



Volvo 600 Series

Blizzard Turbo Remote Auxiliary Air Conditioning And Air Distribution Systems

Supplemental Installation Guidelines For Volvo 600 Series Truck Models

Dometic Truck
Rev. 20170601
L-3883 English
P/N 339135

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Introduction

This document contains supplemental guidelines for installing the QT Series control and air distribution for the Dometic auxiliary air conditioning system on the Volvo 600 series. It is intended to be used in conjunction with the standard installation manual, which covers all other aspects of installing, testing and operating the system.

Do not attempt to install any components until you read and understand the instruction in both manuals.

Components

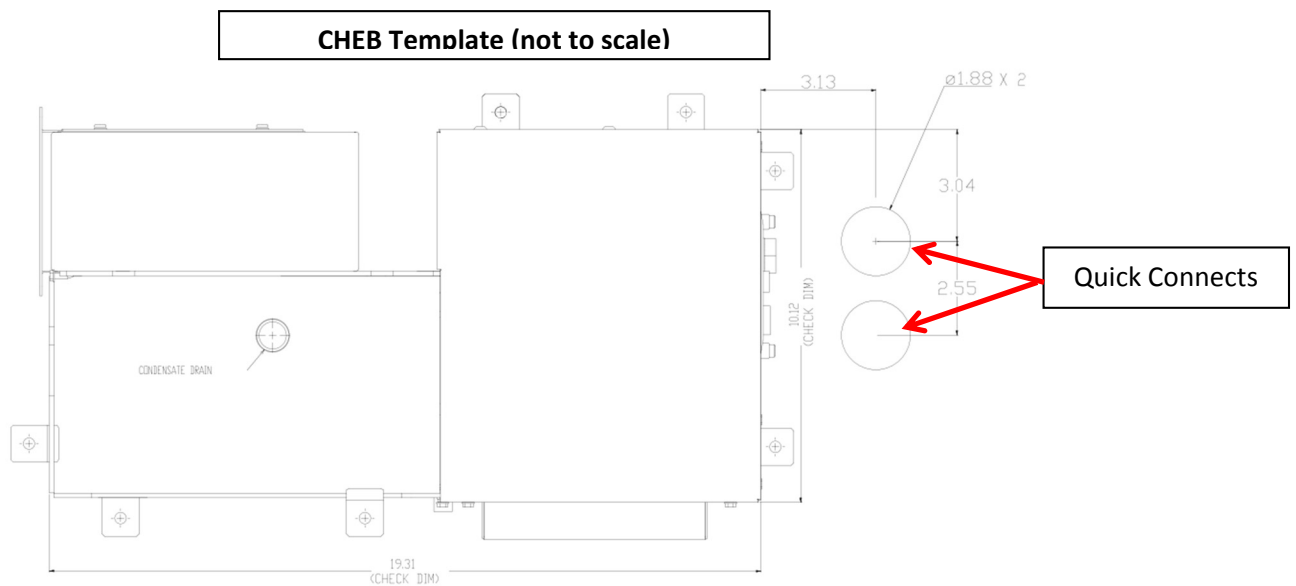
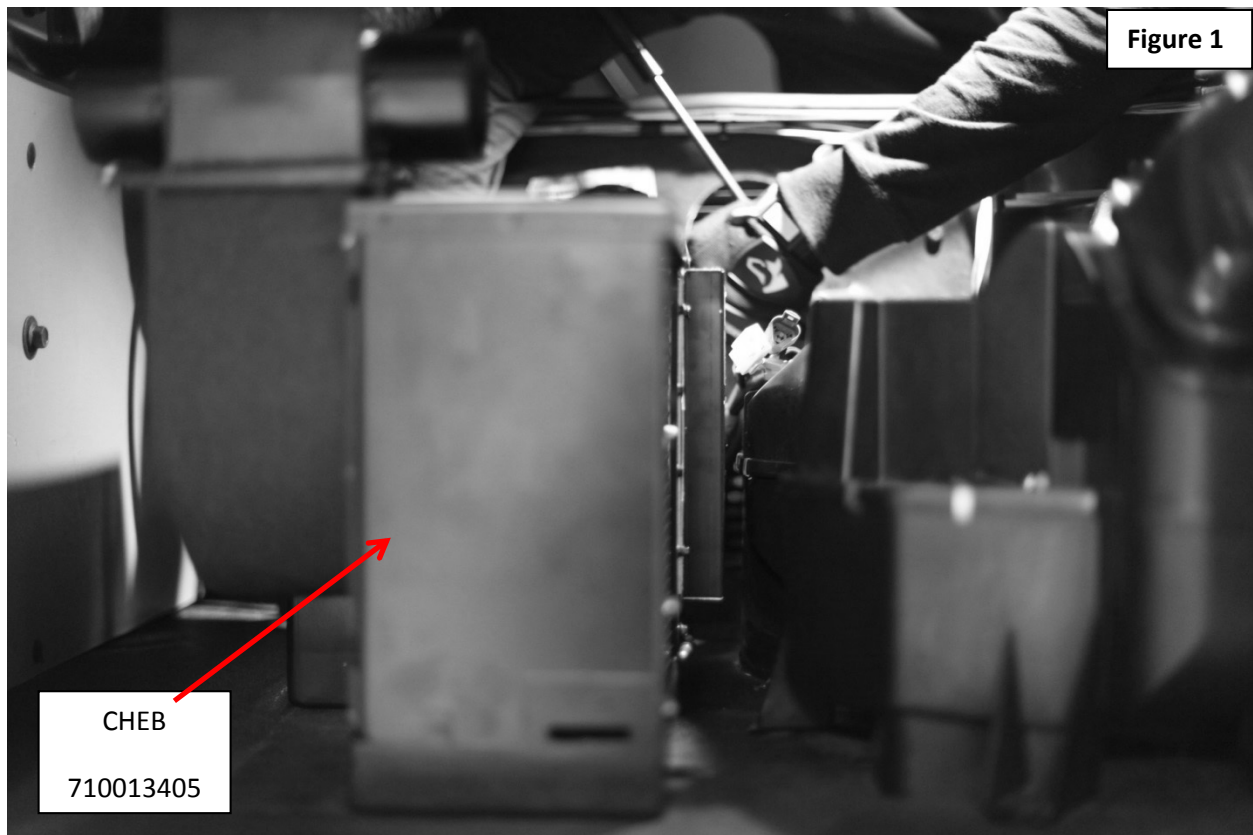
<u>Volvo 600 Factory Kit</u>		
Part Number	Description	Qty
710100402	Kit ACCG7/ECGQ7-T TK8'	1
229801609	2 4" Outlet Plenum	1
226600010	Duct Flex 4"	25'
339697	Grille Round 4" Black No Damper	1
710035134	Volvo Boot Adaptor 4"	1
4151100	Hose Clamp 4" Duct	4
4152703	Rubber Line Set Grommets	2

