Dealer Service Bulletin

NO.: 7SB003-18-01V
SECTION: Air Conditioning
DATE: July 10, 2018

MODELS AFFECTED: Intent

SUBJECT: Insufficient cooling from dash air conditioning

PLEASE FORWARD THIS INFORMATION TO YOUR RV SERVICE MANAGER.

Victory Climate Systems has redesigned their evaporator assembly for the Intent models. Victory will be sending the new design in the form of new or reworked assemblies directly to dealers. They will need the old assemblies returned promptly in order to rework and replace the existing assemblies. All necessary information will be included in the shipment, along with the attached instructions.

Reimbursement
When the service has been completed, submit a warranty claim using the operation number and TIC code listed below.

DESCRIPTION	OPERATION NUMBER	TIME ALLOWANCE	TIC CODE
Evaporator R&R	05681501	3.0	6815Z9

If you require additional assistance or information, please contact Winnebago Industries Technical Service at 866/653-4329.

Thank you for your cooperation

Steven R. Evenson
Director of Parts and Service

IMPORTANT THAT ALL PARTS AND SERVICE PERSONNEL READ AND INITIAL

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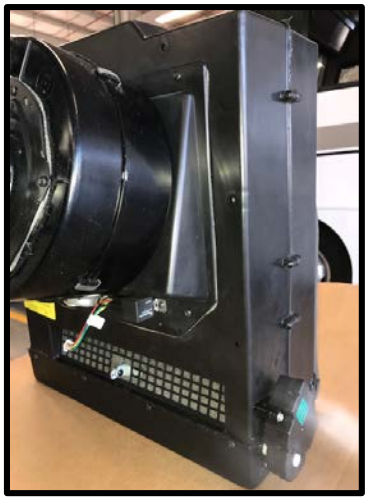
Intent – Replacement Procedure for the Evaporator Assembly

Please unpackage the Evaporator Assembly for inspection ***prior to beginning*** repair efforts. Report any damage immediately. Note: Do not disassemble the new assembly / use any parts from original installation to repair.

Frontal / Interior View – i.e. the fan faces toward co-pilot seat



Back / Faces Bulkhead – i.e. seals to the interior side of fire-wall (shown here up-side down). A total of '5' mounting studs pass through bulkhead and 7/16ths cap-nuts retain assembly. Note: The evaporator coil / heater core on the new assembly is copper vs. aluminum. This improves heat-transfer efficiency and is also a visual clue that this evaporator assembly is the correct installation.

Repair Procedure

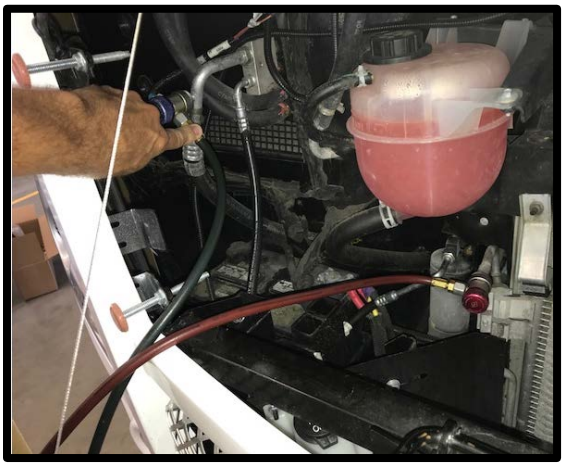
Recommended: The hood mounting brackets allow for easy removal of the hood assembly. Temporary removal of the hood provides better access to the evaporator assembly, but use care and do not damage.

Step 1: Disconnect Heater Hose Connections – Prior to disconnecting the heater hoses, mark the hose that connects to the top fitting/port so orientation of the hoses / proper coolant flow through the core is maintained. Clamp and disconnect both Hoses from Evap/Heater Assembly. Note: there is sufficient length of heater hose which allows the hose to be cut off the fittings. It's easier to remove the clamps and remaining hose with the hoses moved out of the way. It's important to plug the fittings on the heater core to avoid spillage of antifreeze inside cabin while removing assembly. (the dust-plugs on replacement assy. work well)

