



Countries:	CANADA, TAIWAN, GUAM, KOREA, SOUTH KOREA, UNITED STATES	Document ID:	IK1900198
Availability:	ISIS, Fleet!SIS, IsSIR	Revision:	27
Major System:	ACCESSORIES	Created:	7/23/2012
Current Language:	English	Last Modified:	7/21/2026
Other Languages:	NONE	Author:	Anthony Tondola
Viewed:	47344		

[Less Info](#)

Hide Details

Coding Information

Copy Link	Copy Relative Link	Bookmark	Add to Favorites	Print	Provide Feedback	Helpful	Not Helpful
		View My Bookmarks				97	29

Title: MaxxPower No Idle Battery-Powered A/C System Diagnostic Guide

Applies To: MY2014, MY2015, MY2016, MY2017, MY2018, MY2019, MY2020 – Models w/ 0016UZL Built Between 06/23/2014 – 05/11/2020 OR Models w/ 0016UZL w/ Safety Recall 14516 Completed

Change Log

Please refer to the change log text box below for recent changes to this article:

07/21/2026 - Updated article owner. Updated Applies To section based on feedback received
01/07/2022 - Republished for feedback purposes. No content changes made.
03/15/2021 - Removed information and link for IK1600210, it is retired and was replaced by Safety Recall 14516.
12/19/2019 - Added note specific to LT bunk blower operation. Added note at schematic section as this can be used for LT
08/23/2019 - Re-published for wiring schematic access
07/15/2019 - Retiring. Diagnostic and repair information is available in the technician manuals.

Description

NOTE:

This article only applies to Models w/ 0016UZL Built Between 06/23/2014 – 05/11/2020 OR Models w/ 0016UZL w/ Safety Recall 14516 Completed

Reference the appropriate Technician Manual for models outside of this population.

NOTE:

Safety Recall 14516 has been issued for units built before June 23, 2014.

NOTE:

For LT and 2018+ LoneStar: If there is a complaint of the bunk blower turning off after an auto start event, the BCM needs to be updated to Data Version 323 or higher.

- The bunk blower turning off was only present in BCM Data Version 309 to Data Version 322
- To properly diagnose the system, you must ensure the recall has been performed.
- Only the "Cold Loop" sealed refrigerant core PN # 2614669C1 is to be replaced when the refrigerant circuit fails.
- DO NOT REPLACE THE COMPLETE UNIT IF THE A/C IS NOT FUNCTIONING. **Complete unit is not Warrantable**
- Refer to the BASIC TROUBLESHOOTING below before replacing any components. This will help you identify which component is at fault or any electrical issues.
- Refer to PARTS INFORMATION to properly identify the parts that may require replacement
- The A/C portion of the system is listed below in the parts section.
- The 16UZL No-Idle HVAC system is designed to disengage when the engine is started, and can be turned on with the key in any position.

This battery-powered no-idle HVAC system provides heating and cooling of the sleeper area without use of the vehicle engine.

- The system is comprised of the no-idle HVAC components located in the sleeper HVAC module, a separate fuel-operated coolant heater mounted under the sleeper, and four additional batteries housed in a second battery box.
- The no-idle HVAC system shares the air handling assembly and several major components with the truck's standard HVAC system.
- Most importantly, the shared evaporator core contains refrigerant circuits for both the no idle system and the truck's standard A/C system.
- With this configuration, some procedures required to service the no idle A/C system will require opening the refrigerant circuit of the truck's standard A/C system.

Trucks equipped with the 16UZL No-Idle HVAC system have two separate HVAC systems (Standard Truck A/C and the MaxxPower unit); it is important to identify each clearly, so you are troubleshooting the correct system.

NOTE:

Per the Operator's Manual page 10: Run the heater at least once a month during the year (for a minimum of 15 minutes).

TABLE OF CONTENTS

Use the menu bar at the top of the screen to navigate through the topics listed.

- [Basic Troubleshooting](#)
- [Component Identification and Location](#)
 - A: Compressor Fuse 60 Amp (Maxi)
 - B: System Controller Fuse 10 amp (Mini)
 - C: Blower Fuse 20 amp (Mini)
 - D: Condenser Fan Fuse 20 amp (Mini)
 - E: Relays (Compressor, Condenser Fan, Blower)
 - F: Fan and Temperature Control Display
 - G: System Controller
 - H: Compressor Controller
 - I: Linear Power Module
 - J: Blend Door Actuator
 - K: Inlet Temperature Air Sensor
 - L: Discharge Temperature Sensor
 - M: Evaporator Blower
 - N: Condenser Fan
 - O: High Pressure Switch
 - P: Compressor
 - Q: Thermal Limit Switch – Compressor
 - R: Evaporator Inlet Filter
- [Diagnostic Information - Link to ProStar Technician Manual](#)
- [Circuit Diagrams](#)
- [Photos with Call Outs](#)
- [Parts Information - with Cold Loop Identification](#)
- [Additional Resources](#)
- [SRT Information](#)

Basic Troubleshooting

WARNING! To prevent property damage, personal injury, and / or death, park vehicle on a hard, flat surface, turn the engine off, set the parking brake, and install wheel chocks to prevent the vehicle from moving in either direction.

WARNING! To prevent property damage, personal injury, and / or death, if the vehicle must be raised, do not work under the vehicle supported only by jacks. Jacks can slip or fall over.

WARNING! To prevent personal injury and / or death, always wear safe eye protection when performing vehicle maintenance.

WARNING! To prevent property damage, personal injury, and / or death, keep flames or sparks away from vehicle and do not smoke while servicing the vehicle's batteries. Batteries expel explosive gases.

WARNING! To prevent property damage, personal injury, and / or death, remove the ground cable from the negative terminal of the battery box before disconnecting any electrical components. Always connect the ground cable last.

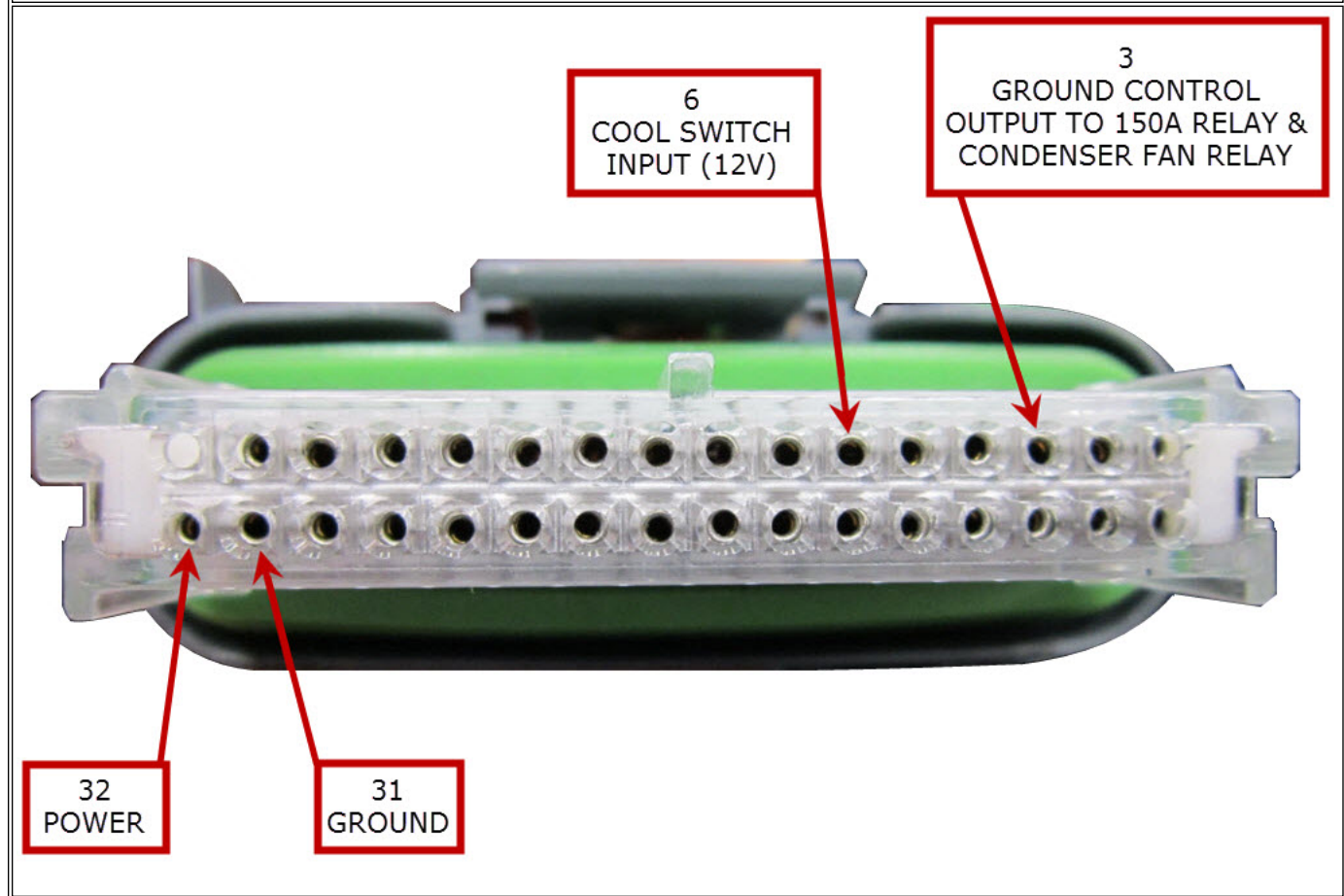
Prior to replacing any components, these basic electrical checks should be performed.