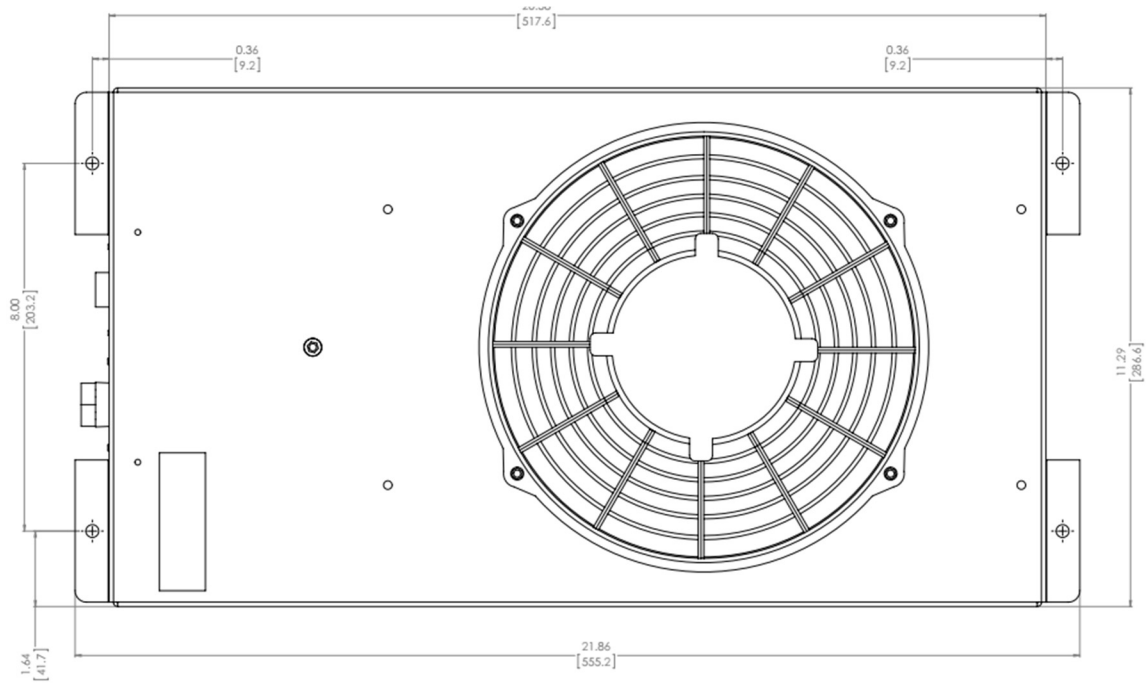
NOTE: Some parts installed as part of power system are not supplied by Dometic, for example, alternator, inverter, wiring, etc. Please contact Dometic for assistance in necessary parts that do not come with the Dometic kit.

