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It did not include all the screws I needed to install it. Luckily I had the hardware from the old unit. Missing about half of the hardware needed. Other than that looks nice and works like original. It replaced my broken switches and I now have a nice clean white cover inside my camper. It was very easy to install. The directions were very clear. Scam artists. Trailer Axle Operation and Service Manual PD4300 and PD4500 Series Power Control Centers Installation and Operation Guide Keyless Entry Trouble Shooting Guide SideKick Grill Instruction Manual Schwintek Inwall Slideout System Operation Manual Schwintek Inwall Slideout Owners Manual and Troubleshooting Electric Slideout System Operation and Service Manual XL Hydraulic Slideout and Landing Gear System Operation and Service Manual Electric Rear Stabilizer Jacks Operation Manual XL Hydraulic Slideout and Landing Gear System Operation and Service Manual LevelUp With Automatic Leveling Operation and Service Manual Electric Tongue Jack Operating Instructions Ground Control 4Point Operation and Service Manual Power Tongue Jack Owner's Manual However, during the model year, it may be necessary to make revisions and Forest River, Inc. Therefore, please consult with your Forest River,

Inc. Dometic continues their commitment to providing the most up to date information about servicing DuoTherm Air Conditioners and Heat Pumps. A DC Power Requirements. A Field Wiring. A Breaker. A Airbox. A Ducting System. A Roof Top Units. A6a. 2 Basement Units. A6b. 9 Thermostat Location. A Operation. B Air Conditioners. B Mechanical Controls. B1a BiMetal Control System. B1b Analog Control System. B1c Comfort Control Center System. B1d Heat Pumps. B Mechanical Controls. B2a BiMetal Control System. B2b Analog Control System. B2c Comfort Control Center System. C Capacitor, Start. C PTCR Device or Start Relay. C Compressor. C Overload Protector. C Cold Freeze Control. C Electric Heat Strip. C Selector Switch. C Changeover Thermostat.

C Remote Sensor. C Ambient Sensor. C Reversing Valve. C Transformer. C Fuse. C Relay. C Printed Circuit Board. E Roof Mounted Heat Pumps. E Basement Heat Pumps. E Roof Mounted Air Conditioners. E Basement Air Conditioners. E The proper operating range is between 103 and volts AC. The voltage reading should be taken at the unit power supply leads. One test should be performed when the unit is turned OFF and another with it running under load. If the voltage is not within the proper operating range, it must be corrected before operation of the unit. This is an energized circuit. Shock can occur if not tested properly. Testing to be done by a qualified service technician. Check for proper AC volts at the connections at the units electronic control box on roof mounted units and at the connections at the electric box on basement units. The dual units Models and 39424 have two AC volt circuits. Verify that Circuit 1 is wired into CIR 1 terminal block and Circuit 2 is wired into CIR 2 terminal block. Check for proper AC volts at each terminal block. A1a. AC Control Voltage AC control voltage is supplied by the transformer for the control circuits on the following units XXX, XXX and XXX. See Section C14 Transformers on page 34. A2. DC Volts On certain models of electronic controlled air conditioners and heat pumps, DC volts must be supplied to the control board. The operational range is 10 to 16 VDC. If the DC voltage is below 10 VDC, you could experience improper operation of the components within the main board. A2a. Analog Control System A DC voltage supply is wired to the control board. The operating range is Volts DC, with a maximum current draw of Amps. The furnace wires can be connected to either wire as polarity is not important. DC voltage is required by the Analog Control Board on one of the two wires for furnace operation. A2b. Comfort Control Center System A DC volt supply is required for the operation of the Comfort Control Center.

The operational range is 10 to 30 volts DC. If DC volts are outside of the operating range, you could experience improper or erratic operation. Be sure the power cord is plugged in and fuses are breakers are ope. Note Many customers use extremely long power cords that are undersized. If possible, ask the owner to hook up the RV just like it was when the problem occurred. See FIG. A2 FIG. A2 Make note of the wire size and compare it to the chart for wire sizing. See Section A1a AC Control Voltage. The unit is to be protected by a time delay fuse or HACR heating, air conditioner, refrigerator breaker. By taking an amp reading at the unit AC voltage supply line, you can determine if the breaker is tripping prematurely. Place a clamp on type ammeter around the black wire between the unit and breaker. Turn ON the unit and record the amp draw. If the breaker trips before the rated amperage, replace the breaker. MODELS CIRCUIT PROTECTION T.D. Fuse HACR Breaker Basement 15 amp 15 amp Basement 20 amp 20 amp Basement Circuit 1 15 amp 15 amp Circuit 2 15 amp 15 amp Basement Circuit 1 15 amp 15 amp Circuit 2 15 amp 15 amp All Rooftop Units 20 amp 20 amp amp 15 amp amp 15 amp amp 15 amp A5. Air Box Improperly installed, the air box can be a source of cooling problems. The air box must be sealed to the ceiling template to prevent the mixing of discharge and return air. In some instances, the ceiling template is bent when the anchor bolts are overtightened, causing gaps between the air box and the ceiling template. These gaps can be sealed with aluminum tape or a closed cell foam weather strip. The duct connecting the air conditioner or heat pump must be air tight. Use aluminum tape to seal the joints. The thermostat sensing bulb must be properly located to control temperature. If the sensing bulb is left curled against the side of the electric box or used as a ground connection, improper operation will occur.

