

By Vehicle Systems, Inc.

Motor Coach Heating Specialists

Shop Manual

Model Numbers

AHE-100-01S - 12 VDC

AHE-200-01S - 24 VDC

TABLE OF CONTENTS

Sections

1	Aqua-Hot Information			
	1.1	Aqua-Hot Component Overview		
	1.2	Aqua-Hot Identification Plate		
2	Aqua-Hot Wiring Information			
	2.1	Bulkhead Wiring		
	2.2	Control Thermostat Wiring		
3	Diesel-Burner Information			
	3.1	Diesel-Burner Component Overview		
	3.2	Operational Flow-Chart		
	3.3	Diesel-Burner Identification Plate		
4	Diesel-Burner Wiring Information			
	4.1	Control Unit Wiring		
5	Diesel-Burner Service, Maintenance, and Repair Information			
	5.1	General Maintenance		
	5.2	Detaching the Diesel-Burner Head		
	5.3	Flame Detection Photocell		
	5.4	Ignition Electrodes		
	5.5	Fuel Nozzie		
	5.6	Fuel Solenoid Valve		
	5.7	Fuel Pump		
6	Troubleshooting			
	6.1	Troubleshooting Flow-Chart		
7	Aqua	Aqua-Hot Warranty Information		
8	Parts	Parts List		
9	Spec	Special Tools		

Overview

1.1 Aqua-Hot Component Overview

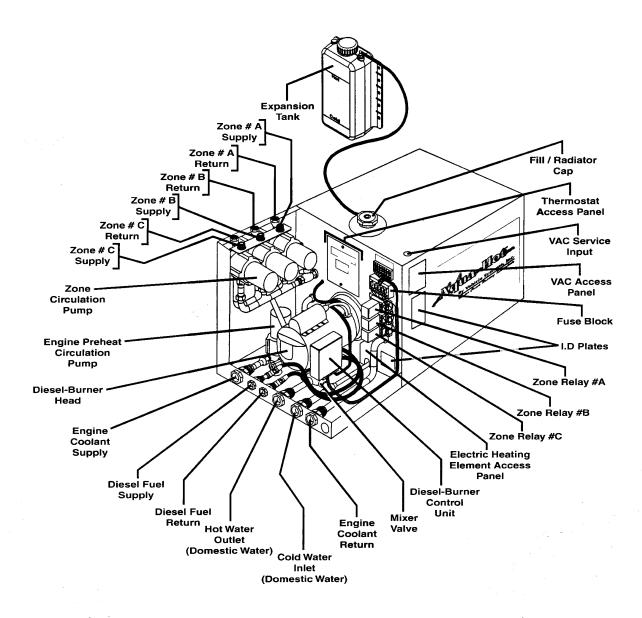
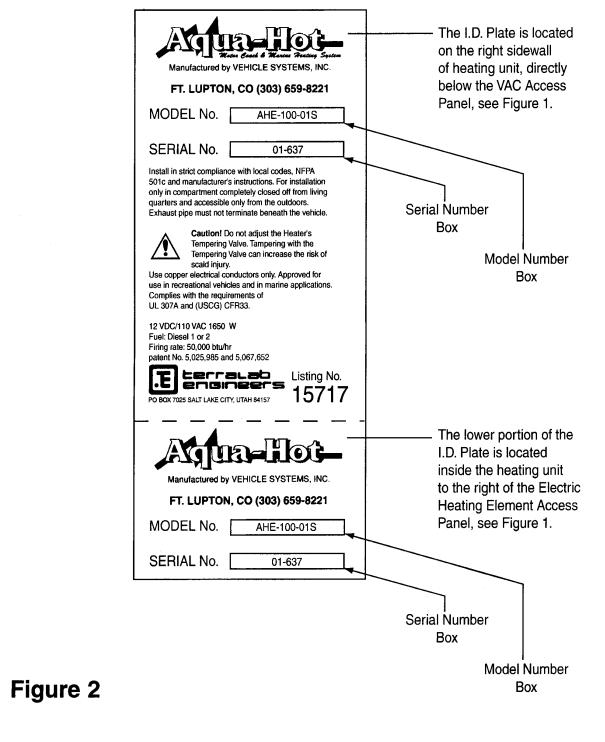
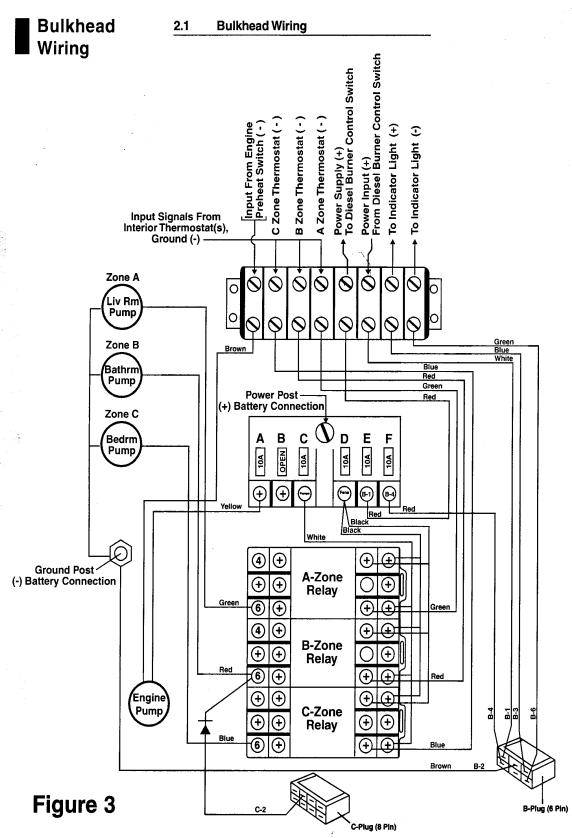