Locating the Components

The Dometic remote auxiliary air conditioning system consists of two basic components: An outside condensing unit which contains the condenser and exhaust fan, and an inside unit, which contains the compressor, heater, evaporator, and blower (CHEB). The two units are connected by pre-charged refrigerant lines with quick-connect fittings.

For the Volvo 600 series, we recommend placing the CHEB unit in the passenger side luggage compartment alongside the Volvo factory air conditioning unit (SEE FIGURE 1), and mounting the condensing unit horizontally on the back of the truck (FIGURE 2). Refer to the primary installation manual for important guidelines not included here.





ACCG7 MOUNTING FOOTPRINT

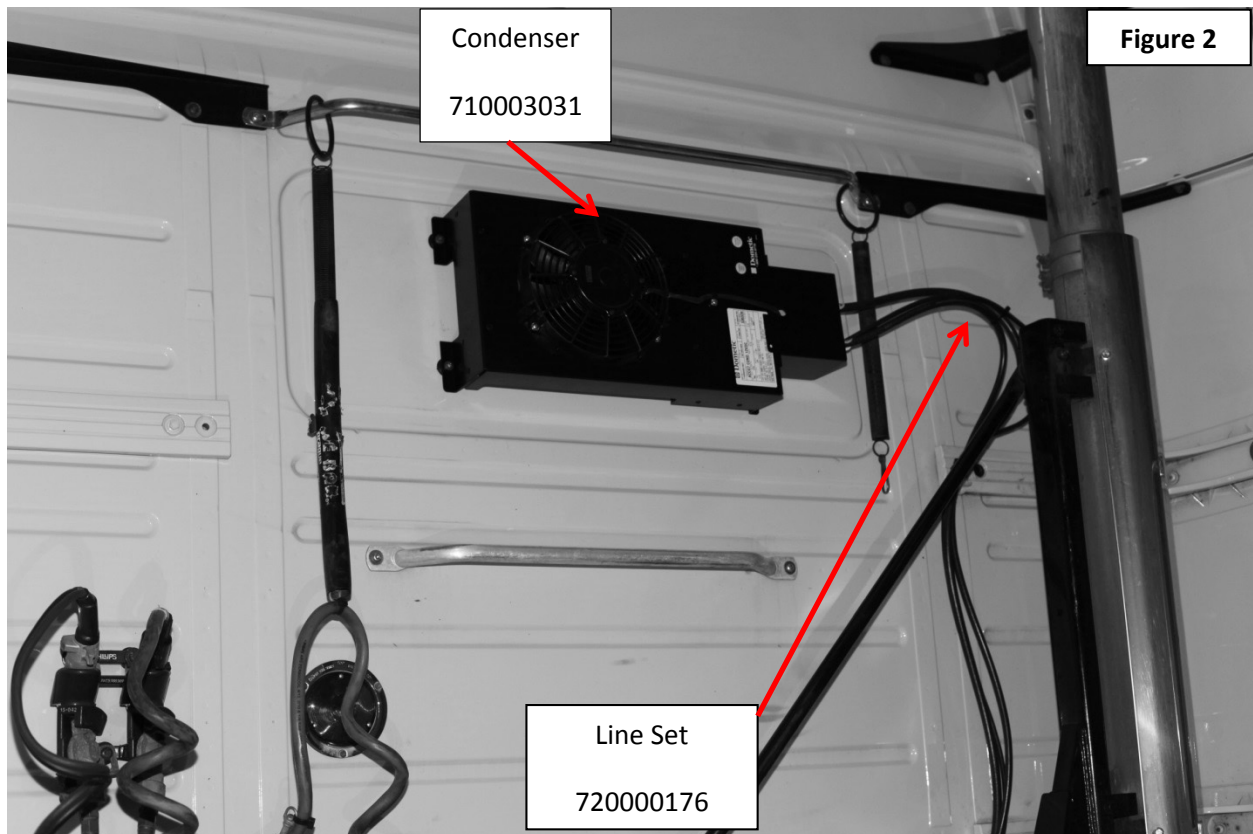


Figure 2

Use the template to position the CHEB unit correctly. The edge of the unit line with the notations for the quick connections should be nearest the bunk wall. Mark for the two quick connect holes off the edge of the unit using the construction lines. Follow the step by step procedures in the installation manual for mounting unit and drilling holes.

Dometic recommends you install the return air grille under the bunk side panel on the passenger side (SEE FIGURE 3). This will make it less likely for the air flow to be blocked by something in the luggage compartment.

The supply air will be routed through the Volvo ductwork, and will also be ducted to one additional 4" discharge grille.

IMPORTANT! Refer to the Dometic installation manual for details on installing and connecting the CHEB and condensing unit.

Installing the Control

For the L-4 chassis, we recommend mounting the control/display panel on the wall above the drivers' side cabinet; remove the trucks HVAC panel to access the area to make it easier to route the cabling to the CHEB. The CXP cable will run down inside the wall and across the luggage compartment.

IMPORTANT! Refer to the Dometic Installation manual for details on routing and connecting cables from the control/display panel to the CHEB.

Installing the Return Air Vent

The return air vent will be mounted under the bunk in the side panel on the passenger side. It will just fit between the panel supports on the backside kick panel.

Locate the supports and cutout for the grille. Use a 4" hole saw and cut four holes to allow enough air flow for the return air of the CHEB. (See Figure 3 again).



Remember, good air flow from the return air grille to the CHEB evaporator coil is critical for your air conditioning system to perform correctly. Do not allow anything to block this air flow.

Installing Plenum to CHEB for Supply Air

Ensure that the blower is rotated in a vertical discharge position. Use ¼" screws on mounting plate to rotate blower if necessary.

Attach plenum so that it fits flush with the blower outlet, and that inner lips mate to blower output. Slide mounting lip so that it attaches the blower to the plenum, and use supplied rivet in mounting hole for secure fit (SEE FIGURE 4 for proper orientation).



Installing the Supply Air Distribution

For Volvo 600 series installation, you will use the factory installed Volvo ductwork for supply air distribution. In addition, you will add one 4" discharge grille.