- System will not turn on.
- System starts and cools, but then stops cooling or shuts off.

- Verify proper power and ground are present at the system controller. (Load test the circuits with a headlamp). If the complaint is the system stops cooling, verify you still have power and ground at 31 and 32 when the issue occurs (Figure 1)
- Verify 12-volt input to pin 6 from the Cool Switch (Figure 1)
- Verify ground control output from pin 3 to the 150A Relay and Condenser Fan Relay

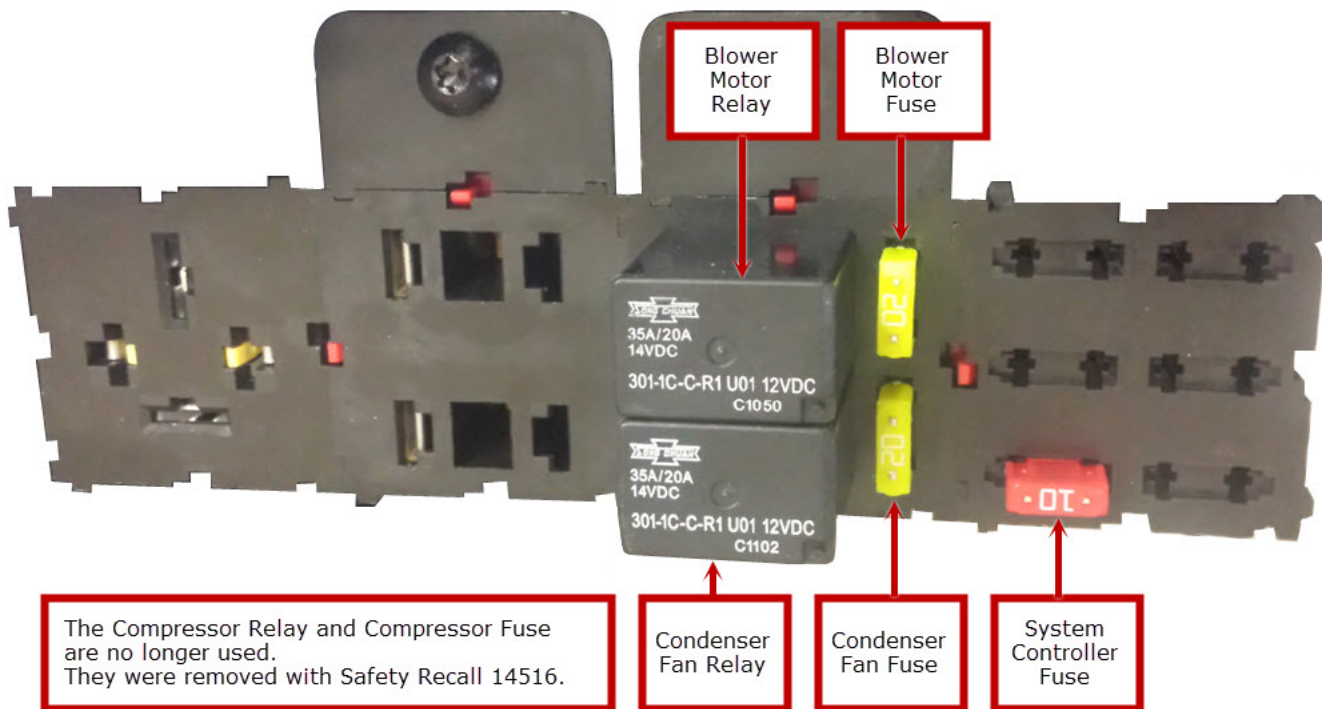
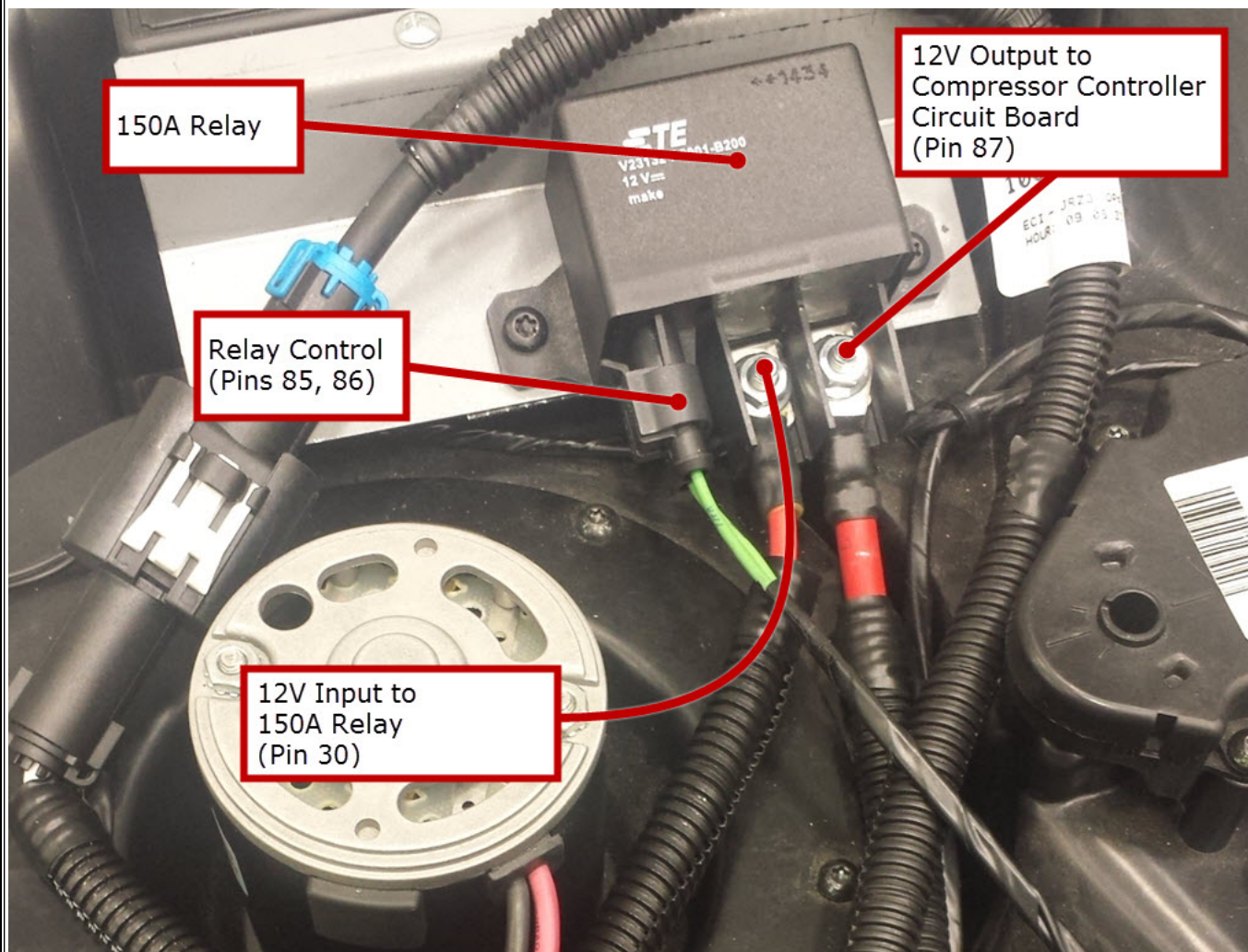
If you have ground control from pin 3 to the relays and the system is still not operating properly, the system controller is not at fault. Continue with further diagnostics.

