



Thor Motor Coach Technical Service Bulletin

TSB #	TSB 22-01		
Description/Title:	Aria / Palazzo / Tuscany / Venetian Inverter		
Affected Product Line(s):	Certain model year 2022 Aria / Palazzo / Tuscany / Venetian motorhomes		
Service Campaign # :	RC000251	Released Date:	2/7/2022
Codes:	Inspect Only: TMCTS80271Y Repair: TMCTS80271W	Document Date:	2/7/2022
Time Allowed:	Inspect Only: 0.1 Repair: 0.2	Document Revision:	A

Issue:

If a customer is experiencing inconsistent inverter readings on the Firefly panel, please utilize the below instructions.

Instructions:

1. To begin, look at the inverter in the coach.
 - a. If the inverter is white, the coach has a Magnum inverter installed.
 - b. If the inverter is grey, the coach has a Xantrax inverter installed.
2. Next, go to the Firefly control panel.
3. Touch the lightning bolt on the left.
4. Touch the bottom right inverter/charger tab.



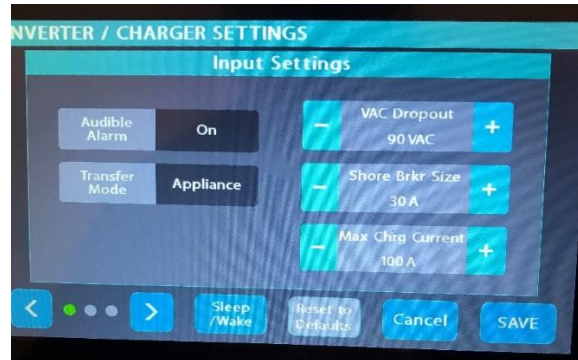
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5. Compare the Magnum/Xantrex layouts below to what is currently on the Firefly.
 - a. If the screen in the coach matches the inverter installed on the coach, inspection is complete and no further repair is required.
 - b. If the screen does not match the inverter installed on the coach, proceed below.

Magnum:



Xantrex:



If the inverter is a Xantrex and has a Magnum screen:

1. Check to make sure the Magnum black box has not been left in the compartment with the inverter.
2. Go to the Firefly touchscreen.
3. Click on settings in the bottom left-hand corner.
 - a. Note what the floorplan currently is.
4. Hold the floorplan option for 3 seconds.
5. If the inverter is listed on the first screen, select Xantrex. If the inverter is not on the first screen page over until you find them, select Xantrex.
6. Select the floorplan again.
7. Return to the lightning bolt page and re-check the inverter settings.
8. If the settings on the inverter page are out of range, compare GUI/LC numbers to verify they match. If the GUI/LC are mismatched, contact Thor Motor Coach.

If the inverter and the screen are Xantrex, check the maximum charge current setting. The max charge setting should be set to 100 amps.

1. If not set to 100 amps - touch the inverter controls icon on the bottom left of the screen – go to max charge – change to 100 amps – save

***If the software is correct and Firefly and Xantrex will not pair,
the inverter will need to be programmed.***



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Setting the Ignition control features:

The Xantrex inverter “Ignition Control” also needs to be set, at the inverter display. They call it “Ignition” but we are using it to detect “House Power”. If the inverter shuts off with the coach battery disconnect switch (entry door), the setup is correct.

Description of Ignition Control Features

For information about the features and instructions on changing the ignition control features, see *Operation on page 51*.

Table 9 Ignition Control Features

Ignition Auto-on (Ato)	This setting allows the inverter/charger to operate (Battery mode) automatically when an ignition control wire is connected to the ACC input and a valid ignition signal is constantly detected. The inverter works in tandem with the vehicle's ignition circuit.
Ignition Lock-out (LOt)	This setting allows the inverter/charger to operate (Battery mode) when an ignition control wire is connected to the ACC input from the 20-pin CC adapter wire and a valid ignition signal is constantly detected. When enabled, you have to manually press the Power button on the display panel to operate the inverter/charger.
Off (OFF)	To completely disable the ignition control features do the following: Set Ignition Control to Off (OFF) using the Select buttons on the Display panel.

The communication cable between the Xantrex inverter and the FireFly G12. The Magnum Bridge RVC control should be removed.