Connecting to the Volvo Ductwork

First, remove the rubber duct transition that is located in the passenger side luggage compartment. It is secured by force so you can remove it by pulling. (SEE FIGURE 5)

Figure 5



Side View Duct w/4" Nipple #710035134



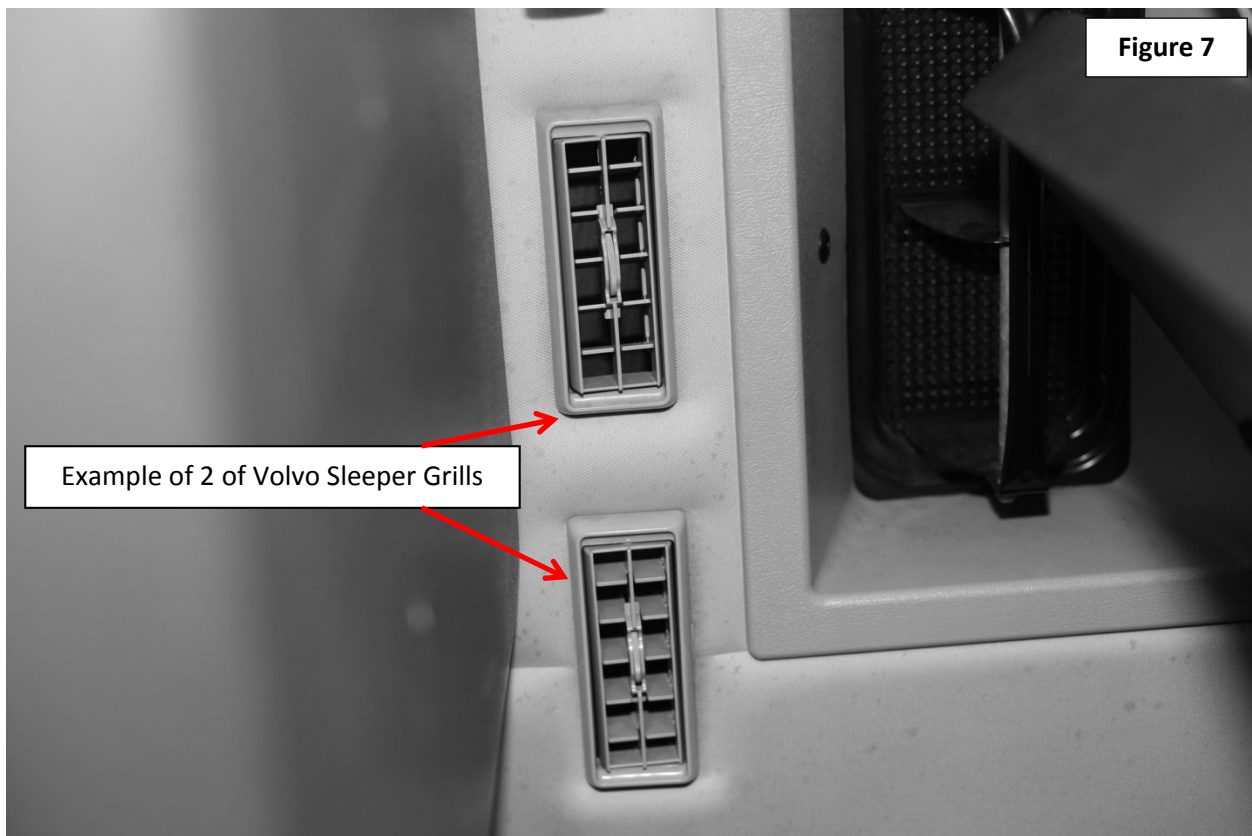
Inside View Duct w/4" Nipple #710035134

Once removed from truck, use Dometic supplied part number 710035134, and install in place.

Push the duct and grille back into the hole in the Volvo duct. Attach the 4" duct with a hose clamp. Push the duct over the grille until it is tight against the transition, and tighten the clamp (SEE FIGURES 6A and 6B). Unit is now tied in with rear sleeper duct and grilles.