Figure 1

Aqua-Hot I.D. Plate

1.2 Aqua-Hot Identification Plate





Control Thermostat Wiring

2.2 Control Thermostat Wiring

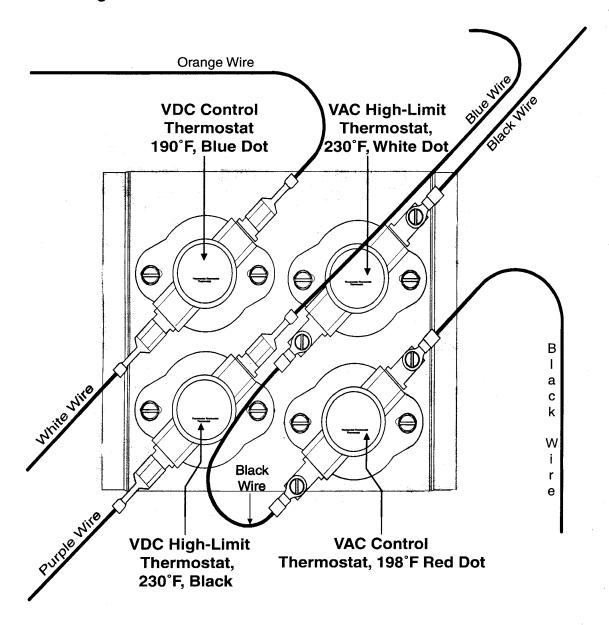


Figure 4

Overview

3.1 Diesel-Burner Component Overview

- 1. Control Unit
- 2. Motor
- 3. Ignition Coil
- 4. Clutch
- 5. Combustion Air Fan
- 6. Fuel Solenoid Valve
- 7. Electrode Holder
- 8. Ignition Electrodes
- 9. Fuel Nozzle

- 10. Combustion Chamber
- 11. Heat Exchanger
- 12. Exhaust Port
- 13. Flame Detection Photocell
- 14. Fuel Pump
- 15. Fuel Ports (Supply / Return)
- **16.** Combustion Air Port (Intake) with Adjustable Shutter

