



CSC-10058558-6322

**Tiffin Motorhomes, Inc.
105 2nd Street NW
Red Bay, AL 35582
256-356-8661**

SB-48

**Installing Lock Washers on House Battery Disconnect Solenoid
2016 Allegro RED, Allegro Bus and Phaetons**

August 5, 2015

Dear Tiffin Customer,

It has come to our attention that some 2016, Allegro REDs, Phaetons, and Allegro Busses may have house battery disconnect solenoid control boards that have been installed without lock washers. If these boards are not secured, this may cause various malfunctions of the electrical system and may possibly result in failure of the electrical system of the house side of the motorhome.

We have included instructions on securing the boxes and the parts needed to complete this service bulletin. If you feel comfortable in completing this repair yourself, you may do so. You can also choose to take your coach to one of our dealers **or** a reputable service center of your choice to have this repair completed. We are allowing 30 minutes for this repair to be completed.

If you choose to take your motorhome to a repair facility, please give them the enclosed form to be filled out and returned with their invoice. If you choose to complete this repair yourself, please fill out and return the enclosed form to us by mail at the above address, fax at 256-356-6863 or email to jeanie.madden@tiffinmotorhomes.com

We regret any inconvenience this action may cause, but feel certain you understand our interest in correcting this issue.

Thank you,

Tiffin Motorhomes, Inc.

STEPS FOR INSTALLING LOCK WASHERS ON THE HOUSE BATTERY DISCONNECT SOLENOID

TO DETERMINE IF THE FOLLOWING STEPS ARE REQUIRED FOR AN EARLY 2016 PHAETON, BUS OR RED MODEL, CONSULT THE DATE CODES LABEL ON THE PLASTIC BASE AS SHOWN IN THE PICTURES TO THE RIGHT.

NOTE 1: OPEN ROAD AND BREEZE MODELS TO NOT APPLY

NOTE 2: IF NO DATE CODE IS FOUND, PROCEED WITH THE STEPS BELOW.



A DATE CODE OF '2415' OR LOWER WILL REQUIRE THE STEPS BELOW.



A DATE CODE OF '2615' OR HIGHER WILL NOT REQUIRE THE STEPS BELOW.



STEP 1: TURN OFF THE BATTERY DISCONNECT SWITCH AT THE BATTERY COMPARTMENT.



STEP 2: THE FOLLOWING TOOLS WILL BE NEEDED:

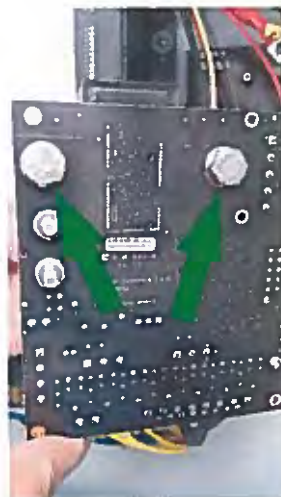
- #1 PHILIPS SCREWDRIVER
- 1/2" OPEN END WRENCH
- 1/2" SOCKET
- (2) 5/16" SPLIT LOCK WASHERS



STEP 3: REMOVE THE BATTERY NUTS FOR THE BATTERY CABLES AND NOTE WHERE EACH CABLE IS CONNECTED.



STEP 4: REMOVE THE (5) #1 PHILIPS PAN HEAD SCREWS THAT HOLD THE CIRCUIT BOARD IN PLACE.



STEP 5: LOCATE THE (2) 5/16" BOLTS WITH (1/2" SOCKET SIZE).

IMPORTANT: REMOVE AND RE-INSTALL THE BOLTS ONE AT A TIME.



STEP 6: AS EACH BOLT IS REMOVED TO ADD IN THE SPLIT LOCK WASHER, USE ONE HAND TO HOLD SANDWICH THE BRASS NUT BETWEEN THE SOLENOID AND CIRCUIT BOARD.

INSTALL THE LOCK WASHER ON THE BOLT AND TIGHTEN THE BOLT.



STEP 7: TORQUE THE BOLTS TO AT LEAST 60-INCH POUNDS.

INSTALL THE CIRCUIT BOARD BACK ONTO THE BASE USING THE (5) PAN HEAD SCREWS.



STEP 8: RE-CONNECT THE BATTERY CABLES. THERE SHOULD BE (2) CABLES ON THE 'BAT' POST AND (1) CABLE ON THE 'HSE' POST.

TORQUE THE NUTS TO AT LEAST 60-INCH POUNDS.

TURN ON THE BATTERY DISCONNECT AND TEST.