Figure 6A

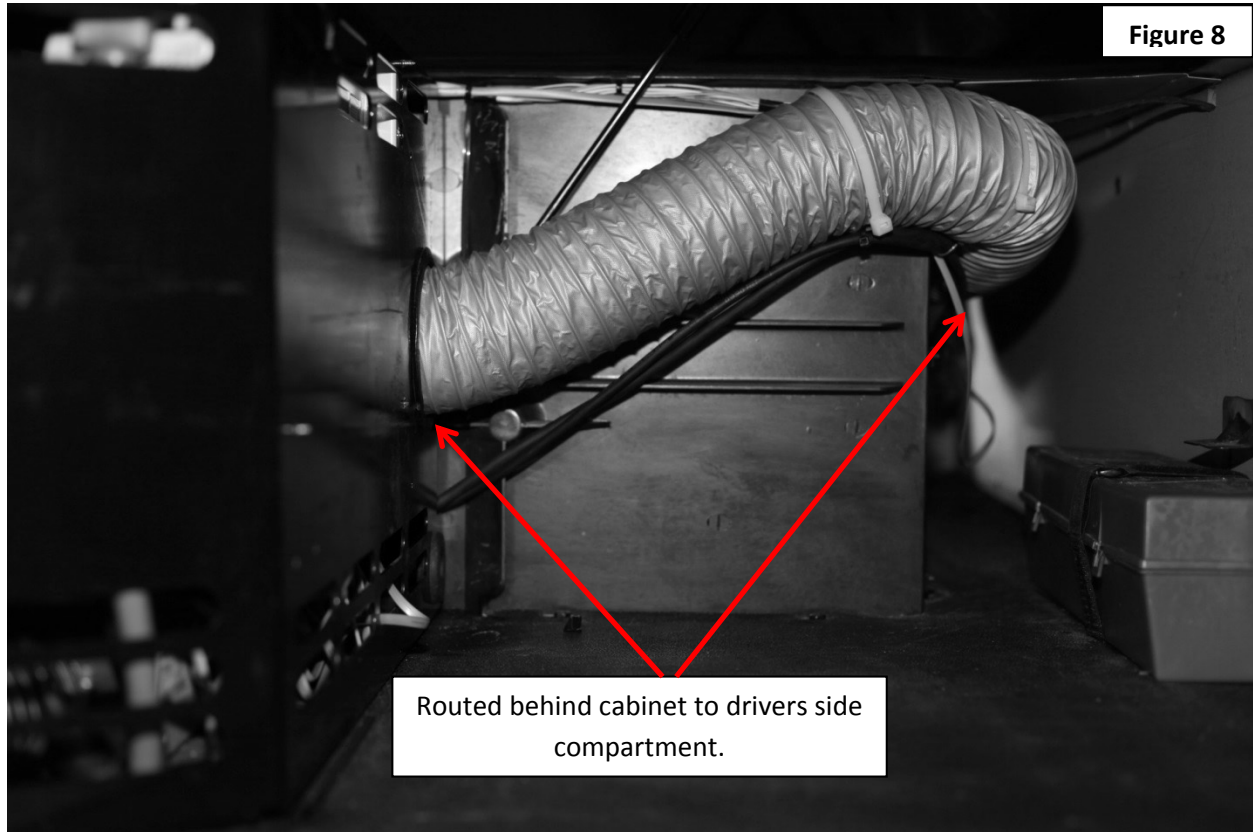


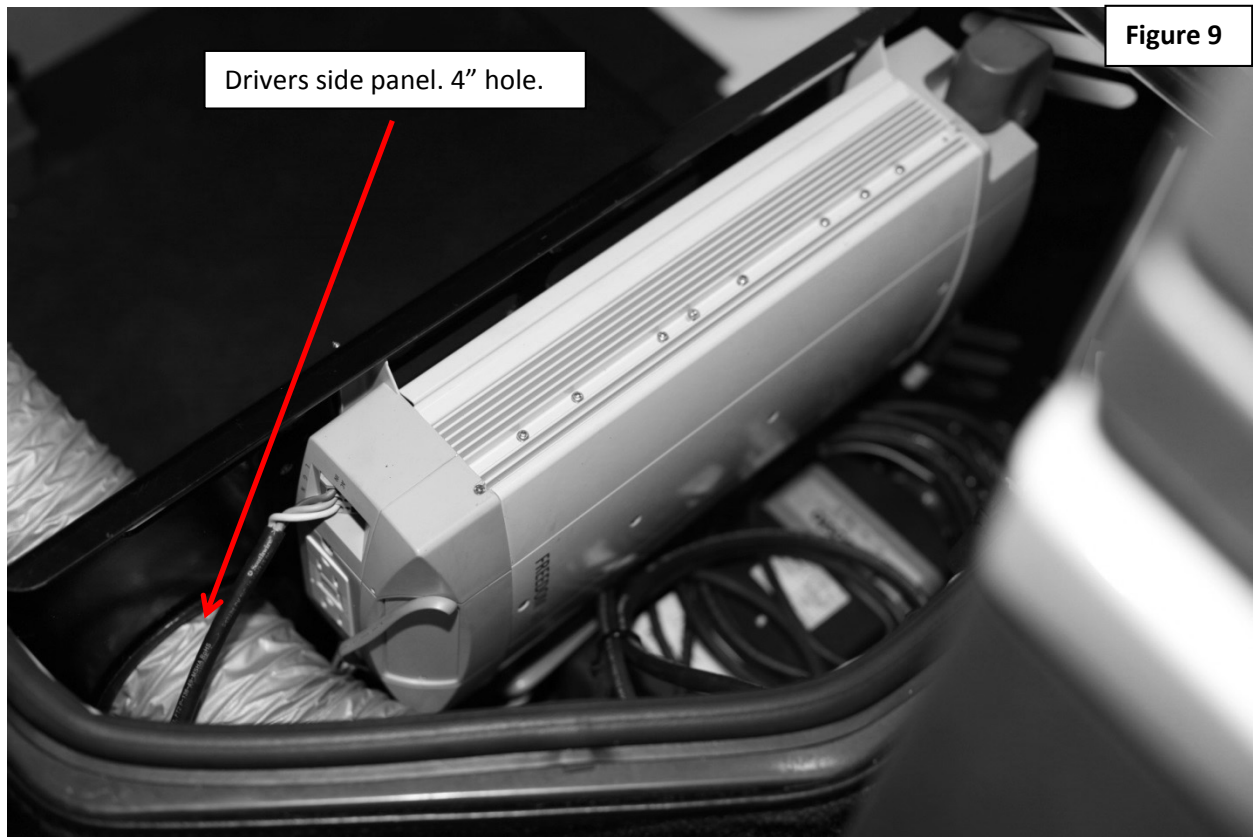


Verify air is coming out of both grilles (SEE FIGURE 7).

Installing the Remaining 4" Ductwork and Grille

The location for the additional discharge grille is up to the installer/owner. However, based on experience with this chassis, we recommend routing the flex duct to the opposite side of the truck, discharging the air next to the heater/inverter section (SEE FIGURE 8). Put 4" duct through 4" hole in driver's side panel (SEE FIGURE 9).





Connect 4" duct to side of plenum. Run ductwork behind middle compartment, and wire tie securely for neat installation, and to prevent damage to ductwork in the future.

Cut 4" hole and use machine screws to install 4" Grille 335162. Be sure vanes are pointing upward. (SEE FIGURE 10). Connect 4" ductwork to discharge grille using hose clamp, and secure. (SEE FIGURE 11 for completed CHEB).



