

NEWMAR CORPORATION WARRANTY DEPARTMENT

TECHNICAL SERVICE BULLETIN							
DATE ISSUED	MODEL YEAR(S) AFFECTED	MODEL(S) AFFECTED	TSB #				
11/9/92	ALL	ALL	66				
BRAND		TYPE					
All <input checked="" type="checkbox"/>	American Star <input type="checkbox"/>	Kountry Star <input type="checkbox"/>	Dutch Star <input type="checkbox"/>	All <input type="checkbox"/>	T T <input type="checkbox"/>	F W <input type="checkbox"/>	
NewAire <input type="checkbox"/>	Mountain Aire <input type="checkbox"/>	Kountry Aire <input type="checkbox"/>	London Aire <input type="checkbox"/>	C A <input checked="" type="checkbox"/>	D P <input type="checkbox"/>	D B <input type="checkbox"/>	
<input type="checkbox"/> Air Conditioning & Heating				<input type="checkbox"/> Electrical Components			
<input type="checkbox"/> Appliances & Accessories				<input type="checkbox"/> Exterior Components			
<input type="checkbox"/> Cabinets & Furniture				<input type="checkbox"/> Interior Components			
<input checked="" type="checkbox"/> Chassis Components				<input type="checkbox"/> Plumbing & Bath Components			
<input type="checkbox"/> Construction Components				<input type="checkbox"/> Windows, Awnings, Vents, & Doors			
DESCRIPTION OF PROBLEM							
Fuel sending units being changed out.							
RECOMMENDED SOLUTION							
Refer to warranty bulletin #OCW-07-92 from Oshkosh. Contact Oshkosh at 800-648-9486.							

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

NEWMAR CORPORATION

WARRANTY DEPARTMENT



Oshkosh Chassis Warranty Bulletin

TO: All Oshkosh Chassis OEM's
Servicing Dealers
& Distributors

DATE: September 15, 1992
BULLETIN NO.: OCW-07-92
TYPE: Warranty Bulletin
MODEL: M and X Lines

SUBJECT: Fuel Sender Trouble Shooting Guidelines
M-Line Chassis - 4C-103550 and above
X-Line Chassis - 4C-300000 and above

A significant number of fuel senders are being replaced in the field unnecessarily. These units are being returned to the manufacture (Transfer Flow) for failure analysis, and many units are found to be operating correctly.

The following procedure should be followed to determine if the fuel sender is operating correctly.

1. After carefully removing the diesel sender or gas pump sender from the fuel tank, the resistance of the rheostat should be checked. On diesel units connect an ohm meter to the 1/4" male spade and the ground stud. At empty, which is 2.34 inches from the center of the pickup tube, the ohm meter should read less than 6 ohms. At full, which is located 1.5 inches from the surface of the mounting plate, the ohm meter should read 84 ohms to 90 ohms. If the sender reads at the above levels and is not erratic between these two resistance levels, the sender is working properly. Refer to the print for dimensions of full and empty positions.

On gas pump senders, connect an ohm meter to the socket of the orange wire (rheostat) and the socket of the black wire (ground). The resistance levels are the same for gas and diesel sending units. Float arms have changed slightly since production of these units, but resistance levels relative to the distance from the center of the pickup tube and mounting plate have remained constant.

2. To verify that the pump is operating on gasoline sender assemblies, apply 12 volts to the red wire socket of the plug (pump) and ground to the black wire. If the motor spins, the pump is functioning. **CAUTION!!** When checking pump operation, if 12 volts is accidentally applied to the rheostat lead (orange wire) the rheostat will be destroyed, voiding the warranty.

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3. To verify that the pump is providing sufficient fuel pressure, install a pressure gauge off the 3/8" port of the pump sender. At a no flow condition, the pump will produce 100 psi or more static pressure.

The fuel gauge should also be checked along with the fuel sender. A quick check is to ground the signal lead of the gauge. The fuel gauge should read full when grounded.

Using these procedures to ensure proper troubleshooting techniques are used will eliminate replacing operational components. In the event operational components are replaced, warranty requests will be denied.

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