



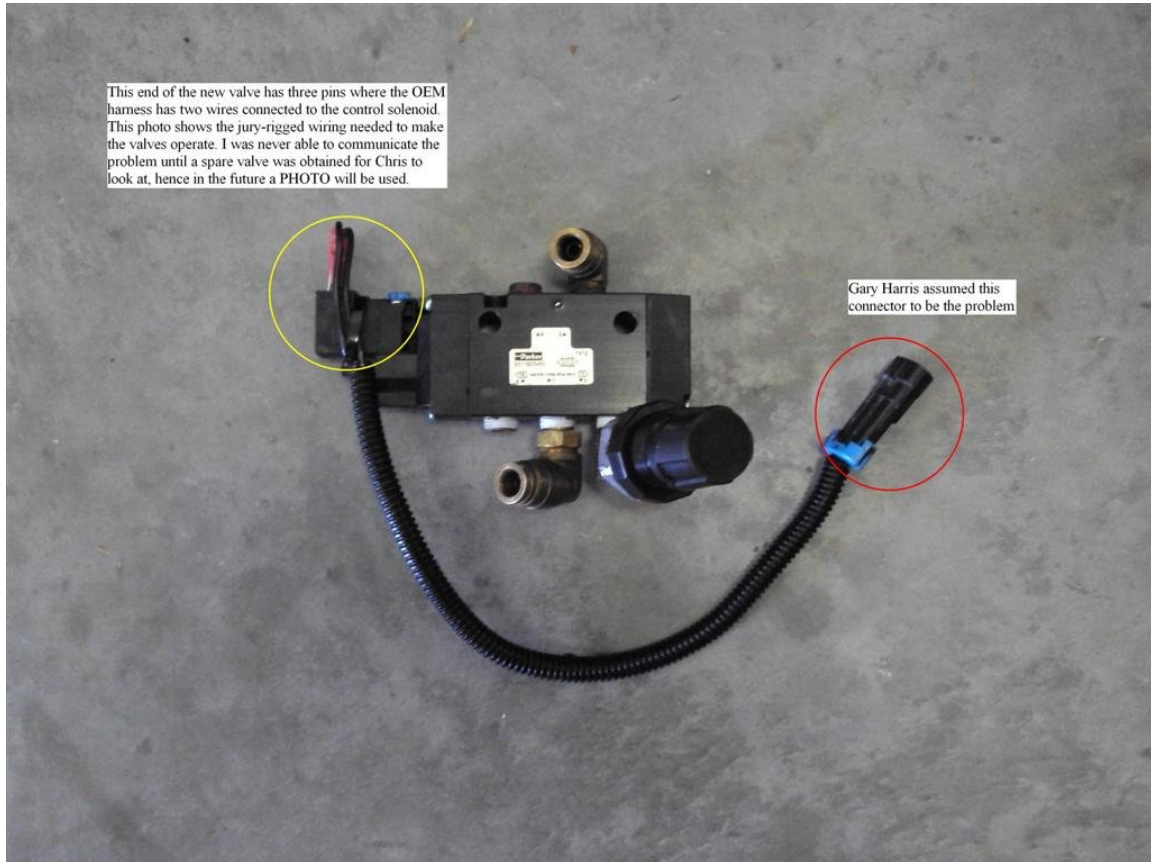
7/18/2012

53 – FYI – THE LANGUAGE BARRIER. After years of trying to break the Tiffin/Red Bay language barrier I have come to this conclusion. The ONLY method I am aware of to over-come the existing language barrier is to take a **PHOTOGRAPH** of the item you are attempting to describe in words. I thought being born and raised in the south would provide me with the necessary language skills to enable communication with Tiffin employees sadly that thought has not been a true statement.

My Spanish language skills are reduced to a few words. During my working career it was necessary to make a few trips to south Florida. On one of those trips the group I was with decided to eat at a local Jamaican restaurant. It did not take long for us to figure the service staff and our group did not share a common language. As it turned out a common language was also a common problem in their restaurant. Their method to bypass this problem was to hand the customer a set of placemat photos of several of their complete meals. The customer decided which meal they wanted to order then pointed to their selection for the waiter, problem solved. The same method was used for your drink selection, pick you drink from a photograph and it was served. This leads me back to the Tiffin/Red Bay language barrier problem. Our most recent Red Bay trip resulted in the same ongoing language barrier problem we and other Tiffin owners share, the lack of a common language. We arrived at Red Bay three days early for our scheduled appointment with the blessing of Gary Harris the Powerglide Chassis manager. The trip was planned to be the final trip necessary to resolve the tag axle dump valve design problem on our coach, an ongoing problem since the coach had been built. The final exiting problem install a wiring harness between the OEM wiring harness and the new dump valves as the new valves did not come with the standard two wire OEM harness.