Figure 1



- Verify proper voltage at pin 30 (Figure 2) of the 150A Relay. (Load test the circuit with a headlamp).
 - If you do not have proper voltage at this point, you need to check the truck wiring from the fuses in the battery box to the relay terminal.
- Verify power on pin 1 and ground on pin 2 of the Relay Control. (Load test both circuits with a headlamp).
- Verify the relay engages, and power is present on the output pin 87 of the 150A Relay to the Compressor Controller Circuit Board. (Figure 2)

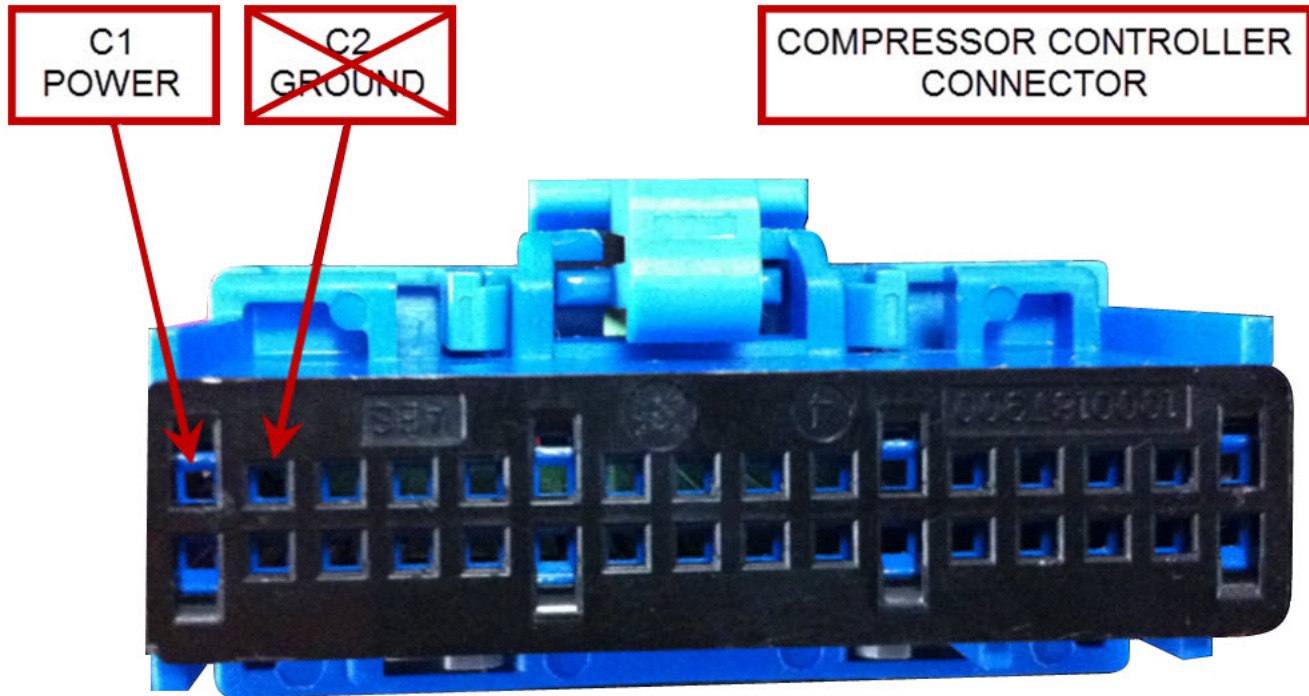
Figure 2



- The 150A fuse feeds power to the compressor controller circuit board (Figure 2)
- Check the 4-pin connector between the fuse and the compressor controller circuit board, ensuring the terminals are fully seated and locked. (Figure 4)

- Verify proper power terminal C1 of the compressor controller connector. (Load test the circuit with a headlamp). (Figure 3)

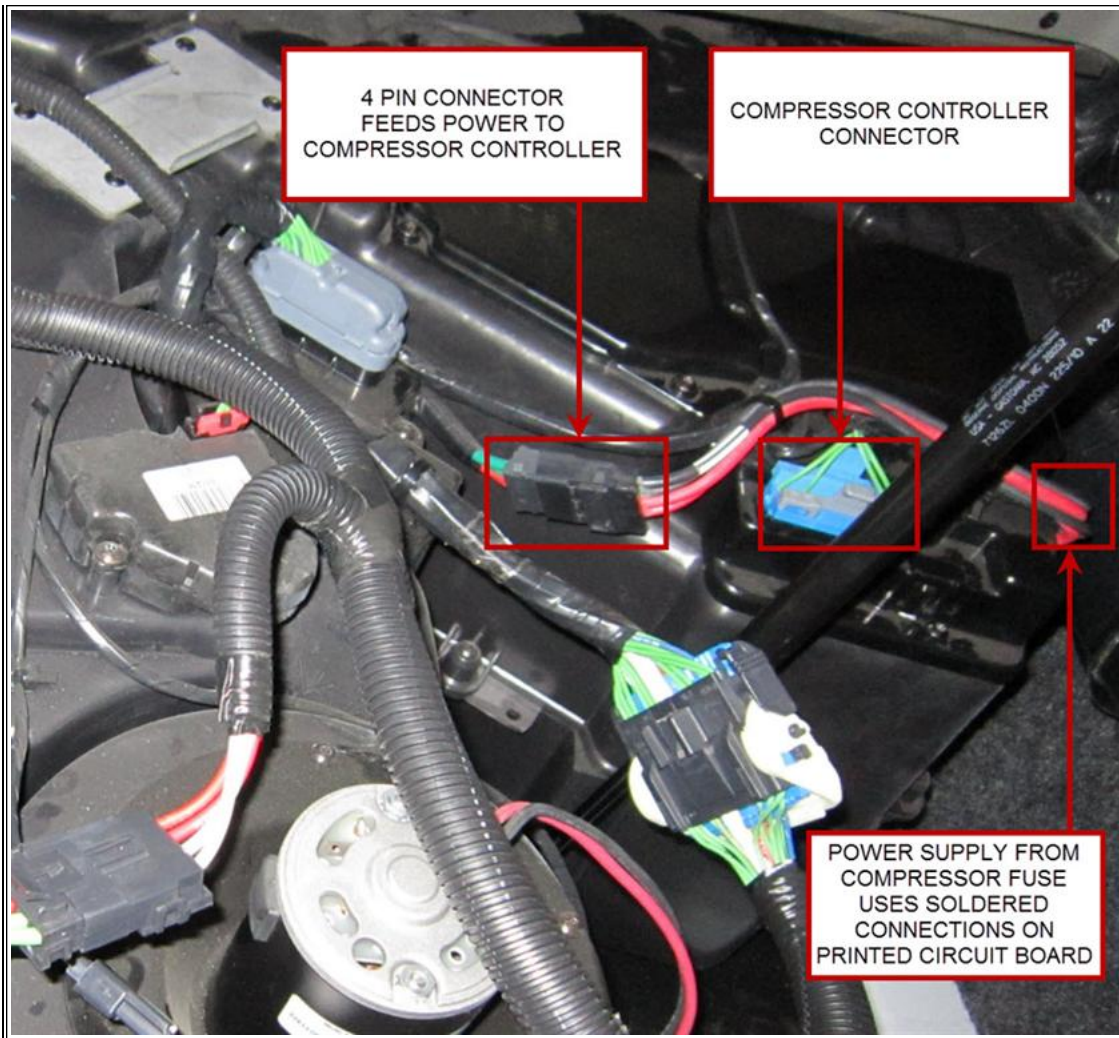
Figure 3



The ground wire C2 is no longer used.
It is removed when Safety Recall 14516 is performed.

