

**SPECIAL
POINTS OF
INTEREST:**

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Don't Do This To Your APU!



Remember, an APU is not a submarine. Drowning it will ruin the engine and void the warranty.

wiring are not going to like this treatment very much. Especially the air intake system which fills with water and instantly hydro-locks the motor causing piston and even crankshaft damage. If this happens, the engine is now destroyed and must be replaced or rebuilt. This is not covered by any warranty whatsoever. Flash floods, parking lot lakes and low hollow loading docks that became swimming pools should be avoided. Common sense will protect your investment.

Some people might laugh at this photo and say how could anybody do this? But we have heard of trucks being submerged in water a couple dozen times in just the past 3 years alone. Electrical parts, sensors, and

Private Label for Alliance Discontinued

Effective September 15, 2008, Frigette no longer produces private label APU's under the "ALLIANCE" logo.

Our path for the future will continue the growth and development of the FRIGETTE brand and expanding our dealer base. The APU's produced for Alliance were identical in every

way other than the yellow label on the box, and literature and part numbers.

Frigette will continue to honor warranty and service for Alliance end-user customers through either the Freightliner or Frigette independent network.

In the past, our sales process

sold units to Alliance corporate who in turn would re-sell to their dealers. Moving forward, Freightliner dealers who wish to continue to participate in the APU program may buy direct from Frigette.

We would like to welcome them into the Frigette dealer sales and service group.

The “Heat Mode” Explained



Under bunk unit with A/C and Heating coils inside.

In winter months, bunk heating is achieved by utilizing the “free” hot water that exists in the Kubota APU engine.

In contrast to some of our competitors, we do not have the added expense of supplementing a diesel fired furnace under the bed. The hot water efficiency is common and easy to understand by mechanics.

The coolant is passed through a heat exchanger coil in the Frigette under-bunk unit, similar to that of the OEM version. This concept, allows the under-bunk air handler to serve as a “radiator” blowing

hot air from the coils out via the ductwork. It works great!

To operate in heat mode, on the control panel, click the mode rocker-switch to HEAT. Rotate the fan blower switch to Low-Med or High then rotate the Temperature Control Dial to the graduated red temp scale on the dial.

The graduated temperature Control Dial signals the water valve component to regulate coolant flow between the APU engine radiator (located on the backside of the engine assy box) and the under-bunk evaporator/heater unit located

under the bed.

For maximum heat, be sure to put the Fan Blower Switch on the highest setting, and rotate the temp. control dial to the highest 5-6 o’clock location.

To really make some great heat, have a mechanic install a properly sized electrical cord to the trucks main engine block heater.

By just plugging the cord into the receptacle will put the APU under a 1500 watt demand load, which makes the engine work and the coolant that much hotter!



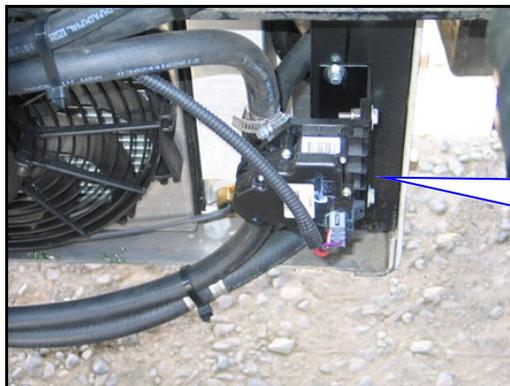
The coolant surge tank is often on the rear wall corner side

AVOID THE COMBINATION OF LOW FAN WITH HIGH HEAT SETTING ON THE TEMP. DIAL.



This may in some cases cause the engine to overheat. In the MAX temp setting, the valve sends ALL the water to the under-bunk module. The fan needs to be on high to dissipate the heat, since the under-bunk is now performing as a radiator.

To regulate the heat down, use the Temp dial to a lower setting, which will share some of the coolant with the engine radiator.



Water valve regulates coolant flow from radiator to under-bunk

TECH TIPS— Frigette APU's Use 5W-40 Oil



5W-40 is great for all seasons

Frigette has a great deal of experience with the little Kubota engine we use in our application. Trucks moving across the country from north to south every week encounter the entire temperature spectrum.