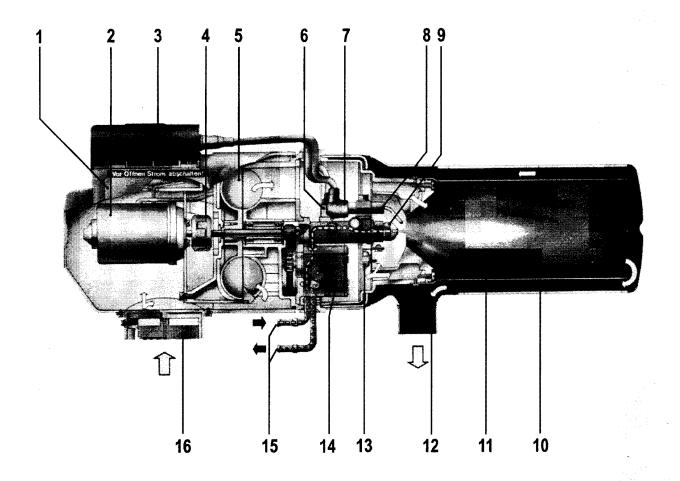
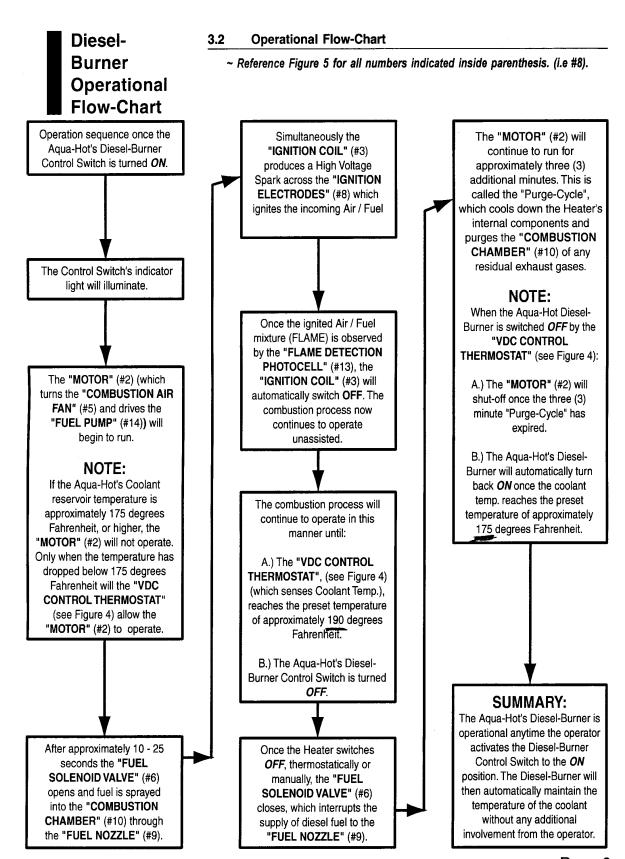
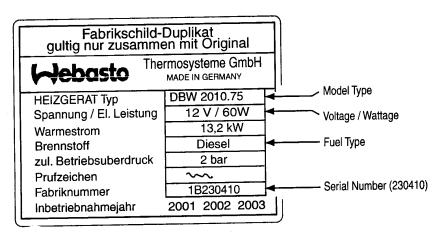


Figure 5



Diesel Burner I.D. Plate 3.3 Diesel-Burner Identification Plate



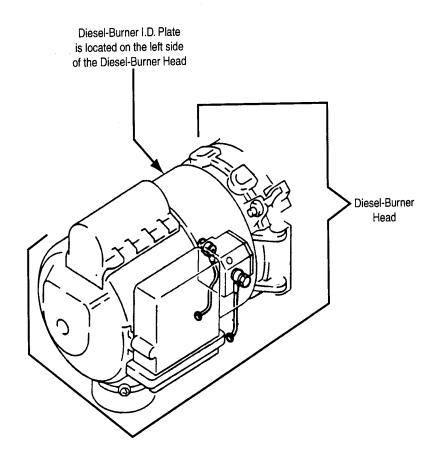


Figure 6

Control Unit Wiring

4.1 Control Unit Wiring

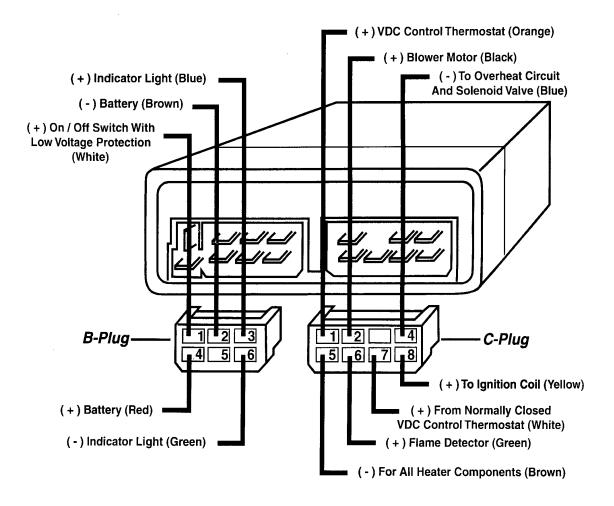


Figure 7

Upkeep

5.1 General Maintenance

Monthly

Check the Aqua-Hot's solution of water and antifreeze to ensure that it is at the proper level. Do this by visually checking the coolant level in the Aqua-Hot's Expansion Tank, see Figure 1. This should be checked only when the Aqua-Hot is at full operating temperature, "HOT."