- Depending on the type of compressor controller, you will have one of the 2 style connectors on the compressor (Flag or Cluster Block).
- Check for 6 volts cycling on each of the three wires.

Figure 4



([Return to Table of Contents](#))

Component Identification and Location

International main system fuses

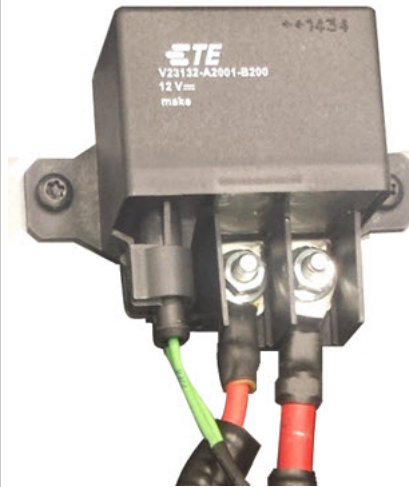
- Location: Inside battery box
- These fuses are identified on the wiring diagram as F6 and F7

International main system fuses in battery box:



150A Relay for Units built June 23, 2014 or later

- This relay also applies to units that have had the power harness upgrade - Safety Recall 14516



A: Compressor Fuse - (No longer used)

- Removed with Safety Recall 14516.

B: System Controller Fuse 10 Amp (Mini)

- This fuse provides short circuit protection for the unit controls.
- Location: On the control center

C: Blower Fuse 20 Amp (Mini)

- This fuse provides short circuit protection for the evaporator blower.
- Location: On the control center

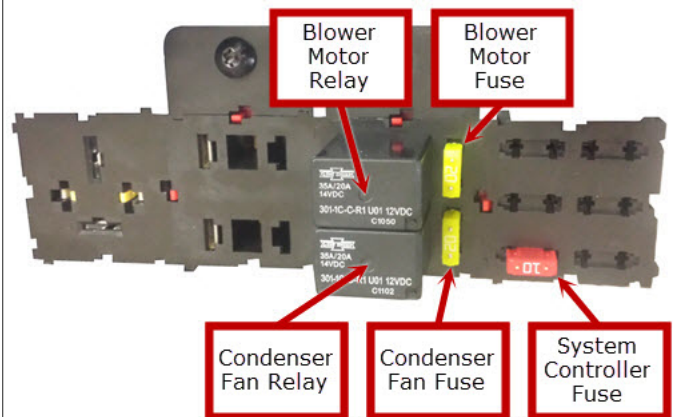
D: Condenser Fan Fuse 20 Amp (Mini)

- This fuse provides short circuit protection for the condenser fan.
- Location: On the control center

E: Relays

- **Location:** On the control center
- **Compressor Relay** - (No longer used)
 - Removed with Safety Recall 14516.
- **Condenser Fan Relay**
 - This relay controls the voltage to the condenser fan.
 - (ENGINE OFF MODE)
- **Blower Motor Relay**
 - This relay controls the voltage to the evaporator blower
 - (ENGINE OFF and ENGINE ON MODE)

A-E: Fuses and Relays



The Compressor Relay and Compressor Fuse are no longer used. They were removed with Safety Recall 14516

F: Switches / Fan and Temperature Control Display

- **COOL / No Idle switch:**
 - Lights up and starts the MaxxPower A/C unit at default settings in the parked mode.
- **HEAT / No Idle switch:**
 - Lights up and starts the MaxxPower unit and auxiliary coolant heater at default settings in the parked mode.
- **LED Display:**
 - Allows for temperature and Blower speed adjustment of the MaxxPower unit when operating in A/C or heat mode.
 - Operates like standard Auxiliary HVAC when the engine is running.
 - MaxxPower A/C Unit and Auxiliary Coolant Heater - stop when the engine is started, the unit is shut off, or batteries are depleted.

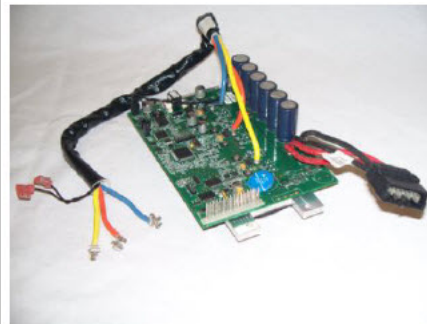
F: Switches / Fan and Temperature Control Display:



G: System Controller:



H: Compressor Controller:



I: Linear Power Module:



J: Blend Door Actuator:

G: System Controller

- This device stores the operating program and controls the MaxxPower unit.
- Location: Under the bunk, next to the blend door motor, under the grey 32-pin connector.

H: Compressor Controller:

- This device controls the output voltage to the variable speed compressor.
- Location: On the top/rear area under the plastic access cover.

I: Linear Power Module (LPM):

- This module controls the amount of voltage delivered to the evaporator blower, creating variable blower speeds.
- Location: On the blower wheel housing.

J: Blend Door Actuator:

- This actuator operates the blend door, changing the airflow path through the MaxxPower evaporator coil and heater core.

- Location: Under the bunk, near the blower motor.



K: Inlet Temperature Sensor:

- This sensor monitors the return air temperature in front of the evaporator coil.

L: Discharge Temperature Sensor - Freeze Switch:

- This sensor monitors the evaporator outlet temperature as it enters the vehicle duct system.

K-L: Inlet and Discharge Temperature Sensor:



M: Evaporator Blower:

- This blower pulls air through the evaporator coil or heater core and blows conditioned air into the interior of the sleeper. This blower operates with parked (no-idle) and engine-driven systems.

M: Evaporator Blower:



N: Condenser Fan:

- This blower draws air from outside the truck, through a section of the louvered door on the passenger side, and pushes it through the condenser coil to cool the refrigerant flowing through the system. The hot air is exhausted out the same louver panel on the passenger side of the truck.

N: Condenser Fan:



O: High Pressure Switch:

- This brazed pressure switch will open and prevent the operation of the compressor due to high internal pressure. It is NOT serviceable.

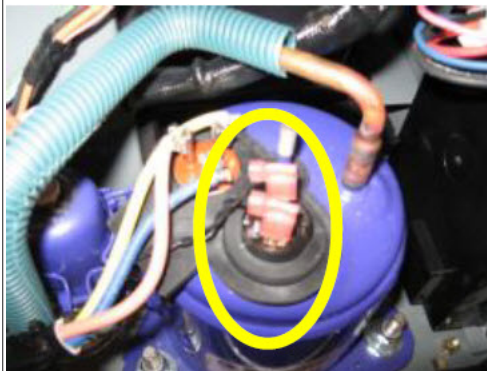
O: High Pressure Switch:



P: Compressor:



Q: Thermal Limit Switch on Compressor:



P: Compressor

- This unit is part of the hermetically sealed refrigeration system.

Q: Thermal Limit Switch on Compressor:

- This is a normally closed (auto reset) switch to protect the compressor from high temperature.

R: Evaporator Inlet Filter:

- This filter protects the evaporator coil from dust and debris.
- It needs to be inspected and serviced periodically during routine maintenance.

