

Newmar Corporation Warranty Department

Technical Service Bulletin							
Date Issued	Model Year(s) Affected	Model(s) Affected			TSB #		
10/19/2006	3/24/05 – 2/17/06	All Spartan Chassis			266		
Brand					Type		
All	☒	American Star	☐	Mountain Aire	☐	All ☐ T T ☐	
		Dutch Star	☐	Kountry Aire	☐	F W ☐ C A ☐	
		Kountry Star	☐	Essex	☐	D P ☒ D B ☒	
Scottsdale	☐	Northern Star	☐	London Aire	☐		
☐ Air Conditioning & Heating ☐ Appliances & Accessories ☐ Cabinets & Furniture ☒ Chassis Components ☐ Construction Components ☒ Electrical Components ☐ Exterior Components ☐ Interior Components ☐ Plumbing & Bath Components ☐ Windows, Awnings, Vents, & Doors							
Description of Problem							
Brake lights and auxiliary brake become inoperative, and on certain engine applications the coolant level sensor and auxiliary brake "Brake Light Activation" cease to function; illuminating the "Check" engine light.							
Recommended Solution							
Perform wiring rework and install appropriate electrical components to relocate and control the brake light power source. See Manufactures attached repair directions and step by step procedures. Contact manufacture directly for additional information or instruction.							

If you have any questions regarding this T.S.B., please contact a Warranty Service Representative at Newmar Corporation.



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NHTSA # 06V-035

RSB06-520-001A

April, 2006

RECALL SERVICE BULLETIN

SUBJECT: Current Distribution – Brake Light Circuit

Bulletin #RSB06-520-001 is superseded by bulletin #RSB05-520-001A which includes an updated "Applies To" section. Any vehicle repaired under bulletin #RSB06-520-001 does not require additional work.

APPLIES TO: Certain Spartan Chassis Models Produced with Newmar or Tiffin Motor Coaches, and having a VDM (Vehicle Date of Manufacture) of March 24, 2005 through February 17, 2006.

CONDITION: Brake lights and auxiliary brake become inoperative, and on certain engine applications the coolant level sensor and auxiliary brake "Brake Light Activation" cease to function, illuminating the "CHECK" engine light.

CAUSE: The brake light circuit is overloaded, blowing the brake light and F10 fuses.

CORRECTION: Perform wiring rework and install appropriate electrical components to relocate and control the brake light power source.

**PLEASE READ THE ENTIRE BULLETIN BEFORE PROCEEDING WITH ANY WORK
AND CONTACT SPARTAN CHASSIS IF THERE ARE ANY CONCERNS WITH THE
PROCEDURES CONTAINED IN THIS DOCUMENT**

PART / SERVICE INFORMATION:

Labor Time: 1.0 Hr.

<u>QTY.</u>	<u>Part Number</u>	<u>Description</u>
1	S-1737-001 A	Kit- Rear Lighting, Tiffin and Non -Mountain Aire Models
1	S-1737-002 A	Kit- Rear Lighting, Mountain Aire Models

Technical Service Bulletins are intended for use by Professional Technicians only. They are written to guide Professional Technicians in performing service to vehicles of product specific nature in conjunction with industry standards. Professional Technicians are appropriately trained on industry standards and have the tools and equipment to perform procedures safely and properly.



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Kit #S-1737-001A Contains:

<u>QTY.</u>	<u>Part Number</u>	<u>Description</u>
1	2691-GG5B	Harn- Chp Lighting Overlay
1	0219-GG3-013	5A Fuse
1	0219-GG3-016	15A Fuse
1	EC0018	Diode
8	T-120RO	15" Cable Tie
1	RSB06-520-001A	Document Instructions

Kit #S-1737-002A Contains:

<u>QTY.</u>	<u>Part Number</u>	<u>Description</u>
1	2691-GG5B	Harn- Chp Lighting Overlay
1	0282-GG3-005	5A Circuit Breaker
1	0282-GG3-002	15A Circuit Breaker
1	EC0018	Diode
8	T-120RO	15" Cable Tie
1	RSB06-520-001A	Document Instructions

