

Push the button in the center of the temperature control switch to activate the air conditioning.

If the bunk-override button has been activated, the override mode can be cancelled by changing the sleeper fan speed or temperature setting. The sleeper HVAC system will then operate from the sleeper controls, and the amber indicator on the bunk-override button will be off.

Cab-Override Operation

While the parking brake is applied, the cab control will apply the bunk switch setting for blower and temperature, when either of these switches is adjusted. If the cab blower is activated in this manner, the A/C mode can then be activated by the bunk control, even if the cab blower switch is physically set to the OFF position. Any change to the cab control switches will deactivate the cab-override control.

ParkSmart Auxiliary HVAC

The ParkSmart Auxiliary HVAC unit replaces the normal auxiliary unit in the compartment behind the driver's seat. The unit is designed to maintain an established comfortable temperature inside the cabin. It has a 12-volt electric compressor and condenser fan, and a fuel-operated coolant heater. It can operate in combination with the main cab HVAC while the vehicle is running, or independently when the vehicle is parked. In PARK mode it uses a set of four absorbed glass mat (AGM) batteries, mounted aft of the starting batteries, either between the frame rails behind the cab, or outside the frame rail.

The ParkSmart Auxiliary HVAC unit controls the temperature in the sleeper area with a sensor mounted in the sleeper control panel. The temperature settings are from 60°F (15°C) to 85°F (29°C), with the center setting being 74°F (23°C). The fan speed is manually selected; 0 is off, and 8 is maximum. See [Fig. 7.6](#).

The ParkSmart Auxiliary HVAC unit operates in several modes, with the engine running, with the engine off and the ignition key in the ON/ACC position, or with the engine off and the ignition key OFF.

When the engine is running, the air conditioning is powered by the vehicle electrical system, and the auxiliary heater core is supplied conventionally using the engine coolant, and the ParkSmart AGM batter-

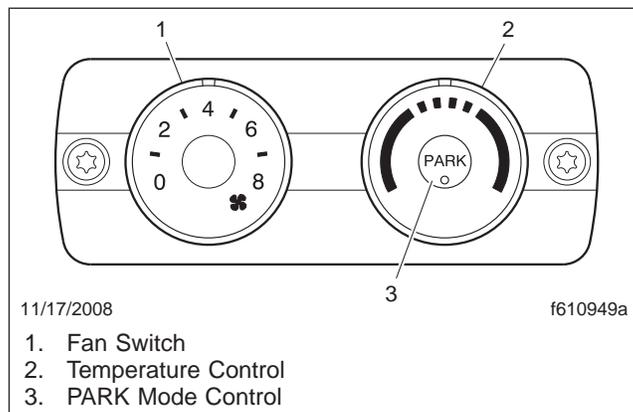


Fig. 7.6, ParkSmart Auxiliary HVAC Control Panel

ies are connected to the electrical system so they will be recharged by the alternator.

When the engine is off, if the key is in ACC/ON, the ParkSmart auxiliary unit can run in A/C mode, and power will be sourced from the ParkSmart AGM batteries. The main cab HVAC fan will also circulate air in the cab using power from the main vehicle batteries. The available power for other vehicle supplied accessories (house loads) will be affected when running in this mode. If there is no Low Voltage Disconnect (LVD) control on the main electrical system, the ability to start the vehicle could also be compromised if this mode is activated for an extended time period.

When the engine is off, and the key is off, the ParkSmart system runs the battery operated A/C or diesel fired water heater, depending on the temperature requested. In PARK mode, air-conditioning power is drawn from the batteries. If heat is requested, the heater is fuel-operated, and the coolant pump is powered by the batteries. The main batteries and the ParkSmart AGM batteries will both be used until the system voltage drops to 12.5 volts, then the unit will switch to the ParkSmart AGM batteries only. The ParkSmart auxiliary unit will run until the dedicated batteries reach 11.3 volts.

Before operating the parked HVAC unit, the sleeper interior temperature should first be brought to the desired temperature with the engine running, and the bunk curtain open. The parked HVAC unit is designed to maintain an established comfortable bunk temperature, in key-off parked mode, for up to 12 hours with the bunk curtain closed. See [Table 7.1](#),

Climate Control

for recommended settings for comfort while the vehicle is parked. [Table 7.2](#) shows the temperature knob setting for desired temperatures.

"Park" button. Adjust the temperature control knob to the desired temperature. Refer to [Table 7.1](#), or [Table 7.2](#), depending what mode is being used.

To use the ParkSmart Auxiliary unit, turn the fan knob to any position, other than 0, and then push the

Parked HVAC Comfort Guide				
Rest Hours Desired	Weather		Setting Guide	
	Outdoor Temperature less than or equal to: °F (°C)	Sunshine less than or equal to	Maximum Blower Speed	Minimum Temperature Knob Setting
4	105 (40)	Light Sun	8	Full Cold
6	95 (35)	Full Sun	8	Mid
	90 (32)	Light Sun	8	Full Cold
	100 (38)	Night Time	8	Full Cold
	110 (43)	Full Sun	6	3 O'Clock
	75 (24)	Night Time	6-8	Full Cold
8	95 (35)	Light Sun	6	10 O'Clock
	85 (30)	Light Sun	6	10 O'Clock
10	100 (38)	Light Sun	6	Mid
	95 (35)	Night Time	6	10 O'Clock
	105 (40)	Night Time	6	Mid
	90 (32)	Night Time	6	10 O'Clock
12	100 (38)	Night Time	6	Mid

Table 7.1, Parked HVAC Comfort Guide

Temperature Control Knob Position to Requested Output Temperature	
Temperature Control Knob Position (Clicks)	Requested Sleeper Temperature Degrees F (C)
1	60 (16)
2	60 (16)
3	62 (17)
4	64 (18)
5	66 (19)
6	68 (20)
7	70 (21)
8	71 (22)
9	72 (22)
10	73 (23)
11	74 (23)
12	75 (24)
13	76 (24)
14	77 (25)
15	78 (25)
16	79 (26)
17	80 (27)

Temperature Control Knob Position to Requested Output Temperature	
18	82 (38)
19	84 (29)
20	85 (29)
21	Full Hot

Table 7.2, Temperature Control Knob Position to Requested Output Temperature