

INTRODUCTION

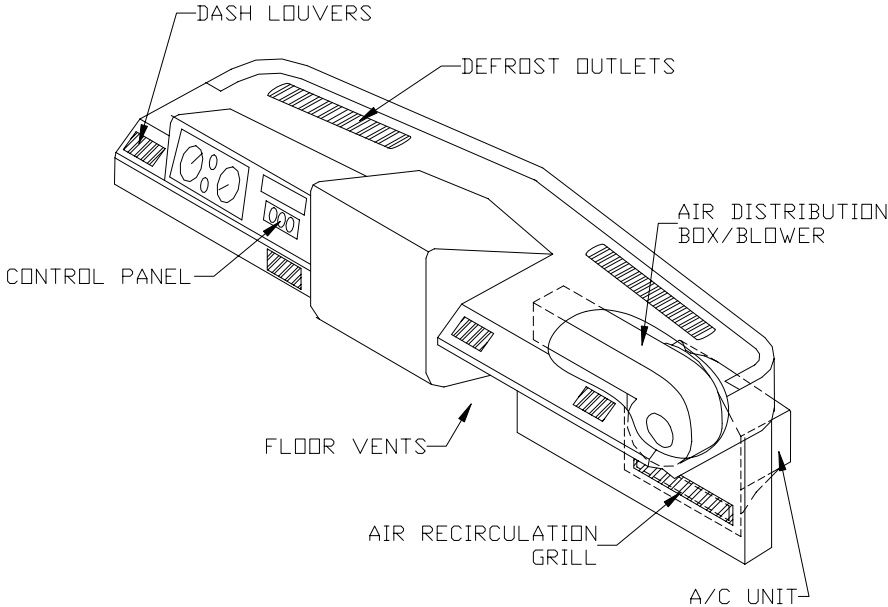
DASH HEATER / AIR CONDITIONER

Your new motor home has been equipped with the industry's best integrated heating / air conditioning system. However, this system is designed to provide windshield defrost, heating and cooling for the front seat occupants only, and is not capable of heating and cooling the entire motor home. By following the operating instructions and tips, this heater / air conditioner will provide many years of comfort and dependable service.

System Layout

The heater / air conditioner unit is located beneath the dash in the center or right side of the vehicle (orientation from inside). In most modes of operation the unit draws in fresh air from the outside and heats or cools it before discharging the treated air into the vehicle. Only in the **MAX A/C** mode does the system draw air from inside the vehicle.

The type and location of the air discharge outlets can be different in each model motor home. Please consult your dealer on the location and operation of the air outlets on your motor home. Proper adjustment of the air outlets will provide maximum comfort.



TYPICAL DASH A/C SYSTEM

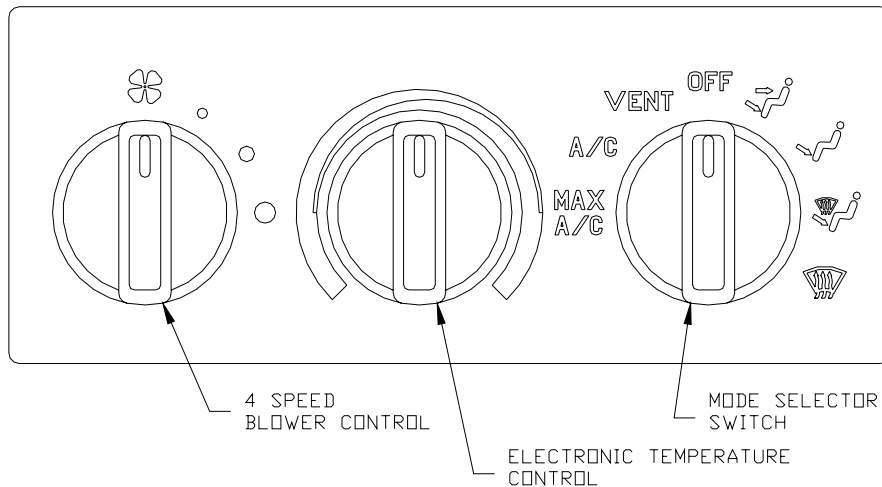
OPERATING INSTRUCTIONS

Control Panel Operations

The EVANS Dual Zone Heating and Air Conditioning systems are equipped with three main occupant controls: the main control panel, the driver override switch and the passenger controls.

Main Control Panel – enables the driver to control the volume (speed) and temperature for the driver's side of the vehicle, and direction of the air discharged from the system for both front occupants.

MAIN DRIVER CONTROL PANEL



Blower Control – one of the best ways of controlling temperature is by changing the speed of the blower. The blower knob (left of center) provides 4 speeds in any selected mode except **OFF** for the driver.

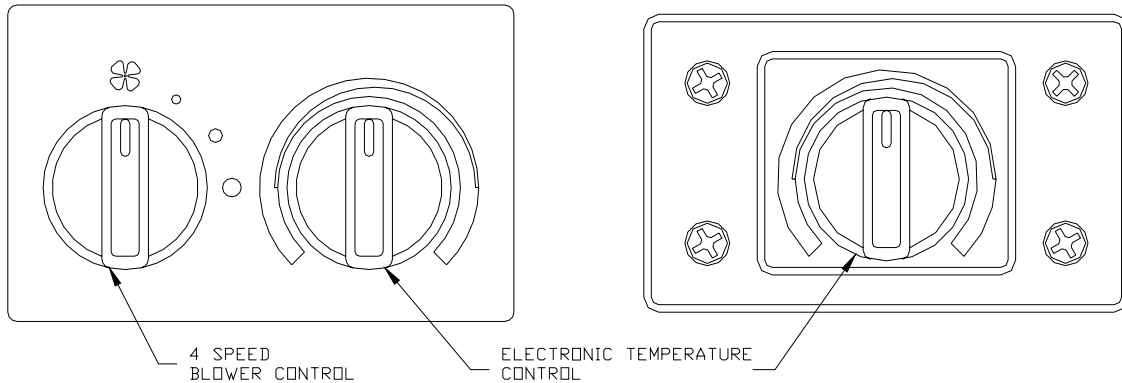
NOTE: If the Mode Switch is in any position other than OFF, the blower is always on in low speed unless a higher speed is selected.