([Return to Table of Contents](#))

Diagnostic Information

Please refer to the 2010-2016 ProStar Technician Manual ([0000863170](#)) for step-based diagnostics:

([Return to Table of Contents](#))

Circuit Diagrams

NOTE:

The Bergstrom No-Idle HVAC System uses a Bergstrom harness that connects to the OEM harness.
The last PDF diagram "06/23/2014 and newer" can be used for LT and 2018+ LoneStar. The Bergstrom harness has not changed.

- The wiring schematic books will only show the OEM wiring.
- The PDFs below will outline the OEM wiring and show all the Bergstrom wiring.
- The wiring shown as "A/C UNIT" is where the OEM and Bergstrom harnesses meet.

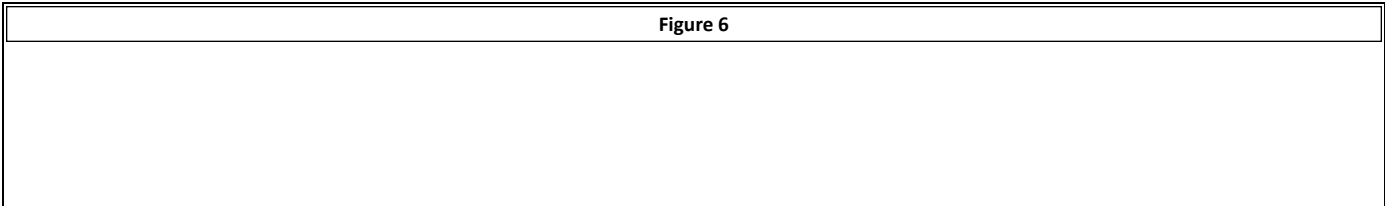
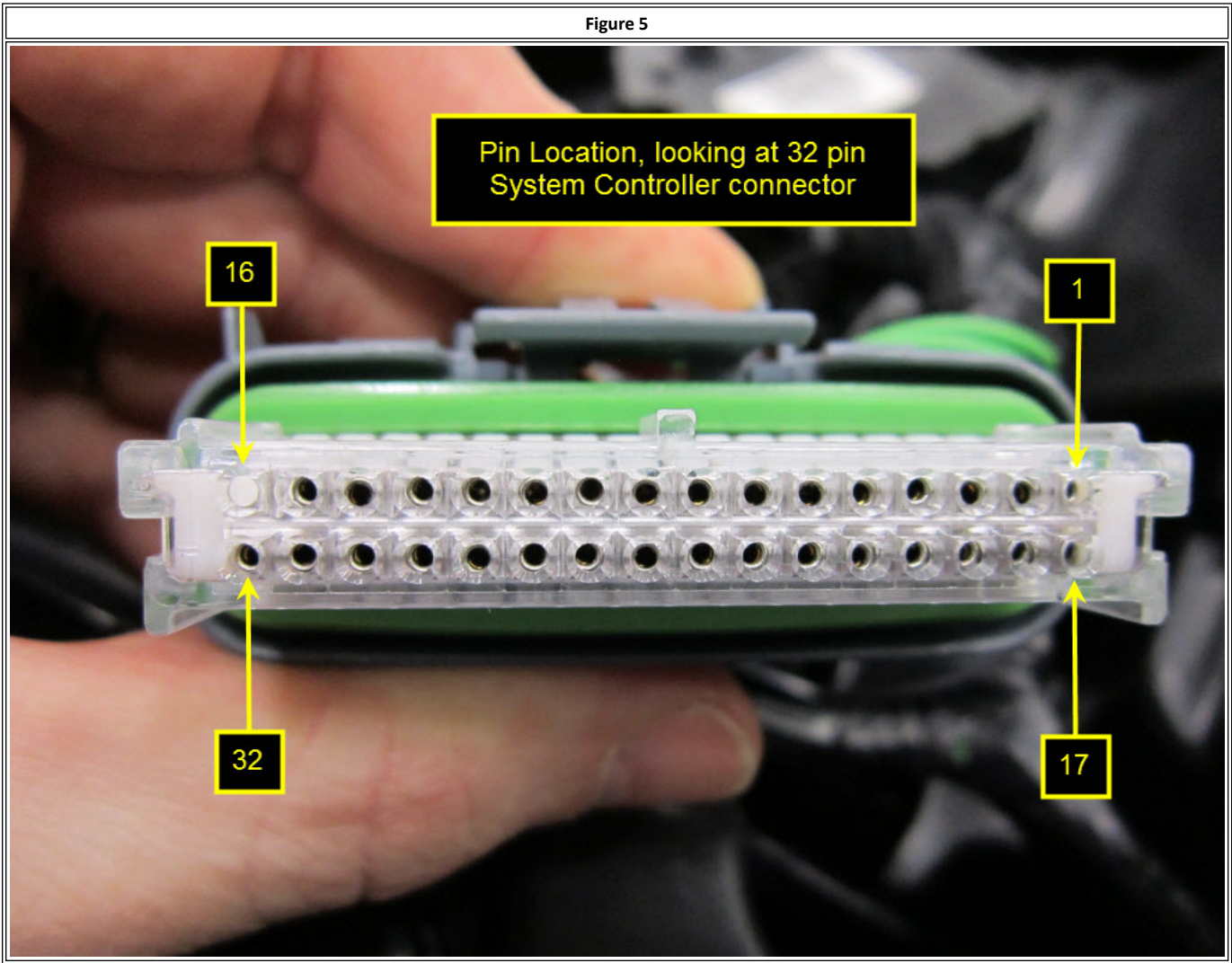
Also note the OEM wiring has standard sleeper HVAC wiring and all other sleeper wiring configurations. Take time to ensure you're looking at the correct schematic for this system. In the most current schematic book "0000002122" the No-Idle system wiring starts on Ch 12 Pg 15.

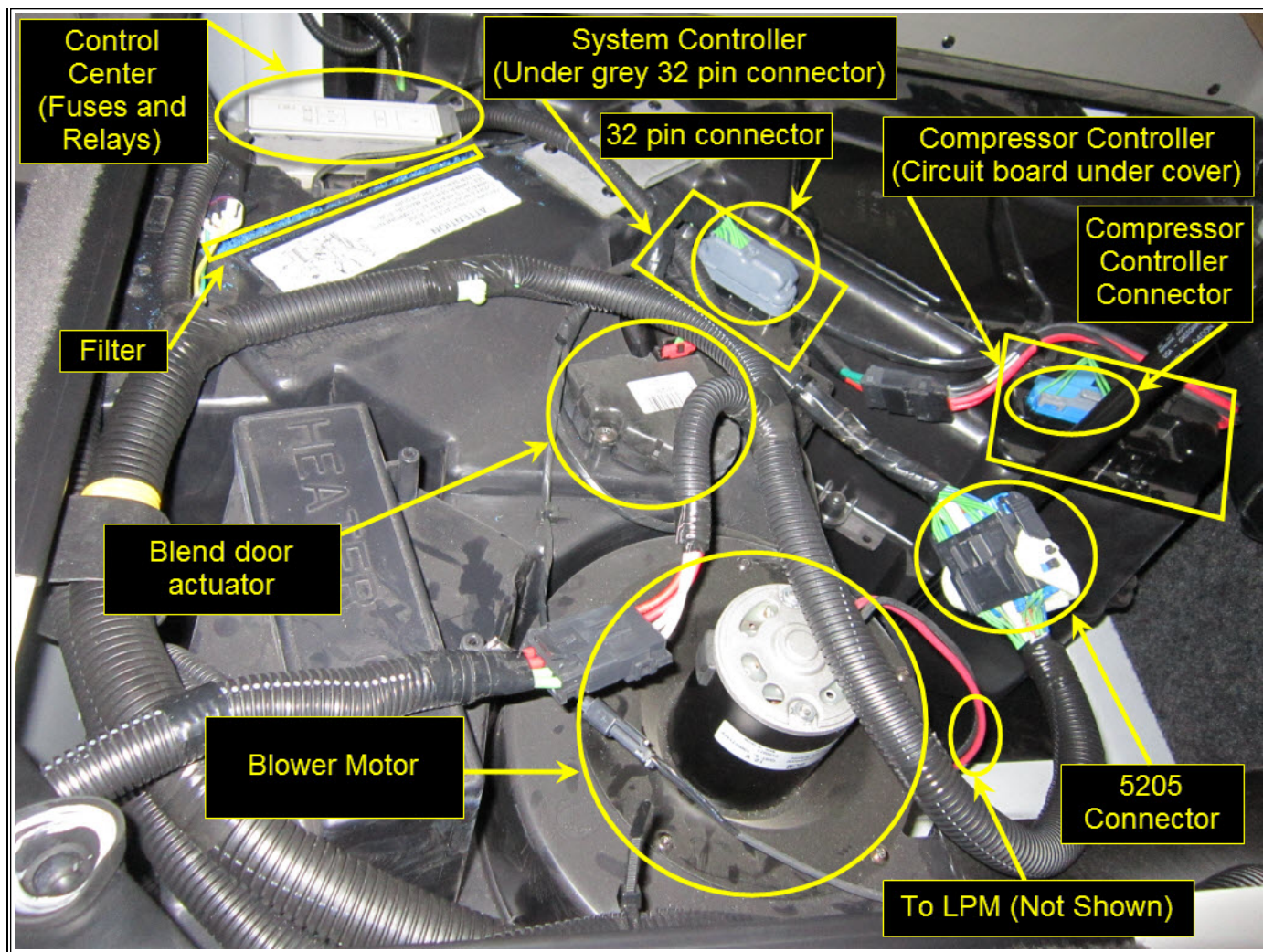
- Discharge Sensor / Air inlet sensor temp chart [CLICK HERE](#)
- Service Portal Master Service Information [CLICK HERE](#)