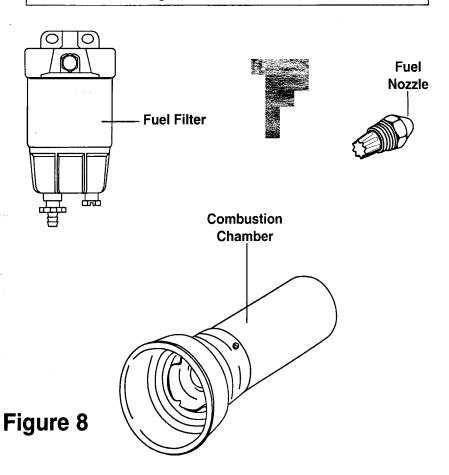
Annually

CAUTION: Before cleaning or servicing, disconnect all power supplies.

It is ideal to have your Aqua-Hot tuned-up yearly. A tune-up should consist of a Fuel Nozzle and Fuel Filter replacement and a thorough cleaning of the Combustion Chamber, if necessary, see Figure 8. This simple tune-up will keep your Aqua-Hot running smoothly throughout the year. This annual tune-up will also allow service personnel to inspect for wear and tear of other components.

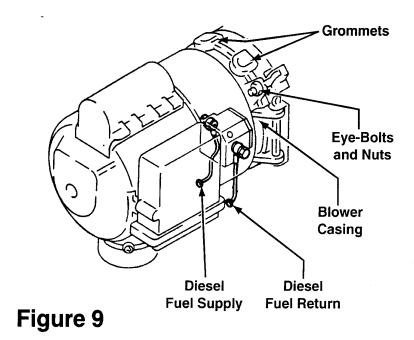


CAUTION: Operating the Aqua-Hot's Diesel-Burner or the 120 VAC Electric Heating Element without the water and antifreeze solution will cause **serious damage** to the Heater.



Detaching Diesel-Burner Head

5.2 Detaching the Diesel-Burner Head



Instructions For Detaching the Diesel-Burner Head from the Aqua-Hot

CAUTION: Before detaching the Diesel-Burner Head, disconnect all power supplies.

- 1. Loosen the two Eye-Bolt Nuts and swing the Eye-Bolts out of the way.
- 2. With both hands, carefully pull the Diesel-Burner away from the Aqua-Hot, approximately 4-5 inches. Please note that you may have to lift the head slightly while pulling it away from the Aqua-Hot.
- 3. Rotate the head approximately 90 angular degrees to the right or until all the internal components are visible.

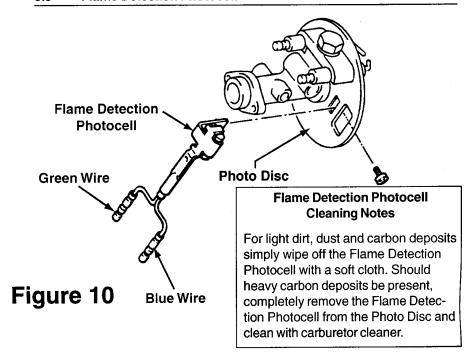


NOTE: It may be necessary to disconnect the two RED wires, which are connected to pin #6 of the B-Zone relay, when rotating the head beyond 90 degrees, see Figure 3.

CAUTION: When reattaching the Diesel-Burner Head to the Aqua-Hot, be sure to properly align the head and <u>DO NOT</u> over tighten the Eye-Bolt Nuts. An improper alignment and or an over tightening of the Eye-Bolt Nuts can cause damage to the Diesel-Burner Head's aluminum-cast housing (Blower Casing), see Figure 9.

Flame Detection Photocell

5.3 Flame Detection Photocell



Ignition Electrodes

5.4 Ignition Electrodes

Note: Electrode Adjustment
Gauge is located on the
outside surface of the DieselBurner on the lefthand side.

Electrode Adjustment Gauge

Note: Once adjustment is
complete, remove Electrode
Adjustment Gauge and reattach to Diesel-Burner.

Ignition Electrodes

Figure 11

Adjustment gauge properly positioned

Fuel Nozzle

5.5 Fuel Nozzle

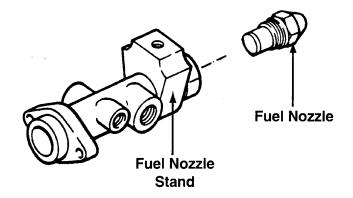


Figure 12

Note: When replacing the Fuel Nozzle, be sure to tighten the Nozzle, then loosen 1/4 turn and firmly retighten. This will establish a seated fit and avoid any leaks.

