

# Service Tips from the Pros



## Evans Tempcon® Auto Air Conditioning

It's easy to compare the features, technology, and equipment in your automobile with the equipment on your motorhome. You may recall your first car with a "Dual-Zone" Automatic Climate Control System? This equipment has been available in higher-end cars for some time and has become commonplace on many mid-priced cars and pickups in recent years. Adjust that driver's side temp to 70° F. and the passenger's side temperature to 74° F. on the function switches digital display panel and the heater and A/C compressor work in concert with the blower fan *behind the scene* to maintain the "set temp" chosen for each zone!



Prior to these automatic systems, the operator had to

manually select Heat vs. Cool... A/C vs. no A/C... Recirculate Air vs. Fresh Air... Vent vs. Floor... not to mention choosing the correct fan speed and everyone had to be happy with the end results. This *old-school technology* is what's commonly referred to as *Auto-Air* or *Dash-Air*. The typical Class A motorhome being built today continues to be equipped with the old-school equipment and it's unlikely this will change. These installations are actually a *better fit* for motorhome applications (i.e., they must *condition* significantly higher volumes of cabin air... must be very reliable... and, unlike most cars, the Captain and his First Officer always share the same zone.

In past years, Winnebago Industries® has sourced auto-air equipment from a variety of suppliers.

A.R.A.® and Motive Air® were big players back in the '80s and Specific Climate Systems (i.e., SCS / Fridgette®) had a 20-

year run beginning in the early '90s and carried us into mid-2010. A popular TIPs article circulated in 2005 focusing on several variations of the SCS equipment and contains valuable information for technicians and those shade-tree mechanics out there! This article is archived and available on the Winnebago® website (see [winnebagoind.com/resources/service/servicetips.php](http://winnebagoind.com/resources/service/servicetips.php)) alongside a host of other articles.

Worth noting, although SCS did not recover from the economic downturn, there's some excellent product support available for the SCS system through Victory Climate Systems. These folks can be reached via their website at [www.victoryclimatesystems.com/hvac-systems-recreational-vehicles.php](http://www.victoryclimatesystems.com/hvac-systems-recreational-vehicles.php) or by phone at (817) 293-3331.

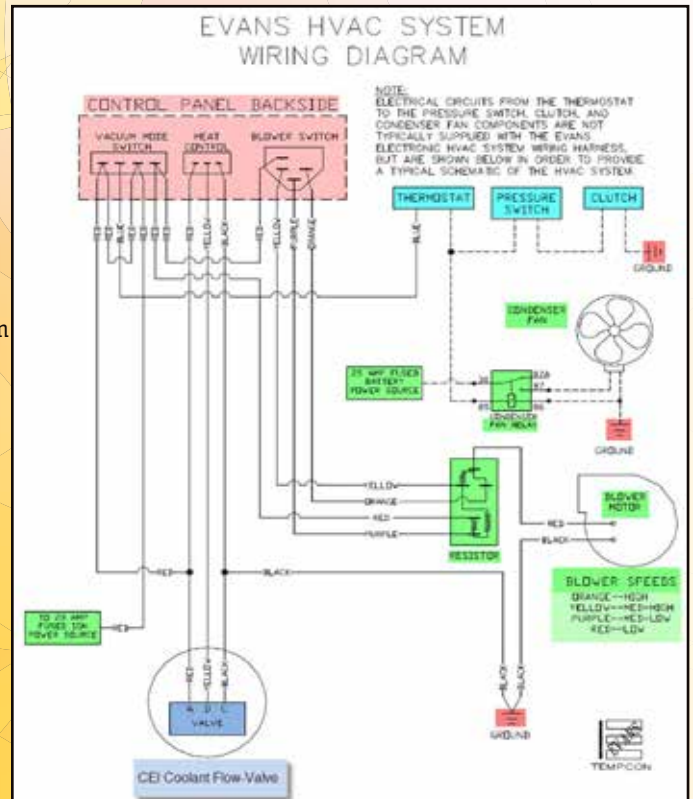
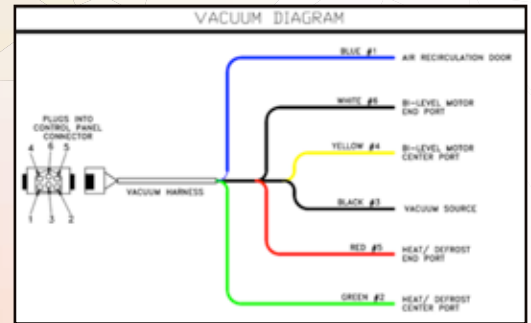
### Evans Tempcon

Evans Tempcon's equipment was first installed on Winnebago Industries products beginning in February 2010. This was a mid-year introduction of the Evan's equipment and also the exit of the SCS equipment. All things considered, the Evans equipment has proven to be exceptional and our installation of it has remained consistent through our 2015 gas models. Recently, Evans Tempcon made a design change to their system that affects the installation and how the equipment functions. Since this merits a communication to our dealer partners, we thought it would be a

timely TIPs article for technicians working in those independent repair shops and for those shade-tree mechanics out there, too! Since the earlier system (i.e., Rev. A) had not been shared previously, this article will focus on the vacuum-operated / Rev. A system. This article will be followed up with a similar communication regarding the all-electric, "servo-operated" / Rev. B system that is now being installed in 2016 Class A gas vehicles.

The Supplements Manual provided with your coach includes information from Evans regarding the auto-air systems features and operation. The Evans Tempcon website provides technical documentation for those of you that wish to drill down for additional information. That link is: [www.evanstempcon.com/tsg\\_hvac.php](http://www.evanstempcon.com/tsg_hvac.php)

For more diagrams and previous Service Tips articles, please visit [winnebagoind.com/resources/service/servicetips.php](http://winnebagoind.com/resources/service/servicetips.php).



ROTARY SELECTOR VACUUM LOGIC							
MODE SWITCH	Circuit # Line Colors	1 BLUE	2 GREEN	3 BLACK	4 YELLOW	5 RED	6 WHITE
MAX A/C		●					●
A/C				■	●		●
VENT				■			●
OFF		●	●			●	
BI-LEVEL				■		●	●
FLOOR			●			●	
MIX (FLR/DEF)				■		●	
DEFROST				■			

● INDICATES VACUUM SIGNAL    ■ BLACK LINE IS VACUUM SOURCE