Circuit Diagrams vary based on the build date of the unit		
◦ For units that have had Safety Recall 14516 performed, refer to the schematic "06/23/2014 and newer"		
◦ For LT and 2018+ LoneStar, refer to the schematic "06/23/2014 and newer"		
MaxxPower No-Idle System Circuit Diagram (PDF)	Prior to 11/11/2013	CLICK HERE
MaxxPower No-Idle System Circuit Diagram (PDF)	11/11/2013 to 06/23/2014	CLICK HERE
MaxxPower No-Idle System Circuit Diagram (PDF)	06/23/2014 and newer	CLICK HERE

([Return to Table of Contents](#))

Photos with Call Outs





([Return to Table of Contents](#))

Service Part(s) Information

NOTE:

REPLACEMENT OF NEW REFRIGERANT LOOP 2614669C1 MAY ALSO REQUIRE THE REPLACEMENT OF THE NEW COMPRESSOR CONTROLLER WITH CLUSTER BLOCK CONNECTOR 4047671C91 AS WELL.

The cold loop does not fit LT or 2018+ LoneStar

Part #	Description	Qty.
2614669C1	Sealed Ref System 12V, Cold Loop *See Note Below* This Cold Loop will only work for ProStar and LoneStar. It will not fit LT or 2018+ LoneStar	1
3685807C1	Condenser Fan	1
3695241C1	Temp Sensor	2
4060729C1	System Controller (Under the Grey 32 Pin Connector)	1
2517316C1	Compressor Controller (Circuit Board) with Cluster Block Connector (Blue 32 Pin Connector) *See Figure 7 Below*	1
2602024C92	Compressor Controller (Circuit Board) with Flag Connectors (Blue 32 Pin Connector) *See Figure 7 Below*	1
2602548C91	Blend Door (The physical door)	1
3685800C1	Blend Door Actuator	1
3693481C1	LPM	1
2602545C91	Kit, Bunk Blower Motor with Scroll Assembly	1
3685805C1	Evaporator Inlet Filter (Blue)	1

Replacing the Cold Loop

The Bergstrom Maxx-Power air conditioning system has a cold loop replacement housing used to replace the non-serviceable air conditioning components. If the system has lost its refrigerant, if there is a compressor failure, or damage to the evaporator, condenser, or refrigerant lines, the cold loop will need to be replaced.

Complete System replacement is not recommended and is not to be used for a Warrantable situation.

Selecting the Correct Components

Maxx-Power units built before 7/16/2012 were built with flag terminals on the compressors.

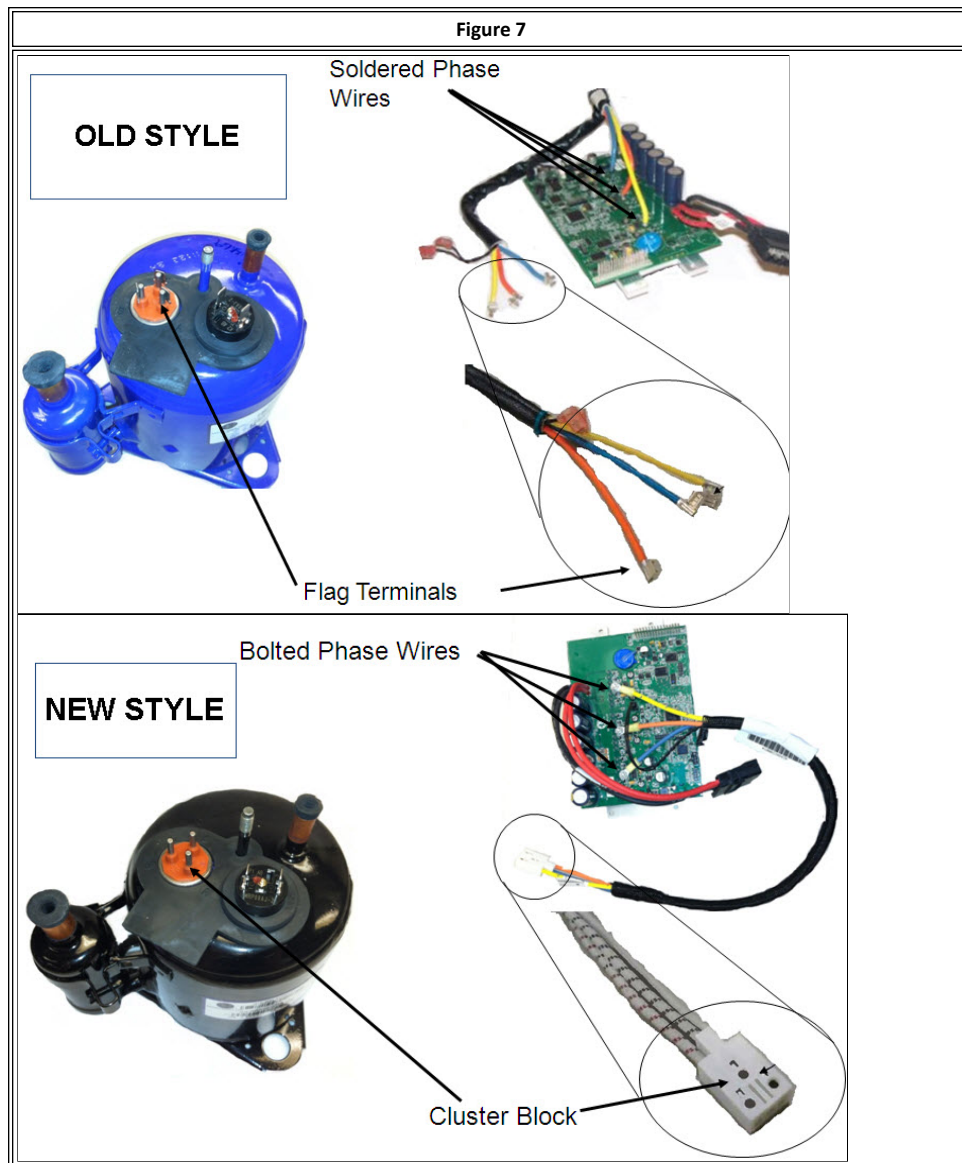
- Due to product improvements, the terminals were changed to a cluster block after 7/16/2012.
- All cold loop service parts are built with the cluster block style compressor.
- The cluster block style can be identified by its black color compressor.
- The flag style compressor is a purple / blue color.
 - The compressor controller is not compatible between the two units.
- If the vehicle was built with the flag type compressor (purple / blue), when replacing the cold loop, the compressor controller will also need to be replaced.