Figure 10

Driver's Side Discharge

339697

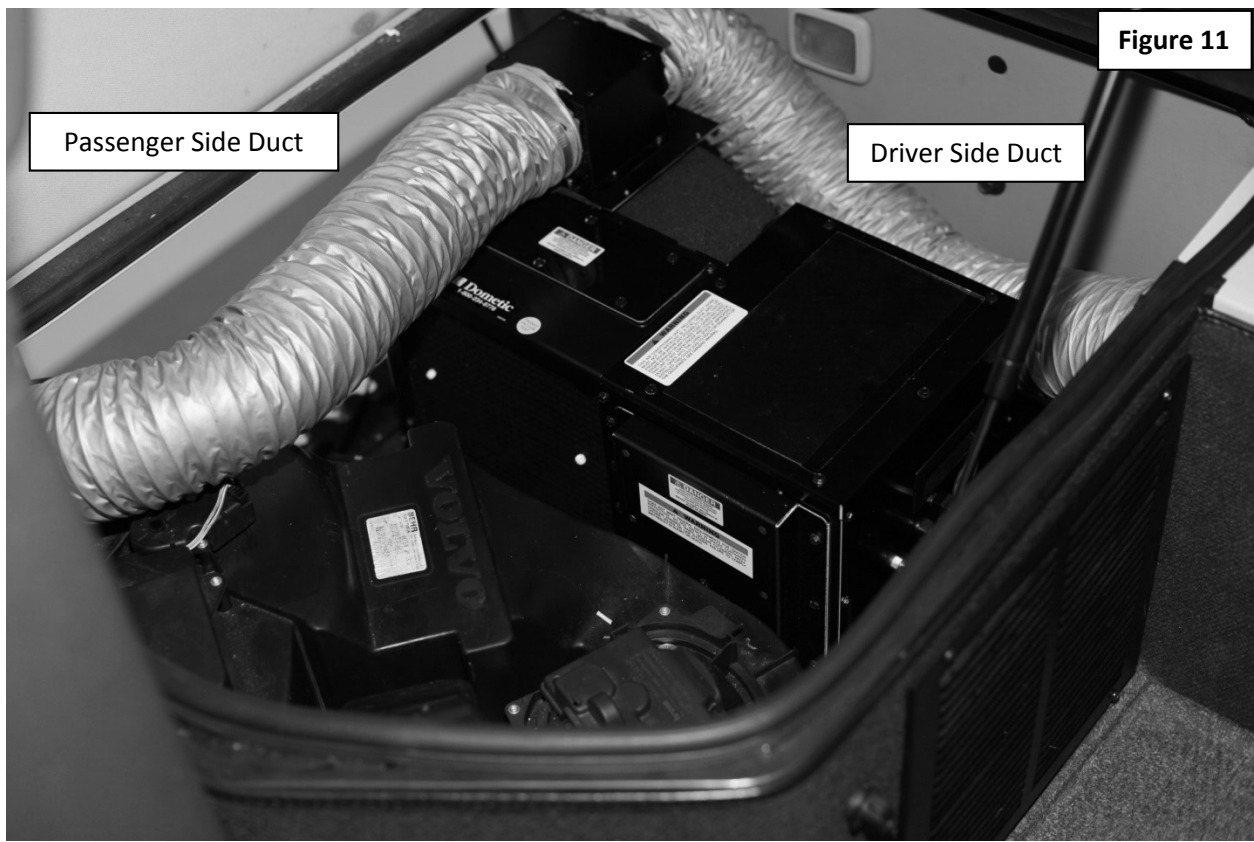


Figure 11

Passenger Side Duct

Driver Side Duct

Ignition Interlock

Proper installation for the ignition interlock is critical to ensure Dometic HVAC is not running while batteries should be charging.

On the Volvo chassis, you will utilize relay position B15. You will also need to add a 5-amp fuse to fuse position 61.

To gain access to fuse panel, pull out the cup holder in the dash, and loosen two screws (SEE FIGURE 12).



Once screws are loosened, top panel will snap out of place with force to reveal fuse and relay panel. Wire ignition interlock into relay position B15 and add 5 amp fuse to position 61. SEE FIGURE 13 for fuse panel.



Battery Option With Inverter Charger



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