Relocate the sensing bulb in its proper place as indicated in the Installation and Operating Instructions. Check the air filters and clean. 2 A6a. Roof Top Units A6. Ducting A6a. Rooftop Units Sizing and Design The installer of this air conditioner system must design the air distribution system for his particular application. Several requirements for this system MUST be met for the air conditioner to operate properly. It is the responsibility of the installer of this system to ensure the ductwork will not collapse or bend during or after the installation. All discharge air ducts must be properly insulated to prevent condensation from forming on their surfaces or adjacent surfaces during operation of the air conditioner or heat pump. This insulation must be R7 minimum. Note The Dometic Corporation will not be held liable for roof, structural or ceiling damage due to improperly insulated or sealed ductwork. Return air opening must have 40 sq. in. minimum free area including the filter. Return air to the air conditioner must be filtered to prevent dirt accumulation on air conditioner cooling surface. The Dometic Corporation recommends the basic configuration shown below for installing this Air Conditioner System. It is the responsibility of the installer of this system to review each RV floor plan and determine the following A. Duct Size B. Duct Layout C. Register Size D. Register Locations E. Thermostat Location These items must be determined in conjunction with the Air Distribution System Sizing and Design Requirements listed. Note Alternate configurations and methods may be used which still allow the air conditioner to operate properly. However, these alternate configurations and methods must be approved by The Dometic Corporation in writing. The following instructions are based upon the use of Dometic Return Air Kit. The electronic control kit has mounting bolts supplied for use with this Kit. See FIG. A3.

Before preparing the ceiling opening, the type of system options must be decided upon. If a remote sensor is to be used, provisions must be made for it. Holes used to route electrical wiring should be sealed. The cooled discharge and warm return air are mixed in the roof cavity and produce conditions that are excellent for frost production. Insulation supplied in the kit not only stops condensation from forming on the divider plate, but prohibits air leaks as well. If a furnace is to be controlled by the system, the two furnace thermostat leads must be routed to the roof opening of the air conditioner that will control it. If an Energy Management System EMS load shed is to be used with the control, two wires must be routed to the roof opening of the zone to be managed. The signal required for this function is a normally open relay contact. When the EMS calls for the compressor to shut off, the relay contacts should close. This ensures easy connection at the Junction Box. d. Wiring must comply with all National, State and Local Wiring Codes. e. Use a steel sleeve and a grommet or equivalent methods to protect the wire where it passes into the opening. Consider where screws, nails or staples might contact the cable. See FIG. A8. See A7 Thermostat Location, page 12. If the divider only fills to the thickness of the ceiling cavity, an air gap may be created both on the top and bottom of the thickness of the roof gasket, roof or ceiling material. A gasket, etc., must be used to fill up the open space to reduce recirculation. See FIG. A9. Another method of connecting the discharge air to the coach's main duct used DuoTherm's return air kit. If the duct opening is not clean, restriction of air can cause the coil to freeze. The opening of the duct should be as large as possible to make the air distribution better in the coach and reduce freezeup. See FIG. A10. The final method of installation dumps the discharge air directly into the RV's main duct.

A duct adapter is used to connect the air conditioner to the main duct. If this connection is not made properly, cold air can migrate back into the return air path and make conditions right for freezeup. Be sure the duct adapter is sealed to the main duct and air conditioner. See FIG. A11. FIG. A11 5 Blockages commonly occur in the areas where the duct changes direction. Other obstacles that can cause a change in the duct air path include rafters, vent pipes, wire bundles, etc. See FIG. A12. A good way to check for duct blockage is with a flashlight and a mirror. Remove ceiling register cover to allow a flashlight to be put in the duct and use a mirror to view the flashlight from the next register opening. A blockage will be visible in the mirror. See FIG. A12. DuoTherm has available a quick cool return air kit that will allow the cooled air to come directly out of the air conditioner. This

will bypass any restrictions in the coach duct system. Part No Shell White, Polar White. If the main duct in the vehicle is undersized, the volume of air flowing through the ducts will decrease. The coil temperature will also drop because not enough air is moving through it. The requirements for proper duct size are shown in FIG. A13. A6a. Roof Top Units Up to this point we have mainly covered the discharge side; however, restrictions of the return air can result in frost buildup. The DuoTherm air conditioner requires a minimum of 40 square inches of FREE AREA. FREE AREA is the opening that remains in a grill or louvered panel after the restrictions are taken away. For example, an opening of 10 x 20 inches has 200 square inches. When this opening is covered with a grill that is 56 percent open, the FREE AREA is $200 \times .56$, 112 square inches. Dometic return air kits are designed to have the correct free area; however some manufacturers use their own grills.

If a manufacturer's grill is used, it must use the above formula to make sure the return air is sufficient to reduce the chances for freezeup. Grill or registers used in this duct must be equal to or greater than the duct in square inches. The control system used by DuoTherm Air Conditioner is designed with a low temperature switch that will shut off the compressor and allow air to flow through the coil to melt the frost. A properly operating cold control may allow a slight coating of frost to form on the evaporator coil before it turns off the compressor. If the cold control is not installed in its intended mounting locations, frost buildup can block all air flow through the evaporator coil and stop cooling inside the RV. When positioned correctly, control wires will be 90° to direction of coil fin surface. See FIG. A20 Note Freeze control is not used on heat pump coils. A21 Freeze Control Installation 600 Series a. Snap the freeze control into place on return end located at right side of evaporator coil as follows 1 Locate vertical return bend at lower right of evaporator coil. 2 Place the horseshoe end of freeze control onto this coil return bend and snap into place. When positioned correctly, control wires will be 90° to direction of coil fin surface. See FIG. A21. Note Freeze control is not used on heat pump coils, some 600 SERIES Remove Hang Tag Coil Return Bend Mount the Freeze Control on left side of coil, with wires to the right side Install Freeze Control with wires as shown Freeze Control with wires. 8 If skirting is installed, allow a louvered grill with 330 square inches for supply air and a louvered grill on opposite side of coach 330 square inches for discharge air. Do not totally enclose the underside of the unit. Air circulation prevents heat from building under unit and your system will perform as designed. The condenser section is a blowthrough type.