NOTE:

If when removing the old cold loop it is found that the compressor in the unit is the cluster block style (black), the compressor controller should not be replaced.

If you have a failed compressor controller with the Purple (Blue) Compressor, you can replace the compressor controller.

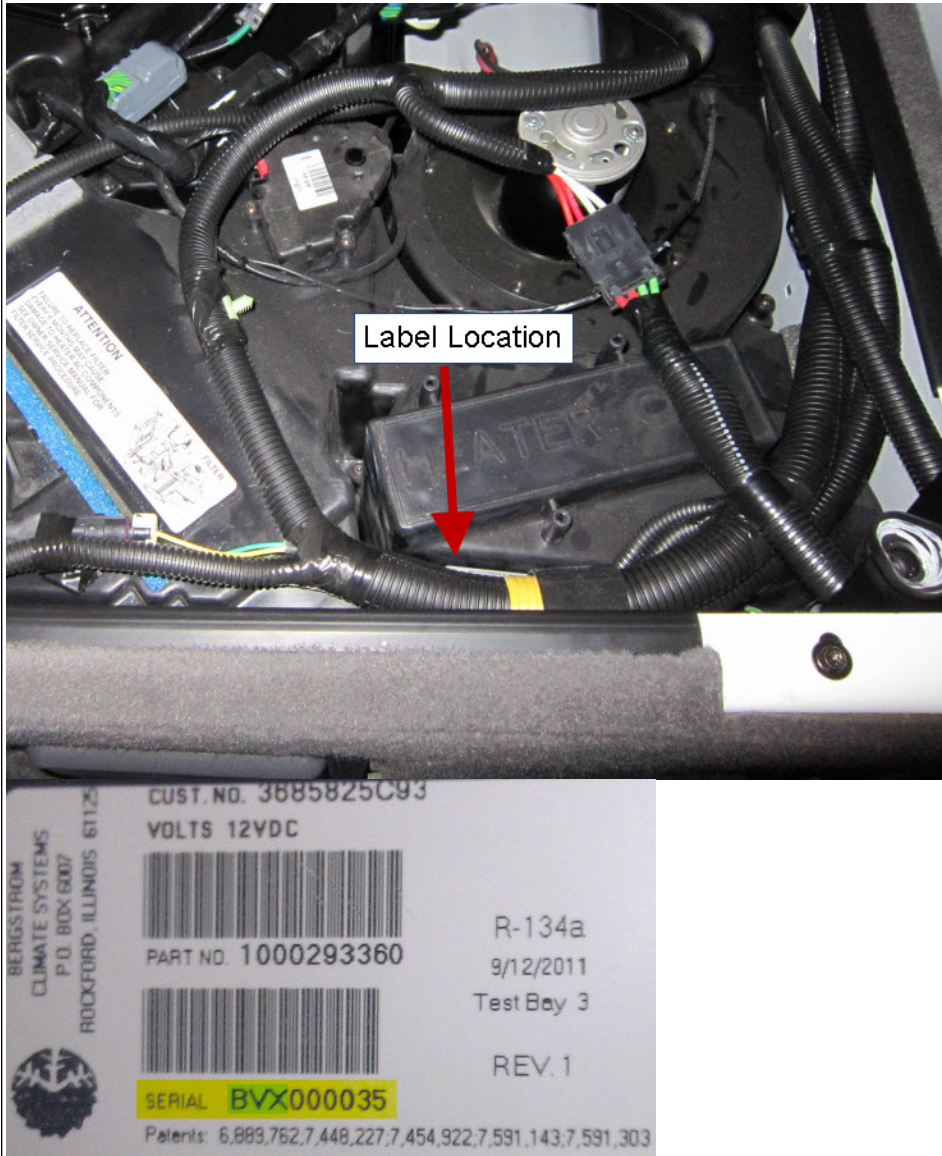
- Refer to the Parts Information section for the part number information for the different compressor controller circuit boards



Service Parts Based on Serial Number Prefix

The serial number can be found on a tag of the MaxxPower HVAC box. To ensure that the proper components are ordered, the serial number prefix will determine what compressor this vehicle was built with. The tag faces the lower bunk frame front wall, and the serial number will be in the format of BVX000035. Please see the photos below for the tag example and an example position.

Figure 8



S/N Prefix	Complete PN (Original Build)	Cold Loop PN (Updated) ProStar and LoneStar Only	Compressor Controller PN (Required with Cold Loop)	Date Range	Compressor Color (Original Build)
BOA	3685825C92	2614669C1	2614670C1	2/1/2009-8/1/2011	PURPLE (BLUE)
BOB	3685825C92	2614669C1	2614670C1	2/1/2009-8/1/2011	PURPLE (BLUE)
BWA	3685825C93	2614669C1	2614670C1	3/11/2011-6/1/2012	PURPLE (BLUE)
BVX	3685825C93	2614669C1	2614670C1	3/11/2011-6/1/2012	PURPLE (BLUE)
CBU	3685825C94	2614669C1	2614670C1	6/1/2012-7/16/2012	PURPLE (BLUE)
CBV	3685825C94	2614669C1	2614670C1	6/1/2012-7/16/2012	PURPLE (BLUE)
CCF	3685825C94	2614669C1	ORIGINAL IS COMPATIBLE	7/16/2012-1/7/2013	BLACK
CCG	3685825C94	2614669C1	ORIGINAL IS COMPATIBLE	7/16/2012-1/7/2013	BLACK
CCH	3685825C95	2614669C1	ORIGINAL IS COMPATIBLE	1/8/2013-	BLACK
CCI	3685825C95	2614669C1	ORIGINAL IS COMPATIBLE	1/8/2013-	BLACK
	3685825C96	2614669C1	ORIGINAL IS COMPATIBLE		BLACK

	3685825C97	2614669C1	ORIGINAL IS COMPATIBLE		BLACK
	3685825C98	2614669C1	ORIGINAL IS COMPATIBLE		BLACK
	4047605C91	2614669C1	ORIGINAL IS COMPATIBLE		BLACK
	2513868C91*	2614669C1	ORIGINAL IS COMPATIBLE	6/23/2014 - Current	BLACK

*Units starting on 6/23/2014 were built with the 150A Relay.

NOTE:

Cold loop replacement only applies to ProStar and LoneStar

([Return to Table of Contents](#))

Additional Resources

[S16043](#)

12V DC No Idle HVAC System (16UZL)

[Operator's Manual](#)

12V DC No Idle HVAC System (16UZL)

[IK1900156](#)

A/C HVAC Service Resource Center

([Return to Table of Contents](#))

Warranty Information

Warranty Claim Coding:

NOTE:

Visual aids have been added to the bottom of this Warranty Information section to help assist with proper warranty coding.

Group	Noun
19030 - Auxiliary No-Idle HVAC	777 Vehicle, Sub (Rental)***
	778 Towing, Out of Warranty****
	633 Auxiliary Fuel-Fired Heater
	635 Auxiliary Power Unit (APU)
	638 Electric HVAC Module

Standard Repair Time(s):

NOTE:

The Diagnostic SRTs for the A/C portion of the No-Idle system can be found in the Diagnostic Information iKNow Articles.