Solenoid Valve

5.6 Fuel Solenoid Valve

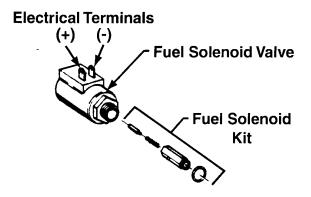
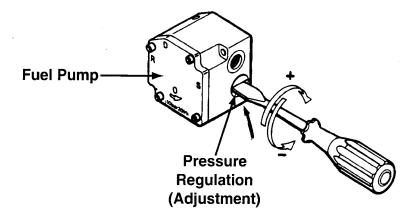


Figure 13

Fuel Pump

5.7 Fuel Pump



Note: Adjust fuel pressure to 145 PSI.

- (+) Clockwise rotation increases fuel pressure.
- (-) Counter Clockwise rotation decreases fuel pressure.

Fuel Pressure Gauge

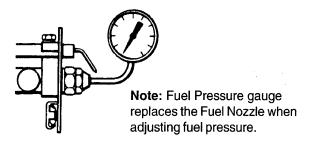
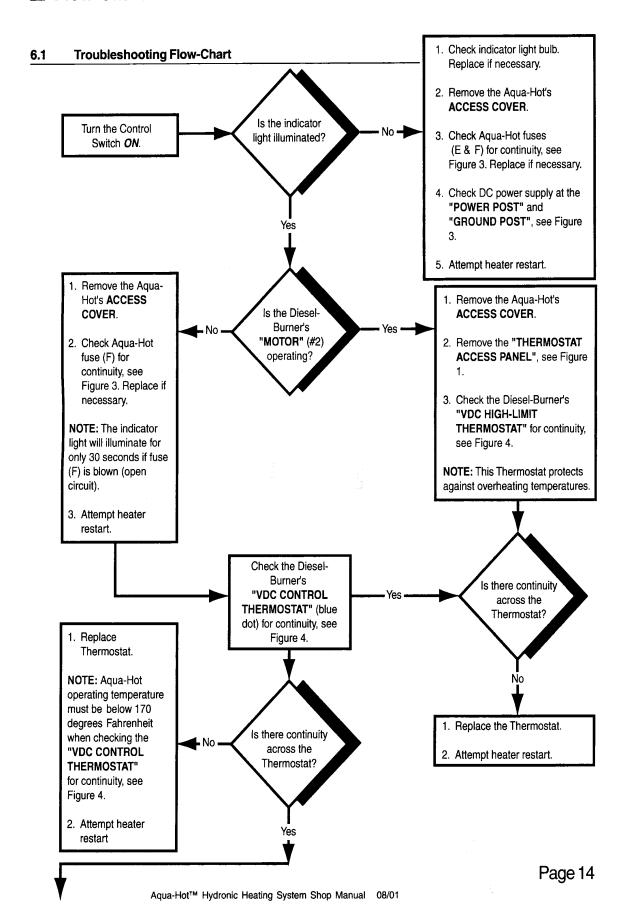
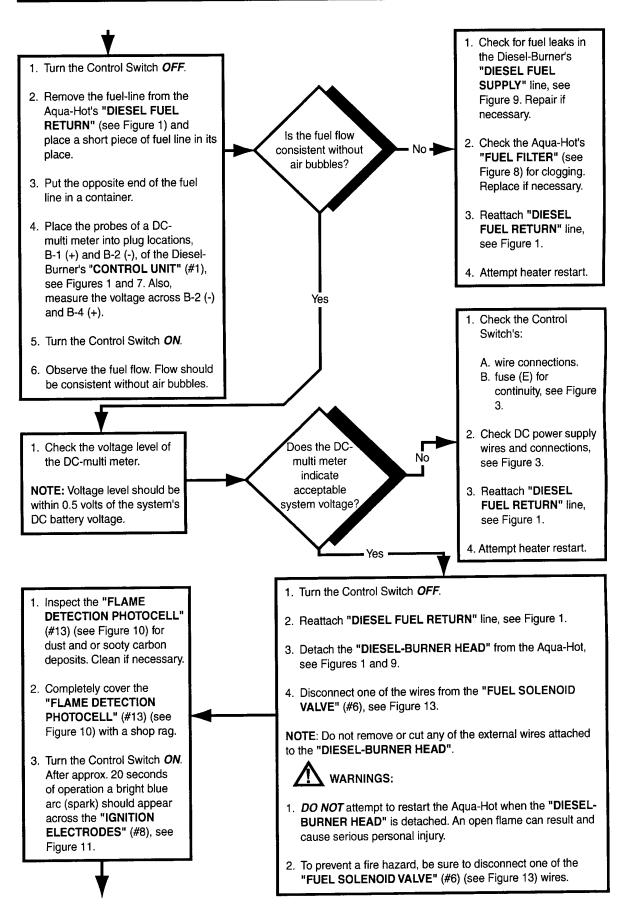


