

RECALL 25V682 / 2025-545 REMEDY INSTRUCTIONS



Make(s): SEE BELOW
Model(s): SEE BELOW
Model Year(s): 2025 - 2026

Concern:
The charge line may not have over-current protection.

Repair Code: RC-003-13-00-004757
Allotted Time: .20 HRS.
Inspection Code: RC-003-05-00-004756
Allotted Time: .10 HRS
Photo(s) Required: NO
Prior Authorization Required: YES
Part(s) Kit Number: N/A
Part(s) Return: N/A

Turn off LP Gas at LPG Tank(s). Disconnect the vehicles' battery Positive and Negative, disconnect any House battery(s) Positive and Negative, if equipped with a generator ensure it is off and lastly, ensure the vehicle is disconnected from shore power. Block any tires/wheels to prevent the vehicle from rolling. Failure to do so may result in electrocution, fire or other personal injury, property damage and/or death.

USE THIS REPAIR SPECIFICALLY FOR CLIPPER & VIKING

CERTAIN – 2026 – CLIPPER TRAVEL TRAILERS
CERTAIN – 2026 – VIKING TRAVEL TRAILERS

INSPECTION:

STEP 1: LOCATE THE RED "HOT" BATTERY WIRE AND TRACE IT FROM THE BATTERY AREA, PAST THE DISCONNECT, TO A SET OF MINI-BREAKERS LOCATED INSIDE THE 4" X 4" JUNCTION BOX ON THE INSIDE OF THE A-FRAME/OR FRONT CROSS-MEMBER;

- REMOVE THE JUNCTION BOX COVER;

STEP 2: IF THE 6 AWG. WIRES ARE CONNECTED AS SHOWN IN FIGURE 3, MOVE ON TO THE REMEDY;

- IF THE 6 AWG. WIRES ARE CONNECTED AS SHOWN IN FIGURE 4, CLAIM THE INSPECTION, WORK COMPLETED.

REMEDY:

STEP 1: LOCATE THE 6 AWG. RED WIRES ON THE SAME POST OF THE MINI-BREAKER.

- LOOSEN THE NUT AND REMOVE THE WIRE/EYELET BATTERY LEAD RED 6 AWG. WIRE;

STEP 2: INSTALL THE NUT BACK ONTO THE POST YOU REMOVED IT FROM AND TIGHTEN DOWN, ASSURING IT IS SECURE;

STEP 3: REMOVE THE NUT FROM THE LOWER POST ON THE MINI-BREAKER;

- INSTALL THE 6 AWG. RED "HOT" FROM THE BATTERY WIRE/EYELET ONTO THE POST;
- THE REMEDY SHOULD NOW MATCH FIGURE 2;

STEP 4: CHECK THE TWO NUTS FOR TIGHTNESS AGAIN;

STEP 5: SPRAY THE POSTS WITH BATTERY/TERMINAL PROTECTOR;

- REINSTALL THE JUNCTION BOX COVER;

STEP 6: CHECK FOR PROPER FUNCTIONALITY OF THE 12V AND 110V SYSTEM.

FIGURE 3 - INCORRECT

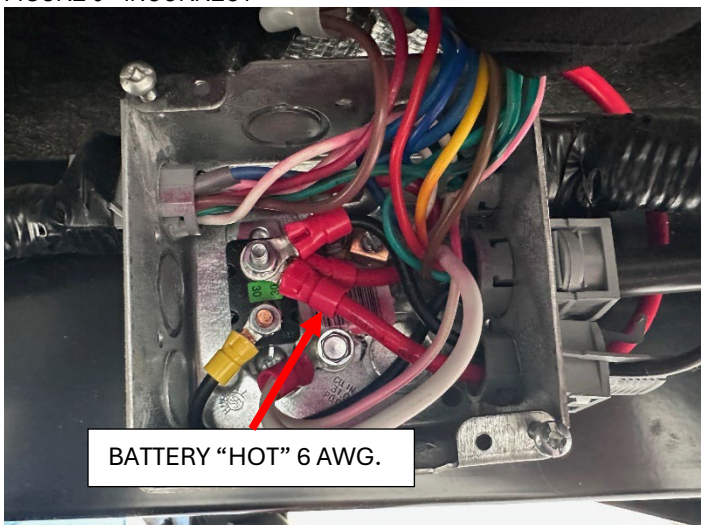


FIGURE 4 - CORRECT