Temperature Control – the center knob controls the temperature of the discharge air. Turn the knob to the right (red area) for warmer air, and to the left (blue area) for cooler air.

Air Discharge Mode Selector Switch – (right of center) determines where the air is discharged from both sides of the system, be it dash, floor, defrost, or a combination of these vents. The Mode Selector is also used to engage the dash air conditioner (See Air Distribution – Mode Control).

Passenger Control Panels – enables the passenger to control the temperature, and on some models the volume (speed) of the air discharged into the passenger side of the vehicle.

Two options are available for complete passenger comfort:



DUAL TEMP/BLOWER CONTROL

TEMPERATURE CONTROL

The Passenger Temp Control (shown above right) allows the passenger to control the temperature of the discharge air, while the Dual Temp/Blower control allows the passenger control over the temperature as well as the volume of air being discharged. These controls operate in the same manner as the Main Control Panel features.

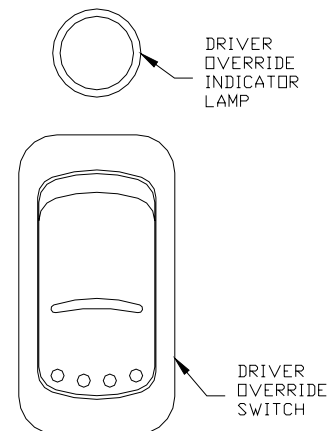
Driver Override Control Switch – the EVANS Dual Zone Heating and Air Conditioning system supplied with your motor home is equipped with automatic and manual override features that disengage the passenger operating controls and gives the driver full control of the forward heating and air conditioning system. When the driver selects the DEFROST mode of operation, the system automatically provides complete temperature and volume control to the driver when complete control of these features is necessary for the safe operation of the vehicle.

Note: In the event of a loss of vacuum, system will automatically switch to DEFROST MODE and divert all control of the system temperature and blower speed to the drive in such an occurrence.

Caution:

Loss of vacuum effects many other functions of the vehicle as well as the heating system. In the event of loss of vacuum, the vehicle should be taken immediately to the nearest RV service center for diagnosis and/or repair.

The Driver Override Switch, located near the main control panel, allows the driver to manually override the passenger’s controls and control both sides of the heating and cooling system from the driver’s operating position. This feature is useful in the event the driver is alone in the vehicle and the passenger controls have been set in a different setting other than that the driver desires. The switch in your motor home may appear differently; your manufacturer may have chosen to equip your motor home with an optional indicator lamp or internally illuminated switch which visibly displays when the override switch is engaged.



A/C OPERATING FEATURES

The air conditioning system is designed to operate in all modes except **VENT**, **FLOOR**, and **OFF**. This provides significant moisture, dust and pollen removal for enhanced passenger comfort.

Note: When outside ambient temperatures are below approximately 40°F, the A/C compressor may cycle rapidly. Use **VENT** mode (see below) instead of A/C in these temperature conditions to cool the interior air temperature.

For operational safety in the event of the loss of vacuum, the HVAC system is designed to discharge air through the defrost vents to provide continuous windshield defogging.

AIR DISTRIBUTION - MODE CONTROL

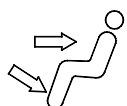
To achieve the maximum comfort in your motor home, the air must be directed where it is needed. The mode switch (right of center) gives the driver the ability to select where the air will flow.

MAX A/C Air is drawn from the passenger compartment (Recirculated Air) and discharged through the dash louvers. This position is used to provide maximum cooling, and is generally used during extremely hot weather conditions for initial cool-down periods. Because **MAX A/C** does not allow fresh "outside" air into the passenger compartment, it may cause fogging of the windows, and/or stale air, when used for prolonged periods of time. Switch to A/C mode periodically if these conditions occur.

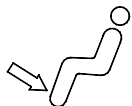
A/C Outside air (Fresh Air) is drawn into the system and discharged through the dash louvers. These louvers can be adjusted for maximum comfort.

VENT Outside air is drawn into the system and discharged through the dash louvers. For enhanced passenger comfort, upper-level ventilation air is also discharged through the defrost outlets.

OFF The blower motor does not operate in this mode. The fresh air inlet door closes, minimizing outside air infiltration into the vehicle.



BI-LEVEL - Outside air is drawn into the system and discharged through the dash louvers, floor, and defrost outlets. The A/C system operates in **BI-LEVEL** mode.



FLOOR - Outside air is drawn into the system and discharged through the floor outlets. In some models a small amount of air is directed to the windshield for defrost. The A/C system does not operate in **FLOOR** mode.



MIX - Outside air is drawn into the system and discharged through the floor and defrost outlets. The A/C system operates in **MIX** mode to provide windshield defogging.



DEFROST - Outside air is drawn into the system and discharged through the defrost outlets. The A/C system operates in **DEFROST** mode to provide windshield defogging.