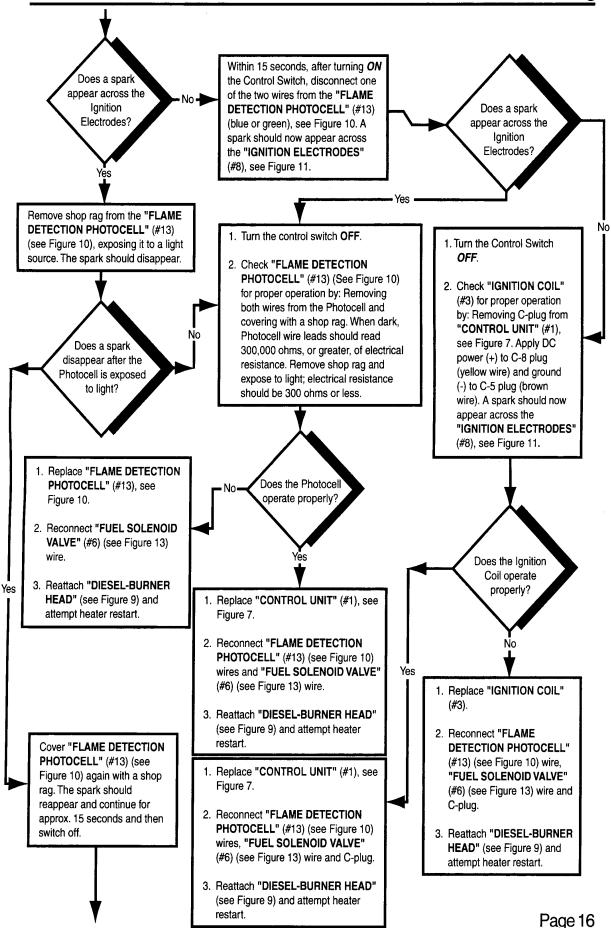
Figure 14

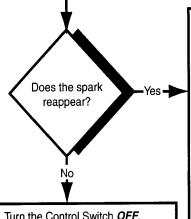
Troubleshooting Flow-Chart

 \sim Reference Figure 5 for all numbers indicated inside parenthesis. (i.e #8).









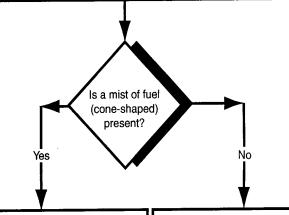
- 1. Turn the Control Switch OFF.
- 2. Replace "CONTROL UNIT" (#1), see Figure 7.
- 3. Reconnect "FUEL SOLENOID VALVE" (#6) (see Figure 13) wire.
- 4. Reattach "DIESEL-BURNER **HEAD**" (see Figure 9) and attempt heater restart.
- 1. Replace "FUEL SOLENOID VALVE" (#6), see Figure 13.
- 2. Retest fuel flow (without Fuel Nozzle).
- 3. Install "FUEL NOZZLE" (#9), see Figure 12.
- 4. Retest Fuel Nozzle spray pattern (fine mist of fuel present?).
- 5. Reconnect ignition wires to "IGNITION ELECTRODES" (#8) (see Figure 11) or remove jumper wire.
- 6. Reattach "DIESEL-BURNER HEAD" (see Figure 9) and attempt heater restart.

- 1. Turn the Control Switch OFF.
- 2. Reconnect "FUEL SOLENOID VALVE" (#6) (see Figure 13) wire.
- 3. Remove both ignition wires from the "IGNITION ELECTRODES" (#8) see Figure 11) or connect a jumper wire across the Electrodes.

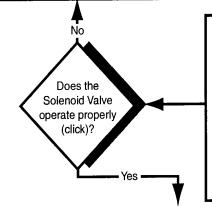


CAUTION: To prevent a HIGH VOLTAGE shock and or a fire hazard, be sure to remove both "IGNITION ELECTRODES" (#8) (see Figure 11) (tape the ends and separate the wires) or connect a jumper wire across the Electrodes.