STEP-BY-STEP INSTRUCTIONS:

1. Observe all industry safety standards and secure vehicle to allow for wiring rework.
2. From underneath the rear of the coach, locate the rear lighting interface connection point between the transmission and right-hand frame rail. The connection is made up of two 14-pin, black mating connectors.
3. Carefully cut away the tie-wraps holding the harnesses and hoses to gain access to this connection point.
4. Disconnect the connectors by releasing the "RED" secondary connector lock and then depressing the connector primary lock to pull the connectors apart. The "RED" secondary lock will slide to one side.
5. Install the harness between the two connectors in step 4. Listen for the primary connector locks to "Click" into place. Gently apply pressure as to pull the connectors apart to verify the connectors are locked into place.
6. Slide the "RED" secondary connector locks into place.

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7. Route the harness into the battery tray and attach the ring terminals to the appropriate terminals of a 12V chassis battery. **DO NOT** attach to a coach battery.

Note: Ensure the “RED” leads from the two fuses are attached to the positive terminal and the “BLACK” lead to the negative terminal.

Note: When routing the harness, verify the harness is NOT routed near any sharp objects. (E.g. the transmission lifting ears have sharp edges.) Nothing should be attached or routed near them.

Note: When routing the harness into the battery tray, keep in mind the battery tray telescopes in and out of the vehicle. The harness must be kept away from any pinch points. Verify the harness is not shorter than the longest extension point of the tray. Contact Spartan Chassis if this condition exists.

8. Contain any extra harness length out side of the battery tray. It is preferred that the harness is contained in the area of the harness connectors.

9. Contain the harness relays along with the excess harness and connectors with tie wraps or equivalent.

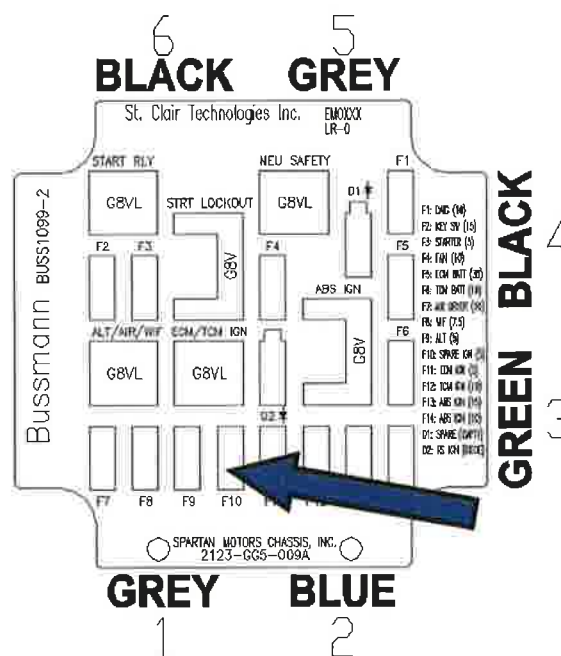
Note: Wires must be directed downward.

Note: Ensure any harnesses and hoses previously cut loose in step 2 are contained.

10. Verify and/or replace the F10 fuse/circuit breaker in the rear Power Distribution Center (PDC) with the appropriate component.

The rear PDC is a small black box generally located in a compartment on the right side of the vehicle just forward of the battery compartment.

Note: There may be a 7.5A fuse in this location. If so, remove and replace it with a 5A fuse or 5A circuit breaker (determined by the kit being used).