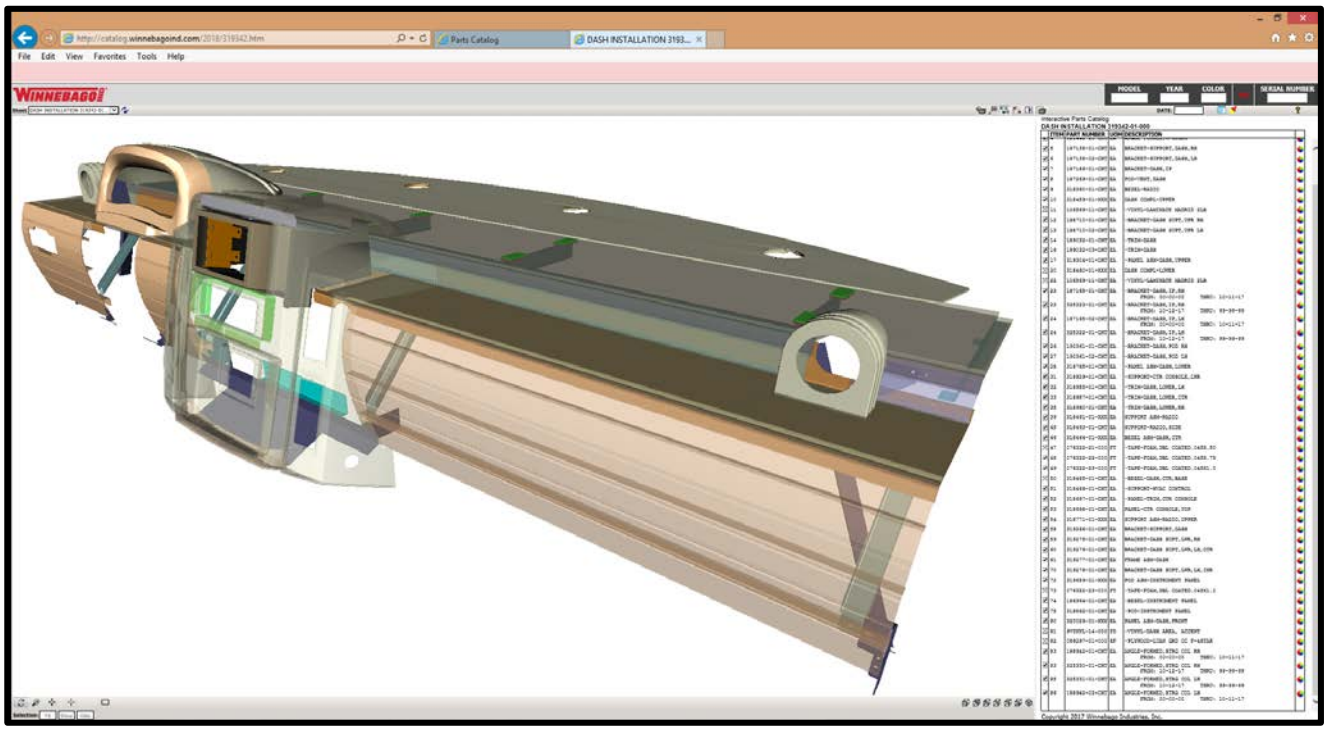
Step 2: Disconnect the '2' condensate drain hoses at each lower corner of the Evap/Heater Assembly and set aside for reinstallation on the new assembly. Note: the hoses are 'bonded' onto the housings *plastic ports* with urethane and require rotation / force to remove. Do not cut hose – i.e. damage to plastic fitting must be avoided. Remember that the short hose connects to passenger side fitting & longer hose to the driver-side fitting.