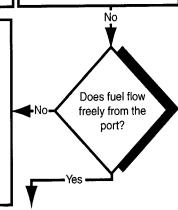
4. Turn the Control Switch ON. After approx. 20 seconds the "FUEL SOLENOID VALVE" (#6) (see Figure 13) should receive power from the "CONTROL UNIT" (#1), see Figure 7. A fine mist of fuel should appear from the "FUEL NOZZLE" (#9), see Figure 12.

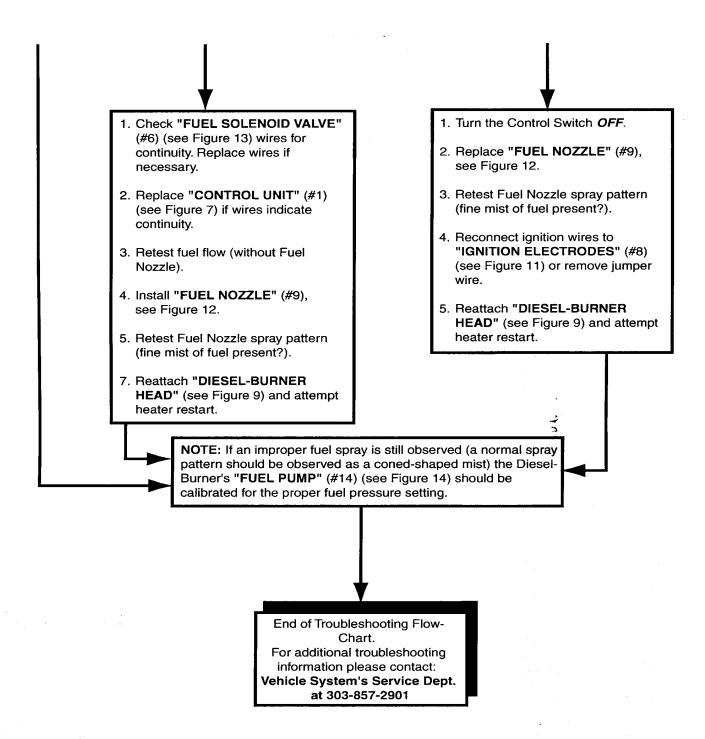


- 1. Turn the Control Switch OFF.
- 2. Reconnect ignition wires to "IGNITION ELECTRODES" (#8) (see Figure 11) or remove jumper wire.
- 3. Reattach "DIESEL-BURNER HEAD" (see Figure 9) and attempt heater restart.
- 1. Turn the Control Switch OFF.
- 2. Remove "FUEL NOZZLE" (#9), see Figure 12.
- 3. Turn the Control Switch ON. After approx. 20 seconds fuel should flow freely from the fuel nozzle port.



- 1. Turn the Control Switch OFF.
- 2. Check "FUEL SOLENOID VALVE" (#6) (see Figure 13) for proper operation by: Removing both wires from the Solenoid Valve and applying VDC power (+) and ground(-) to the Solenoid Valve electrical terminals. "FUEL SOLENOID VALVE" (#6) (see Figure 13) should click when VDC power is applied.





WARRANTY POLICY

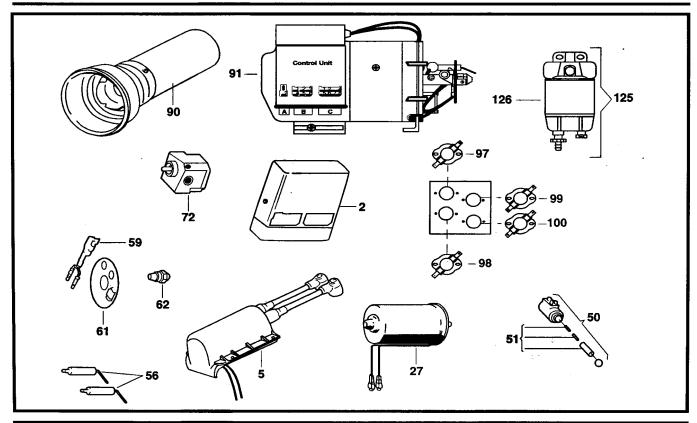
- FOR AQUA-HOT MODELS -

Vehicle Systems Inc. warrants the AQUA-HOT Heater, to the original owner, to be free from defects in material and workmanship under design usage and service conditions for a period of two (2) years on parts and labor beginning on the date of purchase of the vehicle. Replacement parts are covered for the remainder of the heating system's warranty or for six months (180 days) whichever is greater.

