



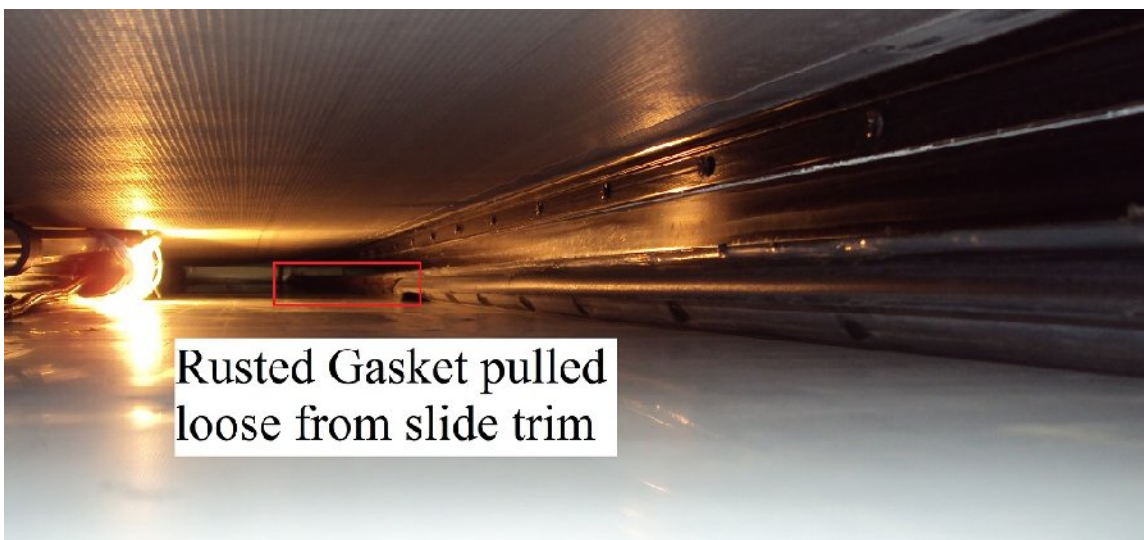
2010 43QGP Allegro Bus

8/10/2013

92 - FYI – DRIVER'S SIDE SLIDE GASKET. A little over one year into ownership our coach driver's side slide gasket was pulling loose at the top of the slide, the metal teeth had rusted, than broken releasing the gaskets grip on the trim. Fortunately at that time we were already in Red Bay for other warranty repairs, so the gasket was replaced with a new gasket this one with a longer sweep as the original gasket sweep was not touching the top of the slide. Now we roll forward almost another two years to find the same problem occurring for the second time.

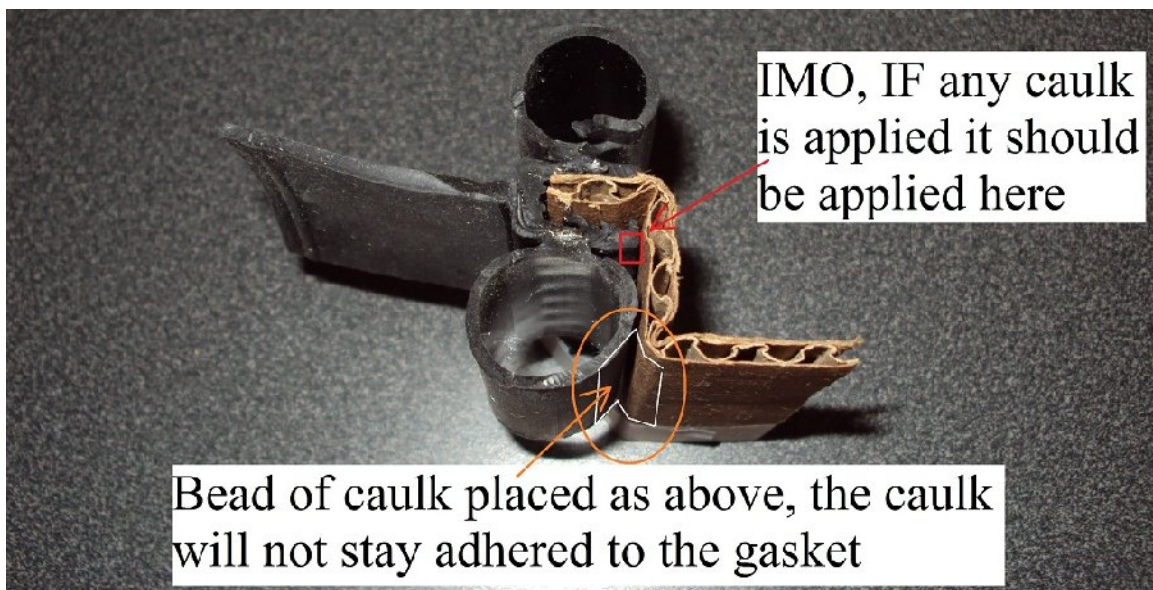
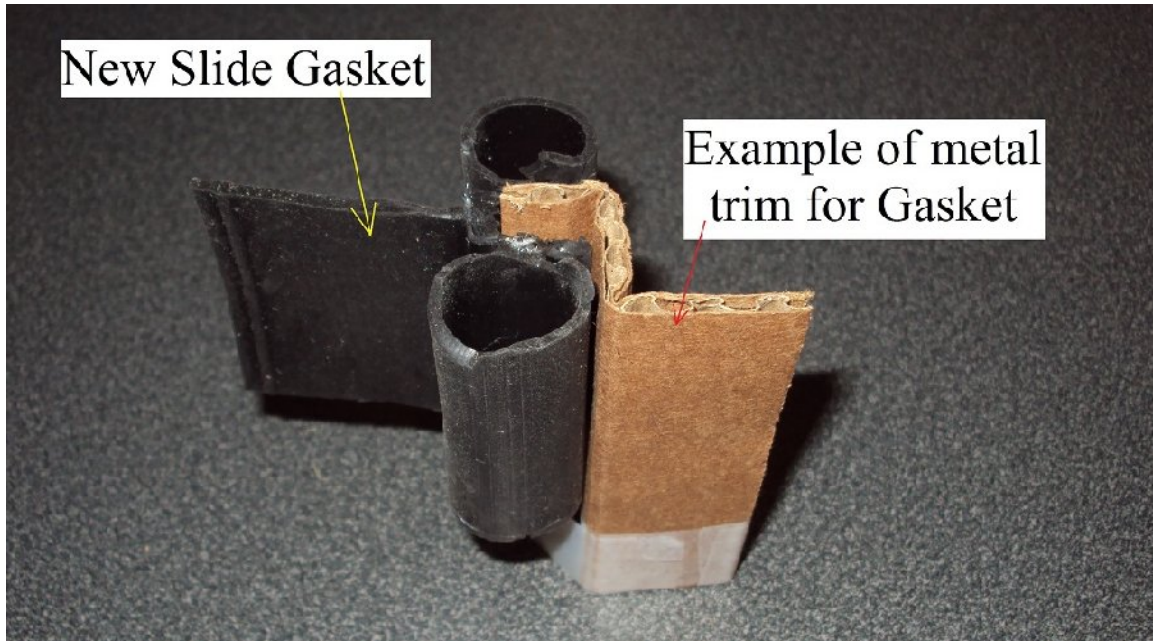
I could show you a photo of the rusted metal in the old slide gasket however most owners have already seen a similar photo.