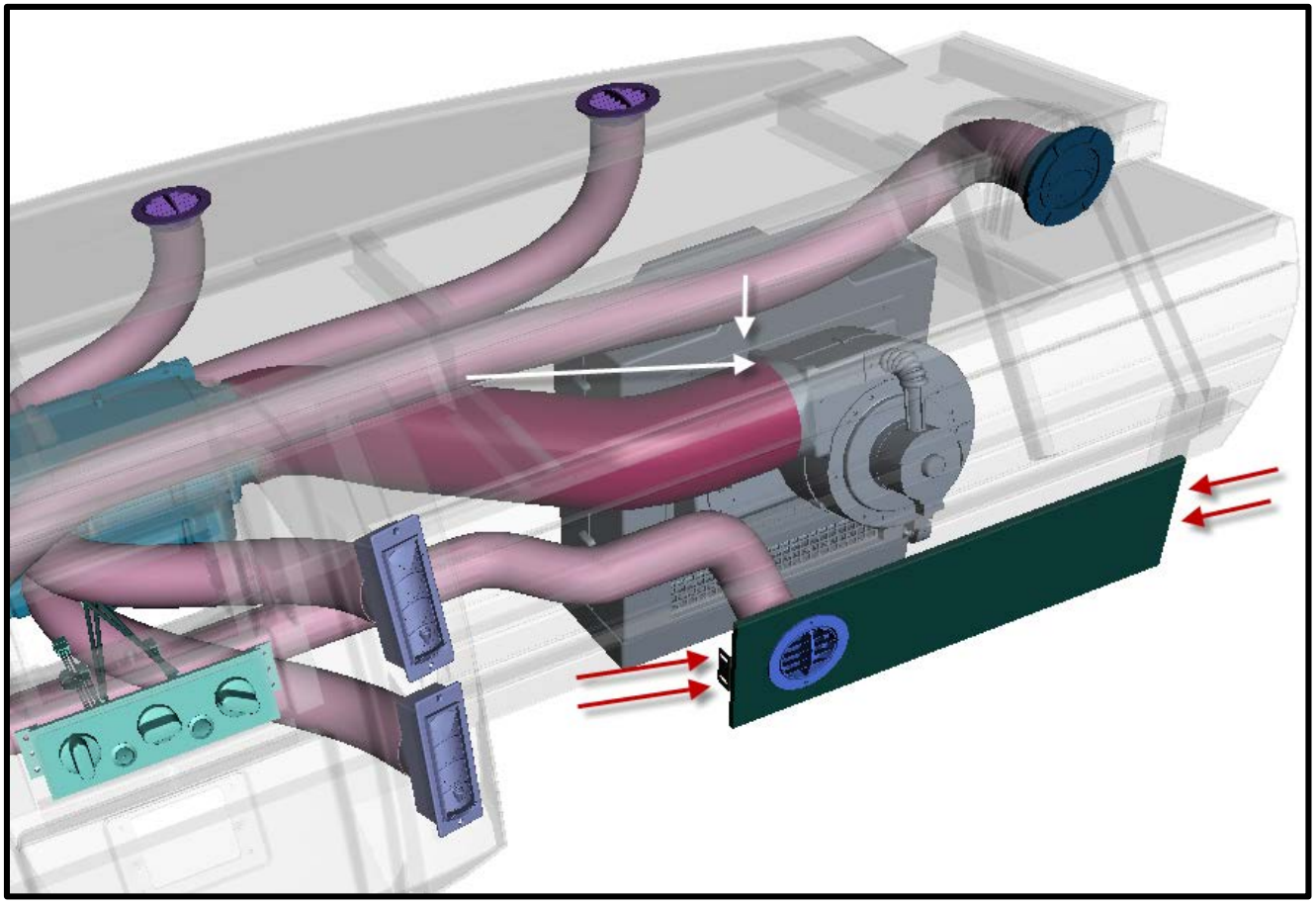
Step 3: Evacuate the System. Note: ***Measure and Record*** the amount of refrigerant recovered. Once the system is empty, remove the A/C lines & cap the TXV Valve. Plug lines to keep foreign material out & swing lines clear. **IMPORTANT:** The system capacity is 34oz of R134A refrigerant. Some PAG oil will remain in the old evaporator assembly, *so 1-ounce. of PAG oil should be added to the system* when recharging the system.



Step 4: Begin Disassembly of Interior: While the A/C system is evacuating, begin disassembly of the Interior Dash Assembly to access the evaporator assembly. The following 3-D Views show structure / support brackets locations for lower-dash panel.



Evaporator / Heater Assembly – note the white arrows identifying location of the 5-inch band clamp on the blower motor housing, and red arrows identify mounting bracket locations for the lower heater cover panel.



Creating working space. Turn the Co-Pilot Seat to the rear and slide the seat rearward. Tilt the seat-back rearward.

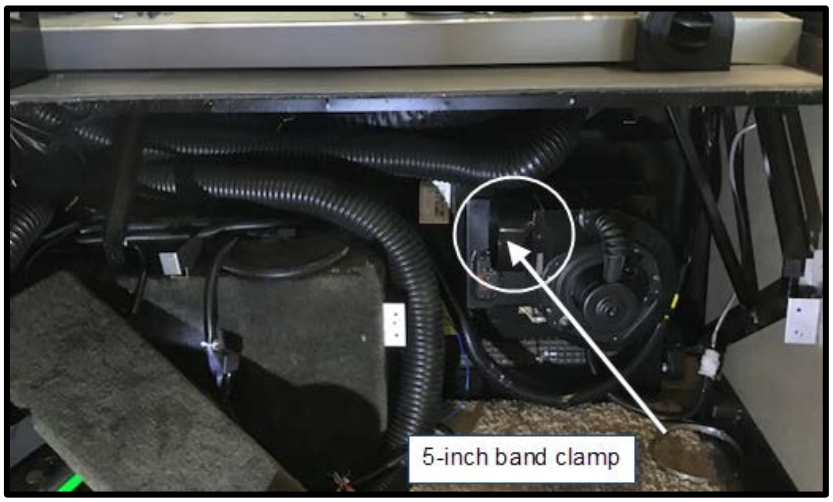
Step 5: Please Protect the Painted Aluminum Lower Dash Assembly – Apply several layers of tape to the lower edge of the dash. It is recommended to apply tape to the spade terminals on the Thermostat to help with avoiding damage to the lower dash – i.e. should they contact fascia during removal of the Evaporator Assembly.