We have found that cold engine starts are greatly assisted using 5W-40 all season viscosity versus a summer 15W-40 oil. Avoid using any additives into the engine, which can clog

sensors. There are many opinions out there when it comes to oil preferences, but we strongly recommend 5W-40. It is readily available in the market. Check the dipstick regularly as the Kubota engine will typically use a small amount of oil during its normal use.

These are a few brands of Diesel-grade 5W-40:

- Shell Rotella ® T Synthetic
- Mobil 1 Turbo Diesel Truck Oil
- Motorcraft Full Synthetic Diesel Oil (5 qt. container)
- Amsoil Synthetic Premium Diesel Oil
- Schaeffer Supreme 9000 Full Synthetic Engine Oil
- Exxon Mobil Delvac #1 ESP
- Chevron Delo 400 Synthetic

How The Glow Plug Works

Many people ask us if the Kubota has a glow plug. The answer is "Yes, it sure does!" Our engineering staff put the glow plug function into the start operation as a default.

Here is how it works-

When the operator makes sure all appliances and A/C loads are turned OFF, depress the top rocker switch up and hold it. You will see the little RED L.E.D. light

come on. This means that the glow plug is being supplied with 12 volt current for a period of 8 seconds. By continuing to hold the button down, the GREEN L.E.D. light will illuminate signaling the engine to turn on. Pay close attention to the sound of the motor coming alive. When you hear the engine come on, LET GO of the switch. The glow operation actually works while the engine is cranking also.

On very cold days, a manual over-ride feature exists. Push the start/stop rocker switch DOWN for 20 seconds, then repeat the normal starting routine again. Holding in the manual glow plug for longer than 20 seconds can damage the glow plug.



The Glow Plug Operates When the RED light comes on. Hold down the button until the green light shines and the engine starts.

Rubber Solenoid Boot Now Available

Recently, we were able to purchase the rubber boot portion of the fuel solenoid.

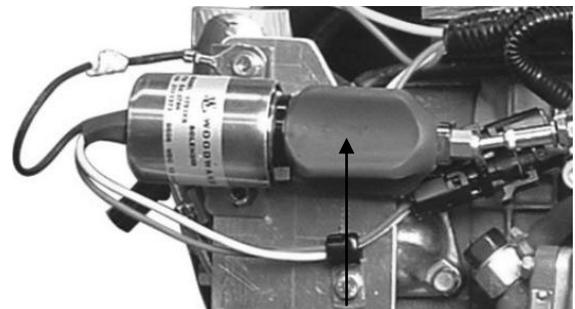
In the event that the original boot is worn, torn or rotted out, this saves from buying the entire solenoid assembly— a much more affordable solution.

Technicians who remove or replace the solenoid must always apply the

correct procedure for ensuring proper linkage length. A misadjusted throttle linkage could lead to incorrect voltage output.

A new boot replacement will keep rust and corrosion from degrading the spring mechanism inside.

A plastic wire tie should also be used to secure the new boot to the solenoid housing.



Rubber Boot P/N 045-00669



Frigette Truck Climate Systems manufactures fuel efficient anti-idle solutions for the over the road heavy duty truck market. With record energy costs and increasing idling legislation, trucking operators seek a better alternative to wasteful fuel burning practices. The Frigette APU delivers the ultimate compact package of comfort heating and cooling performance, battery charging and household electricity. The days of engines idling in parking lots is over. Make your next investment a Frigette APU.

Reach us at:

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 Fort Worth, Texas 76134
 Phone; 817-293-5313
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TECH SERVICE QUESTIONS?

Phone 1-800-275-7524
 Fax: 817-293-6477
 E-mail: techservice@scsfrigette.com

Newsletter Questions or Topics?
 Contact me at: kholze@scsfrigette.com



Frigette APU Specifications

Cooling BTU's	12,000
Heating BTU's	10,000
Evaporator Blower	330 CFM
Refrigerant	R134a
Engine Make	Kubota EA300
Engine Cooling	Liquid Cooled
Fuel	Diesel
Battery Charging	60 amps DC
Household Power	3300 watts AC
System Weight	418 approx.
Enclosure Material	Aluminum
Duplex Plug-ins	Four
Airflow Ductwork	Yes
Optional Step for box	Yes
Dimensions	30.5" x 25.5" x 16"



A Frigette APU has ability to fit under the passenger door of many trucks when competitors can't!