Depending on the warranty status of your coach the slide gasket may be covered completely under Tiffin's warranty, just materials with the owner paying labor costs or the owners paying for both materials and labor. I've heard two prices on the cost of the new slide gasket material, a low of \$ 4.00 per foot and a high of \$ 8.00 per foot. Our coach required 31.5 feet of slide gasket, so the material on the low side would cost \$ 126.00 and on the high side \$ 256.00. Under warranty Tiffin allows three (3) labor hours for removal of the old gasket and reinstallation of the new gasket.



As seen in the above photo the metal teeth in the second slide gasket did no better than the original slide gasket.

The below photo is an example I put together to better explain the new gasket and its mounting. For ease of explanation a piece of cardboard was used in place of the metal trim mounted to the coach sidewall around three sides of the slide opening. The new gasket has two places where the gaskets metal is exposed those places are at each end of the gasket as the metal is fully enclosed at all other points.

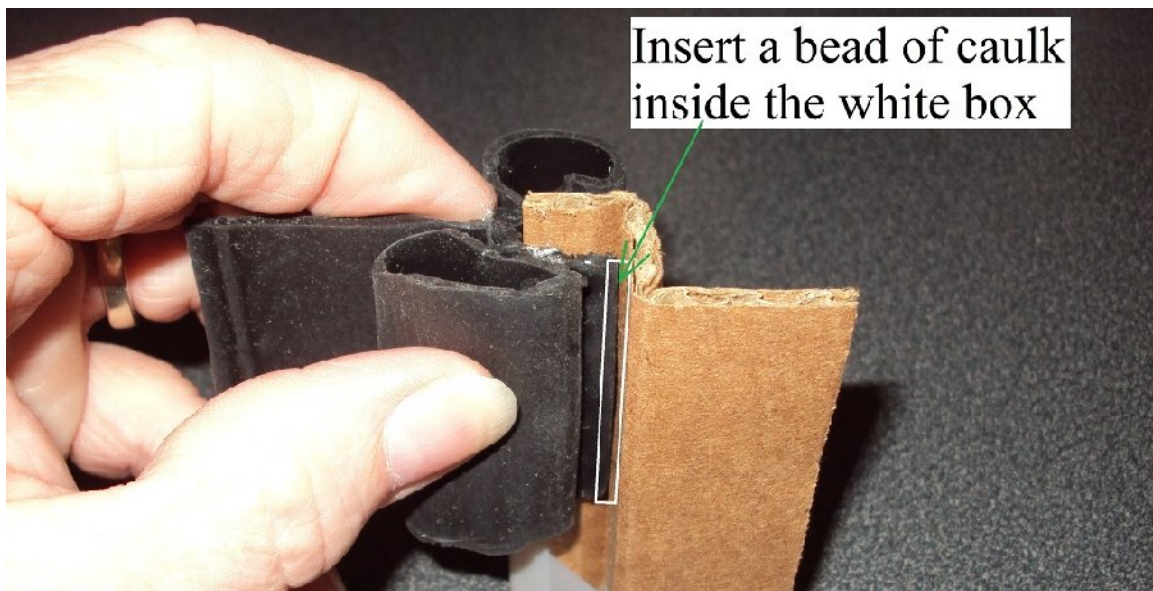


The dealer's workers installed silicone caulk inside the white area in the above photo the gasket material does not allow bonding between the caulk and gasket to occur. When the gasket was depressed or flexed the caulk

pulled away from the gasket. Where the caulk was smeared over the brown paint the caulk bonded really well requiring four hours to remove the caulk from the metal trim and the gasket.

IMO, the new fully encapsulated metal grip in the new gasket DOES NOT REQUIRE caulking to prevent the metal teeth from rusting.

IF caulking is desired I suggest it be installed where the red box is show in the above photo and where the white box is shown in the below photo, both locations are the same, I just pulled the bubble back to better show where to apply the caulk in the below photo. Again I do not believe it is necessary to caulk the gasket as it is messy and hard to work with.



After cleaning up the dealers mess on the new gasket and sidewall trim a small bead of caulking was left in place.

