



2010 43QGP Allegro Bus

11/20/2012

63 – FYI – NEW FIBERGLASS ROOFTOP CRACKS. Well our coach made eight months between having the fiberglass roof radius rails replaced before the fiberglass developed more cracks. The top of our coach is usually checked on a weekly basis so if the cracks were there last week I did not notice them and I was looking for them.

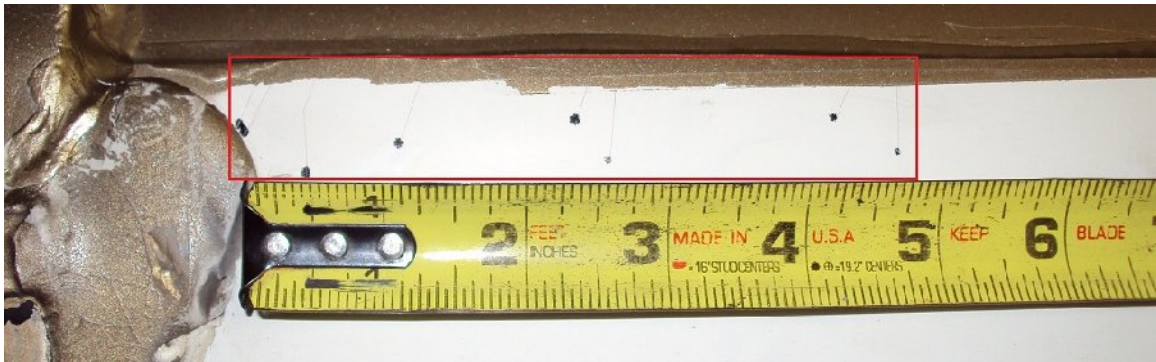
What is different this week or in the last couple of weeks? Our temperature has dropped to reflect the fall season. The lowest temperature for camping has been in the mid 40's while the coach is garaged the temperature has not been lower than the mid 60's. Is the new cracking problem temperature related or not? I do not know however prior to the Tiffin's roof cap rail repair our coach had ONE crack two and one half inches in length. Today I counted twenty-eight cracks, most of the cracks were between 1/2 inch and 3/4 inch in length a couple of the cracks measure longer than one inch, one crack measured over two inches long.

After discussing the problem with Cathey we came to the following conclusion. When Oliver and George were replacing our cap rails wooden wedges were driven under the fiberglass rooftop in order to separate the fiberglass roof top from the Luan under the roofs fiberglass. The separation is necessary to allow the metal radius to be pushed under the fiberglass rooftop and allow the metal to be driven under the front and rear caps. The wedges are needed to keep the two pieces separated until the epoxy had been squeezed between the two pieces being epoxied together. After the epoxy was in place the fiberglass roof and metal radius were taped together until the epoxy had time to cure.

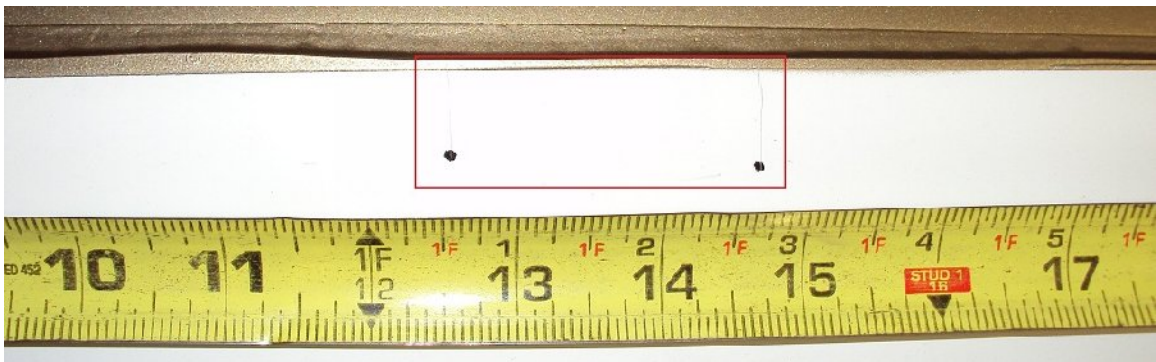
We believe those wooden wedges started the damage to our roof, or started the gel coat cracks which the change in weather has caused to deepen and lengthen. The cracks are **ALL** near one of the following, the Front Cap (DS – 1 crack) (PS – 11 cracks), Rear Cap (DS – 8 cracks) (PS – 3 cracks) Vent stack (DS – 4 cracks) Awning Attachment Cover (PS – 1 crack).

The end of each crack was marked with a permanent marker, a tape measure was placed on the roof and photographs were taken of all cracks. We will keep an eye on the progress or lack of progress of the cracks. At this point we are in a wait and see mode unless something worse quickly occurs. We are not planning to make any further Red Bay trips, however time will tell.