19-No Idle HVAC Components, Diagnostics		
SRT Description	SRT Code Link (Model)	SRT(hr)
ESPAR Coolant Heater	R19-8012A (ProStar)	Link to hours
	S19-8015A (LoneStar)	
Hydronic Heater Diagnosis	R19-8013A (ProStar)	
	S19-8016A (LoneStar)	
Heater Function Test	R19-8014A (ProStar)	
	S19-8017A (LoneStar)	

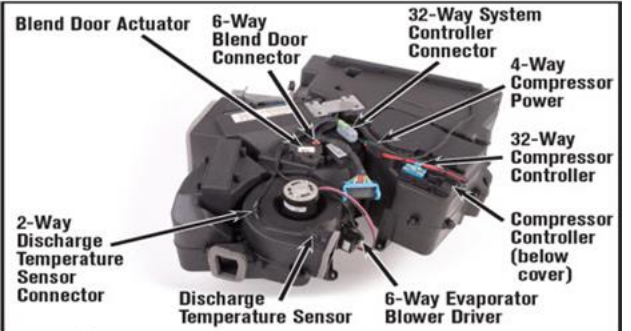
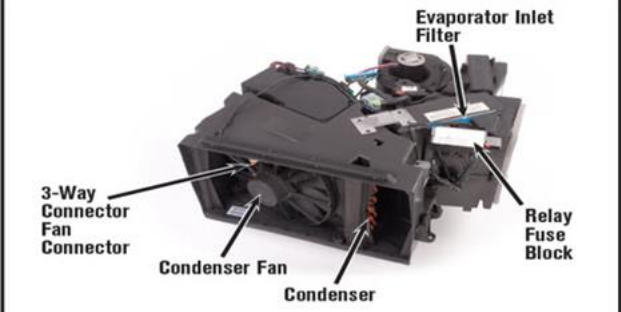
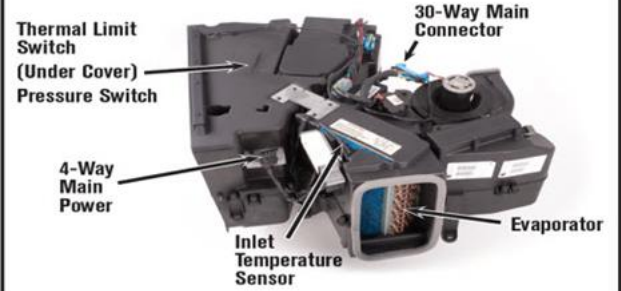
19-No Idle HVAC Components, Replace		
SRT Description	SRT Code Link (Model)	SRT(hr)
ESPAR Coolant Heater	R19-7633A (ProStar)	Link to hours
	S19-7633A (LoneStar)	
Blower Unit	R19-7633A-20 (ProStar)	

	S19-7633A-20	(LoneStar)
Coolant Pump	R19-7633A-21	(ProStar)
	S19-7633A-21	(LoneStar)
Overheat Sensor w/Cable Section	R19-7633A-22	(ProStar)
	S19-7633A-22	(LoneStar)
Flame Sensor	R19-7633A-23	(ProStar)
	S19-7633A-23	(LoneStar)
Glow Pin	R19-7633A-24	(ProStar)
	S19-7633A-24	(LoneStar)
Fuel Metering Pump	R19-7633A-25	(ProStar)
	S19-7633A-25	(LoneStar)
Burner/ Flame Tube	R19-7633A-26	(ProStar)
	S19-7633A-26	(LoneStar)
O-Rings, Coolant Pump	R19-7633A-27	(ProStar)
	S19-7633A-27	(LoneStar)
O-Rings, Sensors	R19-7633A-28	(ProStar)
	S19-7633A-28	(LoneStar)
O-Ring Heat Exchanger	R19-7633A-29	(ProStar)
	S19-7633A-29	(LoneStar)
Seal Kit	R19-7633A-30	(ProStar)
	S19-7633A-30	(LoneStar)
Electronic Control Unit (ECU) ESPAR Heater	R19-7633A-31	(ProStar)
	S19-7633A-31	(LoneStar)
Complete Unit	R19-7638A	(ProStar)
	S19-7638A	(LoneStar)
Blower Motor	R19-8638A-20	(ProStar)
	S19-8638A-20	(LoneStar)
Condenser Fan	R19-8638A-21	(ProStar)
	S19-8638A-21	(LoneStar)
Control Module (A/C Unit)	R19-8638A-22	(ProStar)
	S19-8638A-22	(LoneStar)

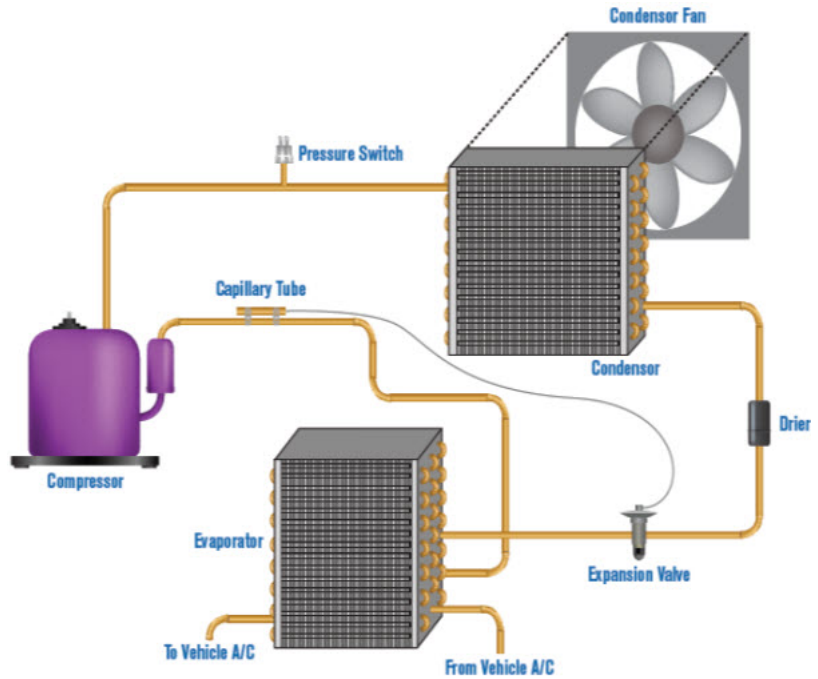
Warranty Component Information

19030-638
Electric HVAC Module

- Cool/No Idle Switch
- LED Control Panel
- Compressor Controller
- System Controller
- Linear Power Module
- condenser Fan Relay (R4)
- Evaporator Fan Relay (R3)
- Compressor Relay (R1)
- F2 (Relay/Fuse Block; Compressor)
- F5 (Relay/Fuse Block; Evaporator Blower Driver, Blend Door Actuator, Control Panel)
- F6 (Relay/Fuse Block; Condenser Fan)
- F7 (Relay/Fuse Block; Relays R3 & R4 Pin 85, System Controller, Cool/No Idle Switch)
- Compressor
- Thermal Limit Switch
- Pressure Switch
- Inlet Temperature Sensor
- Discharge Temperature Sensor
- Blend Door Actuator
- Condenser Fan
- Evaporator Inlet Filter
- Evaporator Blower



19030-638
Electric HVAC Module



19030-633 Fuel Fired Heater	1. Combustion air blower wheel 2. Electric motor 3. heat exchanger 4. Combustion chamber 5. Glow pin 6. Flame sensor 7. Temperature sensor 8. Overheat temperature sensor 9. Control unit 10. Combustion air tube 11. Exhaust tube 12. Fuel-metering pump 13. Coolant pump 14. Main fuse 15. Interface / 8-pin connector 16. Bleed screw 17. Mini timer 18. Push/Pull switch 19. 7-day timer 20. Programmable timer 21. Exhaust silencer A - Combustion air E - Exhaust F - Fuel supply line WO - Water Outlet WI - Water Inlet	
19030-633 Fuel Fired Heater		

([Return to Table of Contents](#))

WARRANTY INFORMATION

Warranty Claim Coding:
Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

Standard Repair Time(s):
Refer to the [SRT Manual](#) for Repair Times

OTHER RESOURCES

[Master Service Information Site](#)

 Hide Details	Feedback Information
	Viewed: 47343 Helpful: 97 Not Helpful: 29
No Feedback Found	