Day one spoke with Gary Harris, I was told Chris (Powerglide shop Electrical Engineer) would contact me to get together about the wiring harness but he was working on a Breeze prototype at that time. Day two resulted in no action. Day three saw me at the Powerglide shop which resulted in a promise to get our coach in that day. After lunch Chris shows up at the service center the coach was driven into the shop and the wheel lifts raised the coach so Chris could look at the problem. Chris was unable to

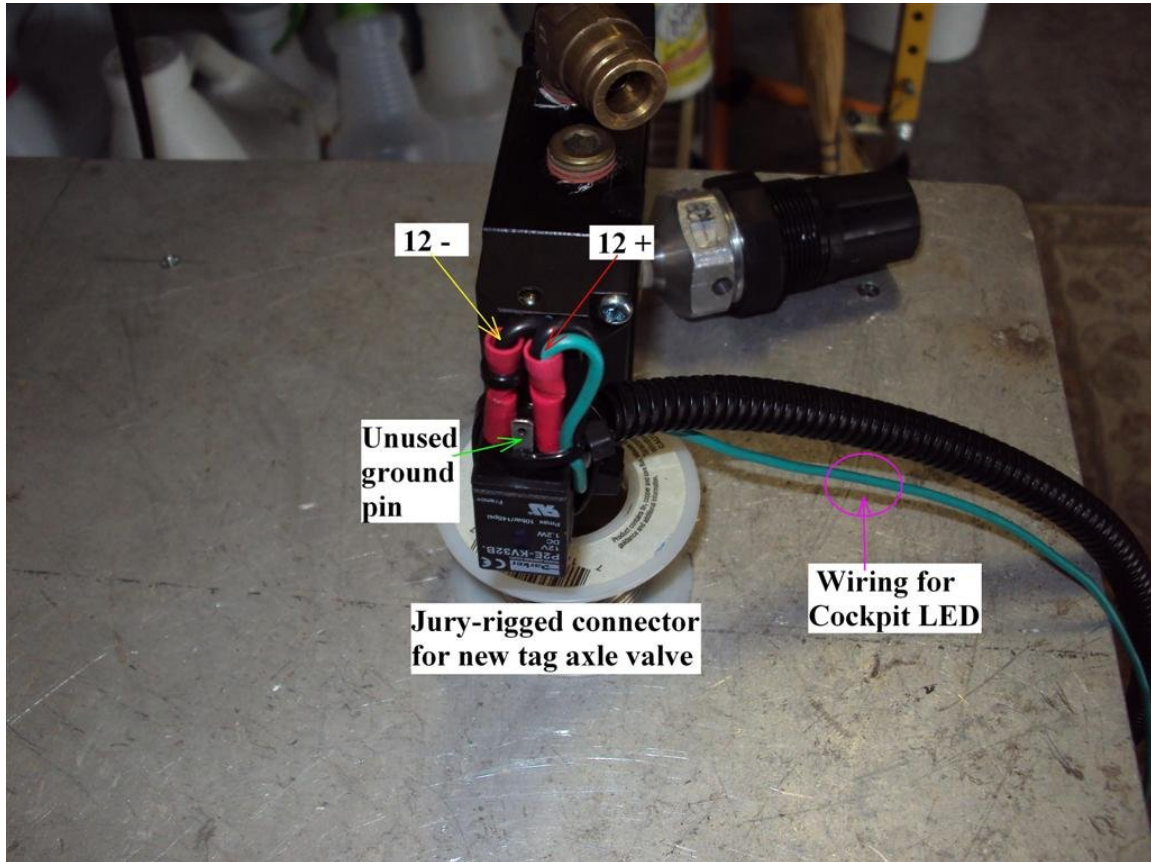
see the problem with the valves mounted on the coach. I had pointed out the wiring issue three days prior to Gary Harris. So we are back to the language barrier problem again. Gary has told Chris the wiring problem related to the connector to the OEM harness. However the problem is and has been there is NO wiring harness between the valve and the OEM harness. The new valves each need a 15MM three pin socket to plug onto the valve with the 12+ and 12- wires terminating in a plug back to the OEM wiring harness.



The above photo shows my jury-rigged wiring (circled in yellow) to enable operation of the new valves. The OEM connector (circled in red) does not need modification.

I provided printed downloaded documentation for the correct wiring harness from Parker pneumatics to Chris, based on the information Chris ordered the necessary wiring harnesses for us. The good news Chris had the components over-nighted by UPS. We had desired to leave Red Bay that next morning based on our finding out the components had been shipped over-night we decided to wait until the usual noon UPS delivery time to depart. The bad news the plugs came without the necessary wiring, crap. I told Chris, just give me the three pin connector plugs I will assemble the wiring harnesses

and install them after we get back home. The tag axle dump system is operating better than designed by Tiffin Motorhomes, the system actually operates 100% of the time where prior to the instillation of various new components the system had never operated correctly before.



Our tag axle dump system now has the following replacement components. The two automatic proportioning valves have been replaced with two manual proportioning valves. The two tag axle air bag dump valves have been replaced with two low pressure operating dump valves. To make sure the tag axle air dump system is operating correctly the two tag axle ping tanks have air pressure gauges installed to display the tag axle air bag pressure and a pair of red LED's have been wired to the dump valves and mounted in the cockpit which illuminate when the air dump system is active.