Step 6: Take Measures to Protect the Linoleum Flooring - Place a protective material (carpet or sheet metal) on the cabin floor beneath the evaporator assembly to avoid damage to the linoleum flooring during the removal and installation process. The TXV valve & heater core connections are sharp and will cut the flooring.

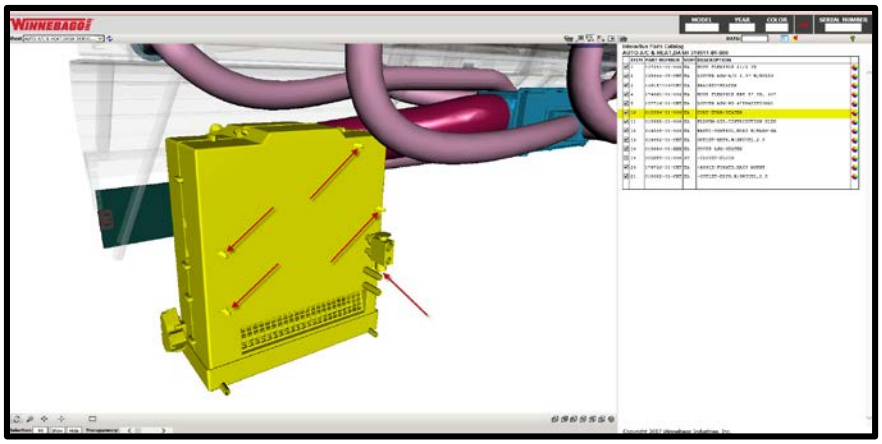
Step 7: Remove the lower fabric-covered Heater Cover Assembly – Note mounting brackets at each end & '2' screws at each bracket. Removal of the vent / diffuser allows easier access to mounting screws on left side of panel. Set panel and screws aside.

Step 8: Disconnect wiring / connections to the Thermostat, the Fan Relay, the Resister and the Fresh-Air / Recirculate Motor. Note connections to spade-connectors on Thermostat (blue wire on left terminal and gray wire on right terminal). Position all wiring as necessary to protect wiring - and for unobstructed access to the Evaporator Assembly.

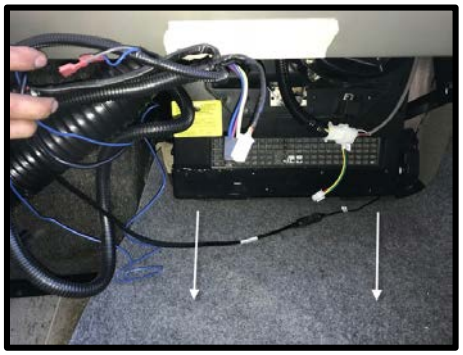
Step 9: Disconnect the 5-inch air ducting from the blower fan housing. Note: Remove the 'set screw' at top-side of worm-gear clamp. This allows rotation of the clamp improving the access to the worm-gears screw.



Step 10: Removing the Evaporator Assembly - Working through the front hood opening, remove all **'5'** of the **7/16ths** cap-nuts from the assemblies mounting studs. The picture of the cordless impact tool is shown with an extension & 7/16ths deep-socket - this combination works well. Note: There's Manus-Bond urethane sealant that will interfere with removal of these cap-nuts. You may wish to replace the nuts during reassembly, but these are not provided.



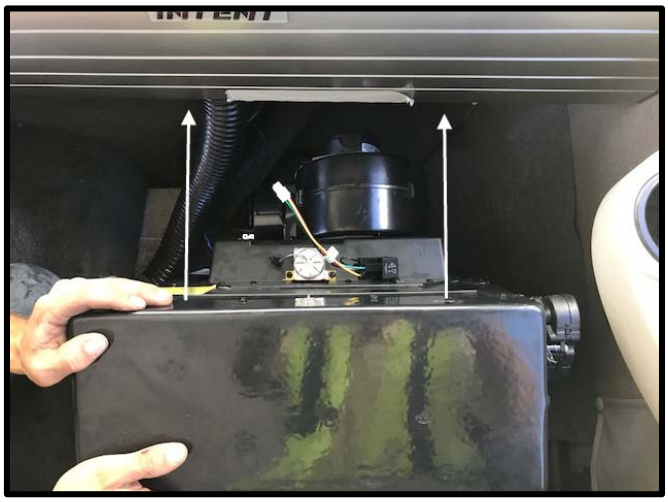
Step 11: Removal of the Evaporator Assembly – The assembly must be pulled rearward allowing the studs to clear the bulkhead. Lowering the assembly while pulling the bottom rearward allows the assembly to rotate to a horizontal position - with the TXV Valve & Heater Core fittings in contact with the cabin floor. Continuing to move the assembly rearward while beginning a rotation of the assembly is shown in the following photos.

