-1012	SCREW - HEX HD; 1/4-20 X 3/4 UNC; 18-8 SS
19	6	1002-0808	SCREW, SKT HEAD, 10-24 X 1/2, 18-8 SS, ASTM F837
20	4	1002-1008	CAP SCREW - SKT HD; 1/4 UNC X 1/2 LG, 18-8
21	4	1012-0606	SCREW, PAN HD, PHL DRIVE, 6-32 x 3/8IN, 18-8 SS
22	2	1022-0308	LOCKNUT, NYLON, #10-24, ASME B18.16.6, 18-8 SS
23	2	1024-0818	SPRING PIN, 3/16 X 1 1/8, SS
24	2	1201-0140	SPRING, COMP, 1.04 OD X 5.43 LG, AISI 302
25	4	1019-0404	SCREW, SHOULDER, 1/4 DIA X 1/4 LG, 18-8 SS
26	2	YPB-3236	SPUR GEAR - DELRIN; 36T, 32DP, B STYLE
27	4	1002-0806	SCREW, SKT HEAD, 10-24 X 3/8, 18-8 SS, ASTM F837
28	4	1023-0216	FLAT WASHER, 1/4, TYPE B, NARROW, 18-8 SS
29	4	1023-0106	WASHER, FLAT, #6, ANSI B18.22.1 TYPE A, 18-8 SS
30	2	1023-0108	WASHER, FLAT, #10, 7/16 OD, 18-8 SS

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Kobelt Manufacturing Co. Ltd.
8238 129th Street
Surrey, British Columbia,
Canada, V3W 0A6

Sales Tel: +1-604-572-3935
Fax: +1-604-590-8313
Email: sales@kobelt.com
Website: www.kobelt.com

Made in Canada / Printed in Canada

Heiko Epkens, P.Eng (PTP 1005356)

Digitally signed by Heiko Epkens, P.Eng (PTP 1005356)
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