



**RV Products Division**

**OPERATION AND MAINTENANCE  
INSTRUCTIONS FOR  
6000, 7000 AND 8000 SERIES AIR CONDITIONERS**

**MODES D'EMPLOIS ET UTILISATION  
DES CLIMATISEURS  
DE LA SERIE 6000, 7000 ET 8000**

**ENTRETIEN UND INSTANDHALTUNG  
ANSWEISUNGEN FUR KLIMAANLAGEN  
SERIE 6000, 7000 UND 8000**

**INSTRUCCIONES PARA  
LA OPERACIÓN Y EL MANTENIMIENTO  
DES LOS DISPOSITIVOS DE AIRE ACONDICIONADO  
DES LAS SERIES 6000, 7000 Y 8000**

# OPERATIONS GUIDE

Make sure the selector switch is in the "OFF" position.

1. Turn on the 240 volt power supply to the vehicle.
2. To check fan operation: Turn selector switch to "LOW FAN", then to "HIGH FAN". Fan should run continuously at low speed on "LOW FAN" and continuously at high speed on "HIGH FAN". See Figure 1.
3. To check cooling operation, turn the selector switch to "LOW COOL" and then to "HIGH COOL". Compressor and fan should run at both positions. Fan should run on low speed on "LOW COOL" and on high speed on "HIGH COOL". See Figure 1.

## NOTE

For compressor operation, the room temperature must be above the lowest thermostat setting (approximately 58 degrees F). If the temperature is below this setting, the compressor will not start.

Also, in the cooling mode the thermostat controls only the compressor operation.

4. To check a model with Elect-A-Heat, turn the selector switch to "HEAT" and the thermostat to "WARMER". Check the heat output.

## NOTE

For heating, the thermostat is factory adjusted to cycle "OFF" when the return air temperature is between 80 and 85 degrees F. If the electric heat does not come on, it is likely that the coach temperature is over 80 degrees F.

To actuate the heater for operation checkout under this condition, run the air conditioner for five to ten minutes (to "cold-soak" the air distribution chamber), then follow through with the heater checkout.

# MAINTENANCE

## A. Electrical

All electrical work and/or inspection should be performed only by qualified service personnel. Contact your nearest Airxcel, Inc. service center if electrical problems should arise.

## B. Check Points

Failure to start or to cool the air are sometimes problems with air conditioning units. The Coleman-Mach air conditioner is designed to operate on 240 volt electrical power.

If the compressor on the air conditioner fails to start, check with your Airxcel, Inc. service center to determine that the proper wire size is connected to the unit, the proper circuit breakers are installed as protection devices on the electrical circuit and the proper sized extension cord is being used for the distance covered from the utility outlet to the RV. The required minimum wire size is #14 AWG for lengths up to 25 feet (larger wire size for greater distances). Each air conditioning unit must be protected with a time delay fuse or circuit breaker:

Series 6000 – 15 Amp  
Series 7000 – 15 Amp  
Series 8000 – 15 Amp

If the air conditioner continues to trip off the circuit breaker, have an electrician check the starting amperage and running amperage on the unit. If the circuit breaker continues to trip off and the electrical consumption is found to be normal, it will require the replacement of the faulty circuit breaker.

If all electrical power to the air conditioner is normal but neither the fan or the compressor will operate, the connector plug located behind the ceiling assembly control box should be checked to determine whether it is faulty.

If all electrical power to the unit is normal and the fan runs but you never get any heated air, then the electrical plug to the heating unit should be checked for a secure connection. If this does not correct the malfunction, the heating thermostat or limit switch may be faulty.

## C. Mechanical Integrity

The air conditioner should be inspected periodically to be sure that the bolts which secure the unit to the roof are tight and in good shape. Also, an examination of the plastic shroud covering the air conditioner on the roof of the roof should be made periodically. Be sure the four screws are snug and holding the shroud to the air conditioner. While examining the tightness of these screws, also

examine the shroud to be sure it is not developing cracks or has suffered damage from impact.

#### D. Lubrication

##### DANGER

**DISCONNECT THE POWER SUPPLY TO THE UNIT BEFORE SERVICING TO PREVENT A SHOCK HAZARD OR POSSIBLE INJURY FROM MOVING PARTS.**

The blower drive motor on some units may include oiling cups at the top of the motor. There is no requirement to oil the journals under normal operating conditions. However, if lubrication to the unit is desired, use only SAE 20 non-detergent type oil. **DO NOT OVER OIL**, three to four drops in each oil hole once a year is sufficient.

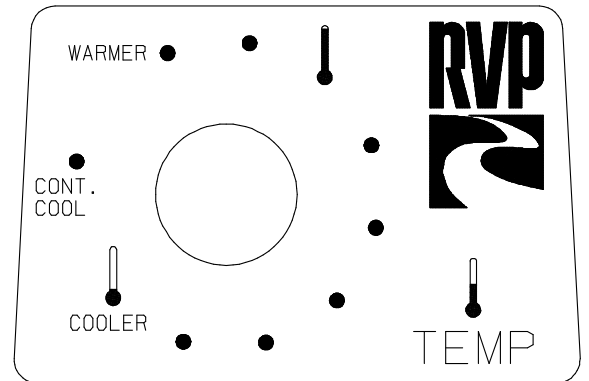
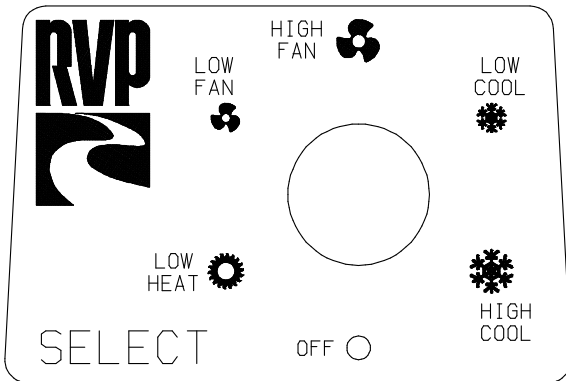


FIGURE 1

## GUIDE D'UTILISATION

S'assurer que le selecteur de mode est sur "OFF" (ARRET).

1. Mettre en circuit l'alimentation de 240V du vehicule.
2. Pour verifier le fonctionnement du ventilateur: mettre le selecteur de mode sur "LOW FAN" (VENTILATEUR FAIBLE), puis sur "HIGH FAN" (VENTILATEUR FORT). Le ventilateur doit fonctionner sans interruption a regime faible sur "LOW FAN" et a regime fort sur "HIGH FAN". Voir Figure 1.
3. Pour verifier la fonction de refroidissement, mettre le selecteur de mode sur "LOW COOL" (REFROIDISSEMENT FAIBLE) puis sur "HIGH COOL" (REFROIDISSEMENT FORT). Le compresseur et le ventilateur doivent marcher sur les deux positions. Le ventilateur doit marcher a regime fort sur "HIGH COOL". Voir Figure 1.

### REMARQUE

- Pour que le compresseur fonctionne, la temperature interieure doit etre superieure au reglage le plus bas du thermostat (environ 14 degress C). Si la temperature est inferieure, le compresseur ne se mettra pas en marche. De meme, en mode refroidissement, le thermostat ne controle que le fonctionnement du compresseur.
4. Pour verifier un modele composant d'un element "Elect-A-Heat", mettre le selecteur de mode sur "HEAT" (CHAUFFAGE) et le thermostat sur "WARMER" (PLUS CHAUD). Verifier la sortie d'air chaud.