This warranty does not apply to damage or failure of the AQUA-HOT Heater or the vehicle into which it was installed due to improper installation, assembly, maintenance, abuse, neglect, accident, or the use of parts not supplied by Vehicle Systems Inc. Vehicle Systems is not responsible for incidental or consequential damages.

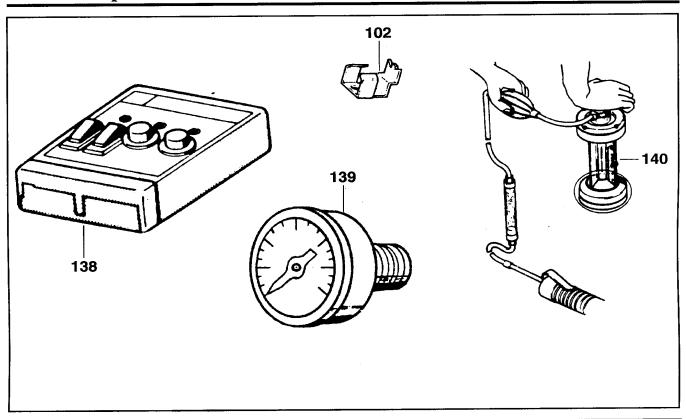
The intent of this warranty is to protect the end user of the heating system from such defects which would occur in the manufacture of the product. The warranty is not intended to protect the end user from problems which are outside the ability of Vehicle Systems' control.

To obtain warranty repair authorization or for additional information, please contact our **Technical Support Department** at **1-800-685-4298** (8 AM to 5 PM) Mountain Standard Time.



2	WPX-287-9 62	Control Unit, 12 VDC, DBW 2010-300, AH/HH/WH
2*	WPX-306-07B	Control Unit, 24 VDC, DBW 2010-300, AH/HH/WH
5	WPX-101-838	Coil, Ignition, 12 VDC, DBW 2010-300, AH/HH/WH
5*	WPX-101-846	Coil, Ignition, 24 VDC, DBW 2010-300, AH/HH/WH
27	WPX-425-060	Motor, Combustion Air/Fuel Pump, 12 VDC, DBW-2010, AH/HH/WH
27*	WPX-425-079	Motor, Combustion Air/Fuel Pump, 24 VDC, DBW-2010, AH/HH/WH
50	WPX-322-083	Valve, Fuel Solenoid, 12 VDC, DBW 2010-300, AH/HH/WH
50*	WPX-322-091	Valve, Fuel Solenoid, 24 VDC, DBW 2010-300, AH/HH/WH
51	WPX-386-660	Valve, Kit, Fuel Solenoid, DBW 2010-300, AH/HH/WH
56	WPX-274-313	Electrode, Ignition, DBW-2010, AH/HH/WH
59	WPX-412-244	O-Ring, Blower Casing, DBW-2010, AH/HH/WH
61	WPX-887-71A	Photo Disc, DBW-2010, AH/HH/WH
62	WPX-886-41A	Nozzle, Fuel, .35 GPH, DBW-2010, AH/HH/WH
72	WPX-655-44A	Pump, Fuel, 10 Bar, DBW 2010-300, AH/HH/WH
90	WPX-265-5 3A	Combustion Chamber, DBW-2010, AH/HH/WH
91	WPE-905-83A	Burnerhead, Modified, VSI DBW-2010, 12 VDC, AH
91*	WPE-905-84A	Burnerhead, Modified, VSI DBW-2010, 24 VDC, AH
97	ELE-L08-19 0	Thermostat, VDC Control, 190°F, Blue Dot, AH
98	ELE-L08-230	Thermostat, VDC High-Limit, 230°F, Black, AH
99	EL E-254-01 0	Thermostat, VAC High-Limit, 230°F, White Dot, AH
100	ELE-010-198	Thermostat, VAC Control, 198°F, Red Dot, AH
125	FLX-120-VS1	Filter, Fuel, System, 10 Micron, AH/HH
126	FLX-R12-TRA	Filter, Fuel, Spin-On Element, 10 Micron, AH/HH

Section 9: Special Tools



102 138 139 140	WPX-310-646 WPX-440-280 WPE-600-190	Gauge, Adjustment, Electrode, DBW 2010-300, AH/HH/WH Control Box, Tester, DBW 2010-300, AH/HH/WH Gauge Kit, Fuel Pressure, DBW 2010-300, AH/HH/WH Tester, CO-2, DBW 2010-300, AH/HH/WH Order item #140 from a Grainger Industrial Supply Store near you or visit the Grainger website at www.grainger.com. (Grainger Part#6T153)

-MEMO-



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