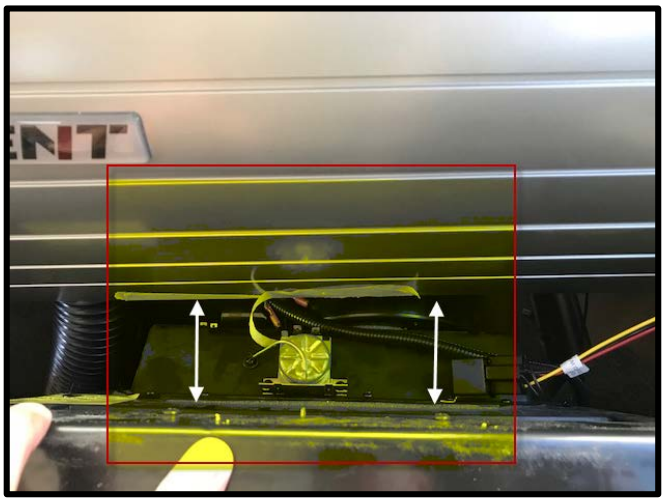


Continued Rotation of the assembly 'to a vertical position' will bring the blower motor up against the face-side of the lower dash panel... with the Thermostat very close if not in direct contact with the lower dash panel. Use extreme care while maneuvering the assembly to clear the dash panel & while lifting / exiting with the evaporator assembly.

Step 12: Installation of the new assembly. Installation is largely a reversal of the removal process. Insure the protective measures – i.e. the carpet or sheet metal on the floor and protective tape is in good condition, and that all wiring and ducting is secured and won't be an obstacle. Position the new evaporator assembly next to the lower dash panel, and align the Thermostat with the protected area on the lower dash panel. Begin rotating / maneuvering the assembly to a horizontal positon and towards the bulkhead until the blower motor clears of the lower dash panel.

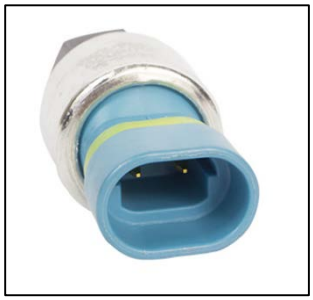
Recommended: It is wise to enlist assistance to guide the assembly into position & get the mounting studs inserted thru the bulkhead and cap-nuts started.

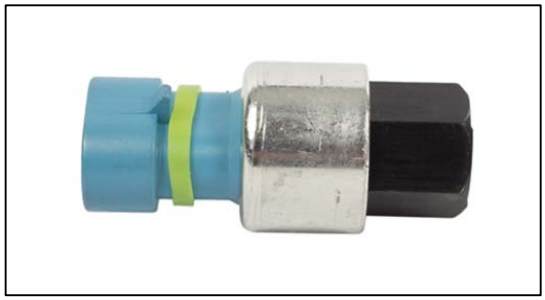




Step 13: Evacuate the System for a minimum of 30-minutes. Isolate the system (lock-in the applied vacuum) and monitor for leaks prior to recharging the system. Recharge the system with 1 oz. of PAG oil and 34 oz. of R134A refrigerant. Please Document the high-side and low-side pressure readings on your work order.

Note: Please inspect the Ford supplied binary pressure switch located on the low-side A/C hose and confirm the 'band' on this switch is a 'yellow' band. The low-side cut-out pressure on this switch is between 8 – 12 PSI. Should the pressure switch have a 'white' band on it, a yellow-band switch must be sourced and installed. This switch needs to be sourced through the local Ford dealer. (Ford's part number is HU94-19E561-AA)





Step 14: Perform Functional Test: Set the temp-selection knob to Maximum Cooling with Fresh-Air selected (vs. Max-Air), and with fan-speed set to High. Measure the discharge-air temperature at the center vent with engine idling, and again with engine @ 1,500 RPM. Please document these temperatures on your work order. Please include the Ambient Temperature at the time of the testing.