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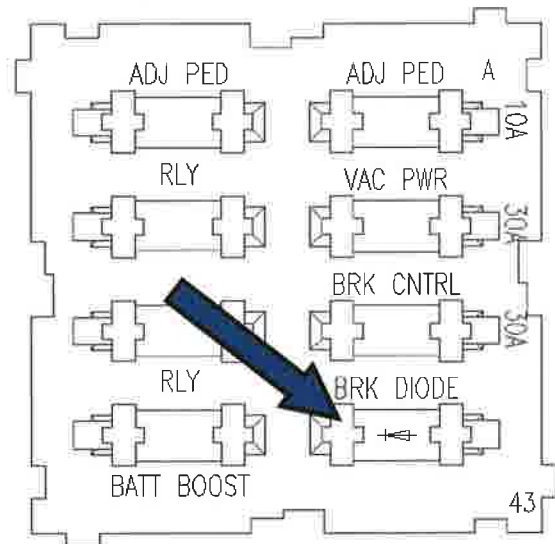
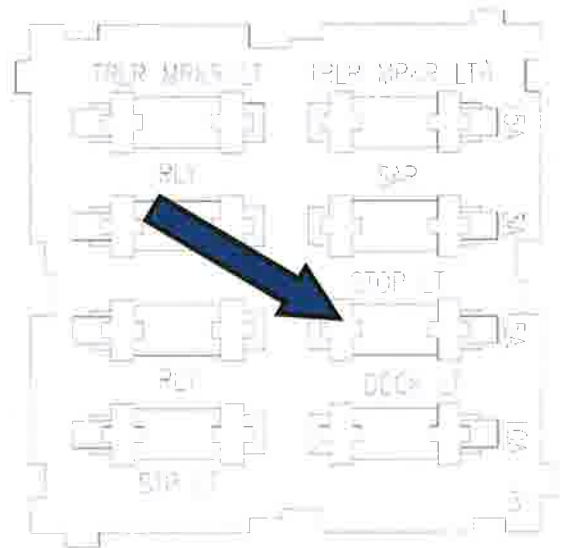
11. Verify and/or replace the STOP LT fuse located in the front PDC with a 15A fuse or 15A circuit breaker (determined by the kit being used).

The front PDC is located at the left front corner of the vehicle just forward of the front wheel in an outside compartment. The STOP LT fuse is located near the top center of the front PDC.

12. REPLACE the BRK DIODE. This diode is located in approximately the center of the front PDC.

Note: Although the diode may still function and have no apparent defects, it may have internal damage.

Note: Diode must be keyed correctly as shown.



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13. Verify:

Note: If any of the items below cannot be verified, contact Spartan Chassis.

- a) Brake light operation
- b) Auxiliary brake operation
- c) Brake light operation when auxiliary brake is applied
- d) Coolant level sensor code is cleared from the ECM for ISM and ISX engines

Note: Ensure this is done prior to checking cooling fan operation in step 12e.

- e) Cooling fan operation for ISM and ISX engine by unplugging either the cooling temperature sensor or the CAC temperature sensor on the engine.

Refer to FIG. 6-1 for ISM temp sensor locations and FIG. 7-1 for ISX temp sensor locations. When either sensor is unplugged, the fan clutch automatically engages. When the sensor is plugged back in, the fan clutch disengages.

Following the above procedure, clear the error code from the ECM.