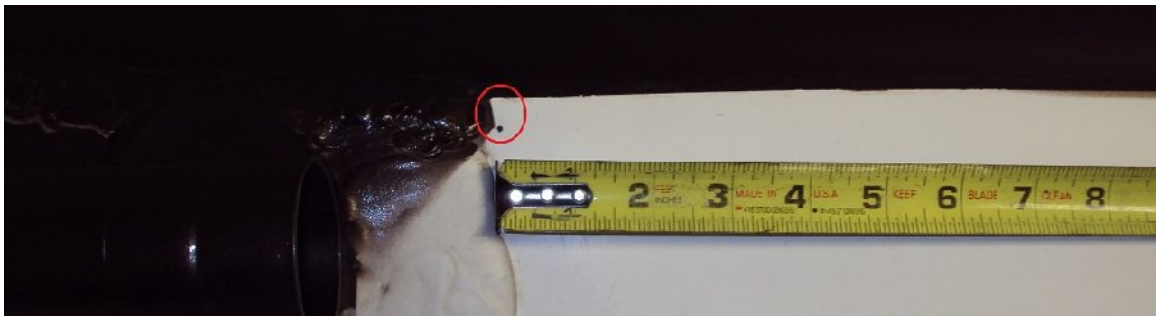
Driver Side Rear 1,



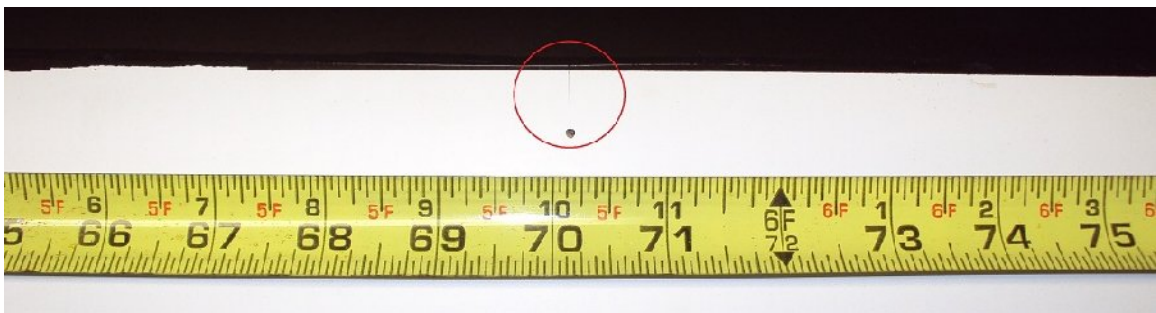
Driver Side Rear 2,



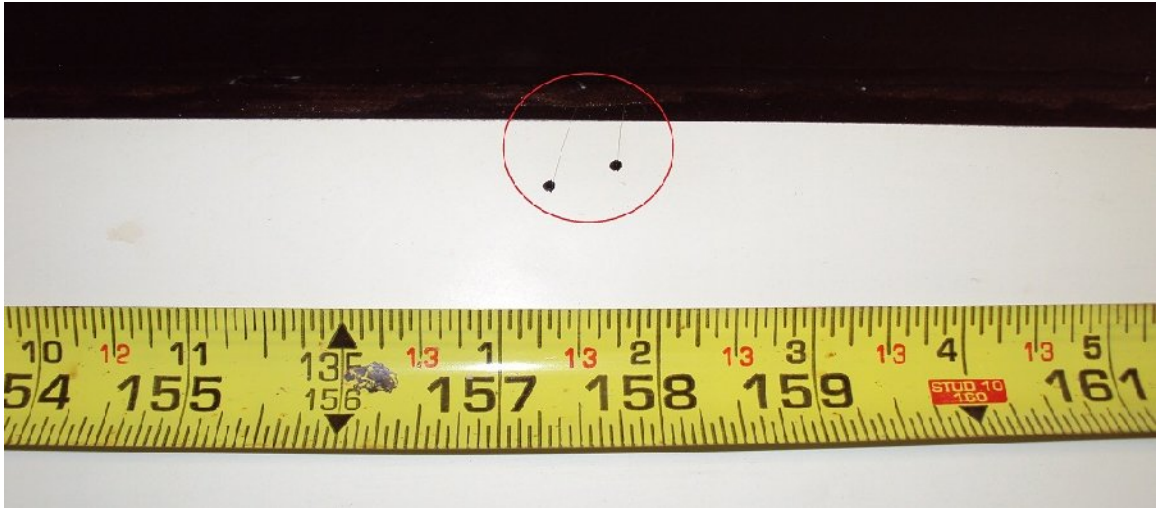
Driver Side Vent Stack 1,



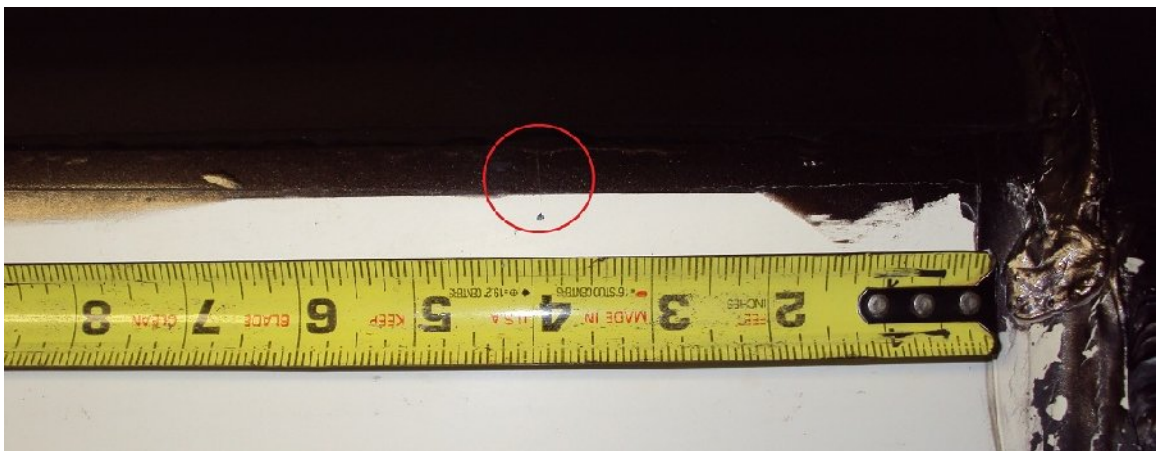
Driver Side Vent Stack 2,



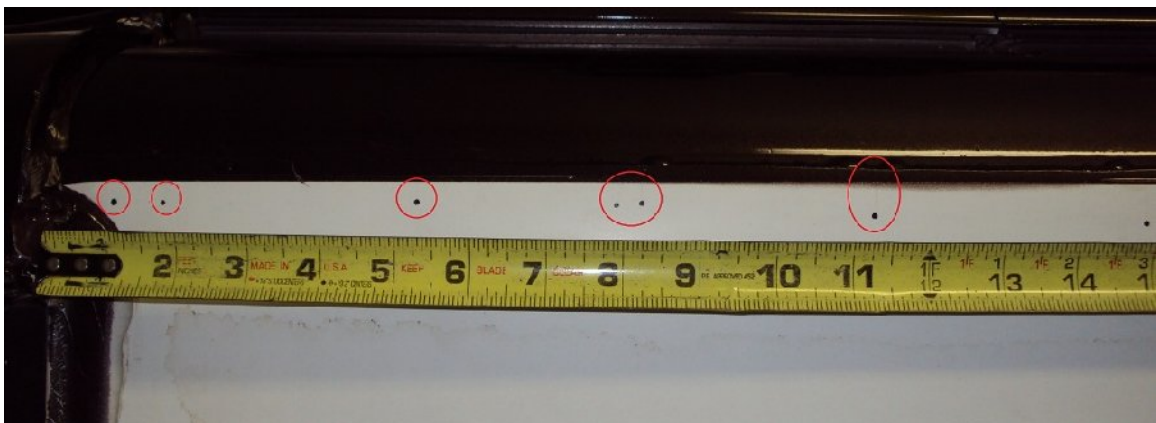
Driver Side Vent Stack 3,



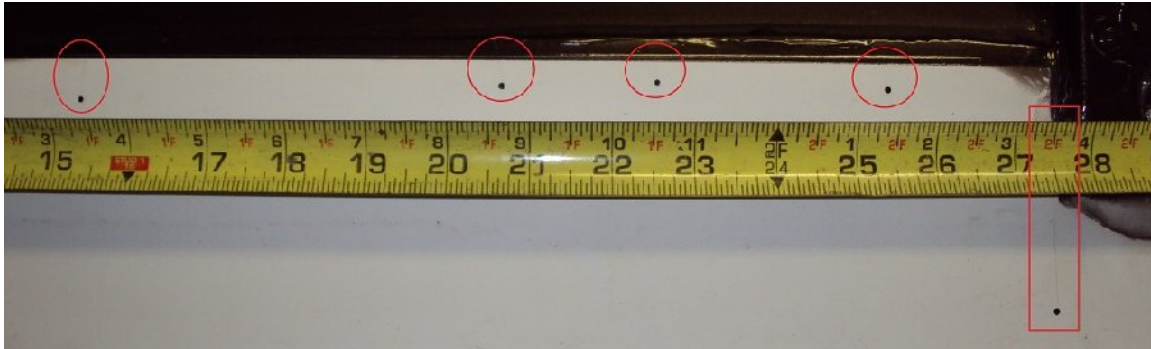
Driver Side Front,



Passenger Side Front 1,



Passenger Side Front 2,



Passenger Side Awning,



Passenger Side Rear,



What is obvious in almost every photograph? Almost ALL of the cracks are near the caps (front and rear), vent stack or the awning cover, the same places where the most wedges were driven to allow Victor and George more room to slide the new aluminum radius under the fiberglass caps. In order to maneuver both ends of the metal under the front and rear caps, the metal was first pushed in one direction twice the distance needed, this allows the opposite end of the metal to be pushed under the opposite ends cap. After both ends are under the caps the whole piece of metal is driven back to center the new metal radius under the front and rear caps.