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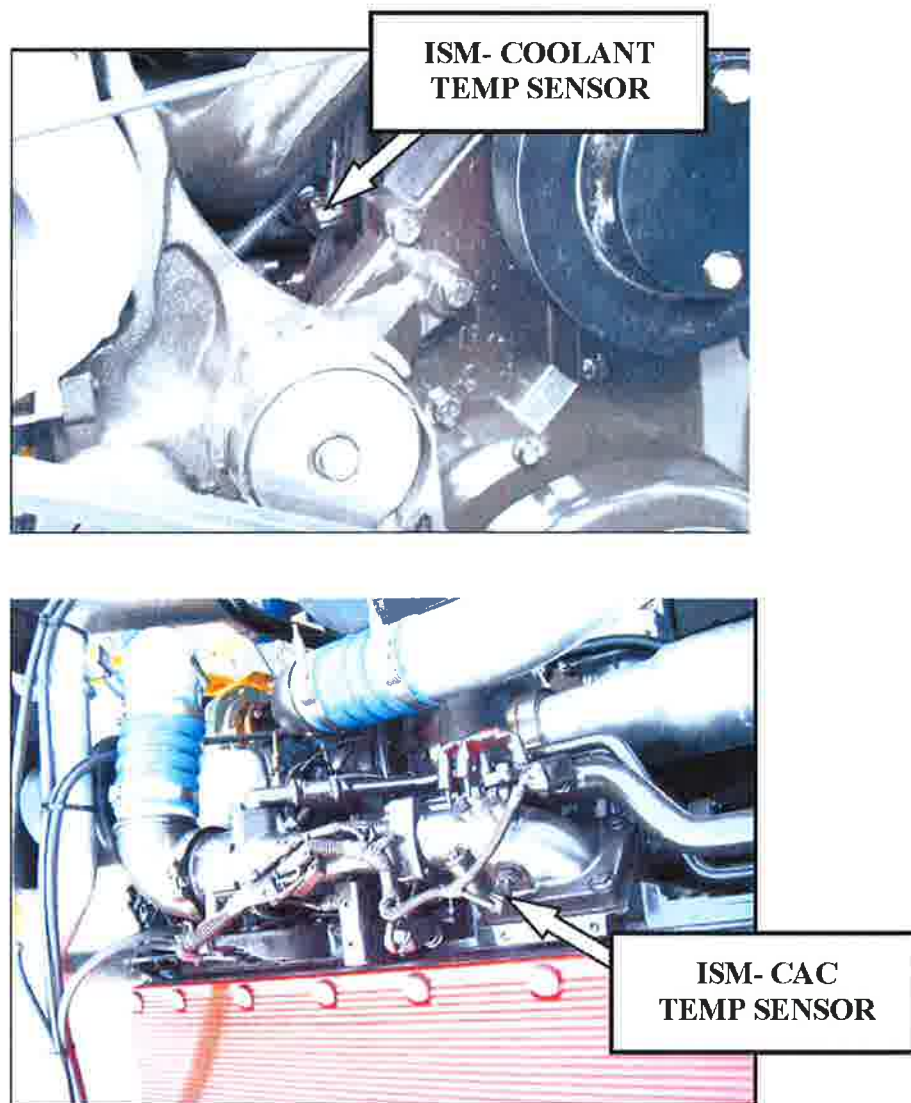
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ISM TEMP SENSOR LOCATIONS

FIG. 6-1

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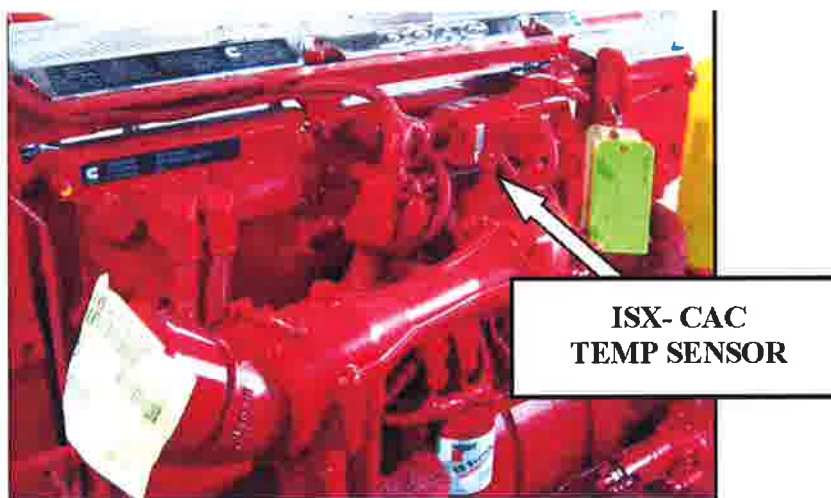
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ISX TEMP SENSOR LOCATIONS

FIG. 7-1

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