

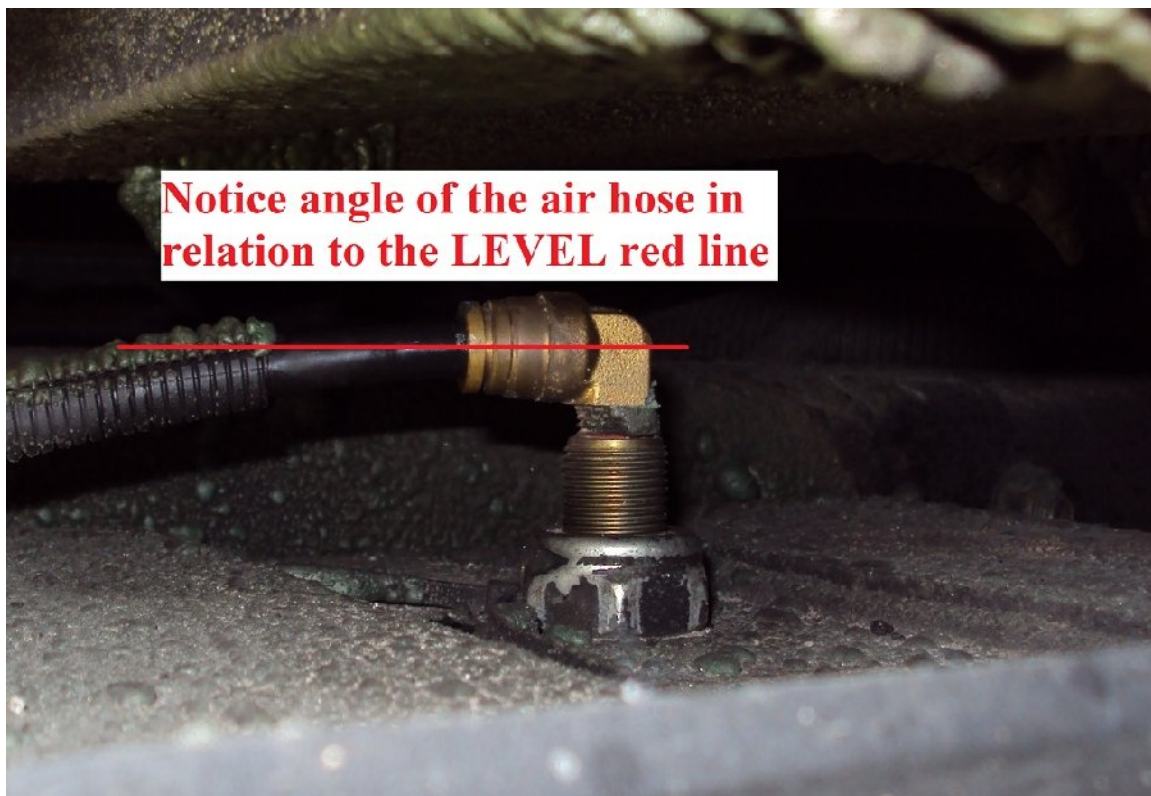


2010 43QGP Allegro Bus

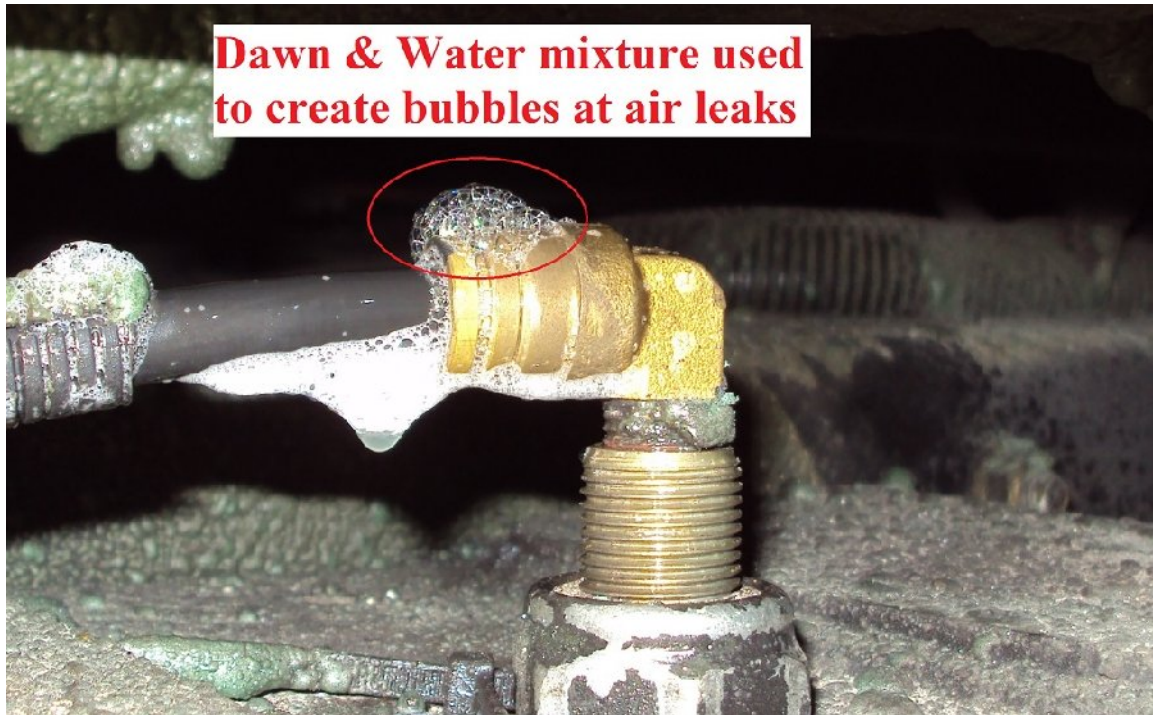
5/8/2015

121 - FYI – PUSH TO CONNECT (PTC) AIR FITTING. Push to connect air fittings are used in most air pressure applications on the diesel chassis. PTC type fittings work great unless there is a reason for them to leak. Any time our coach has been left parked for more than a couple of days with the air suspension UP, the right front of the coach would drop down about two inches.

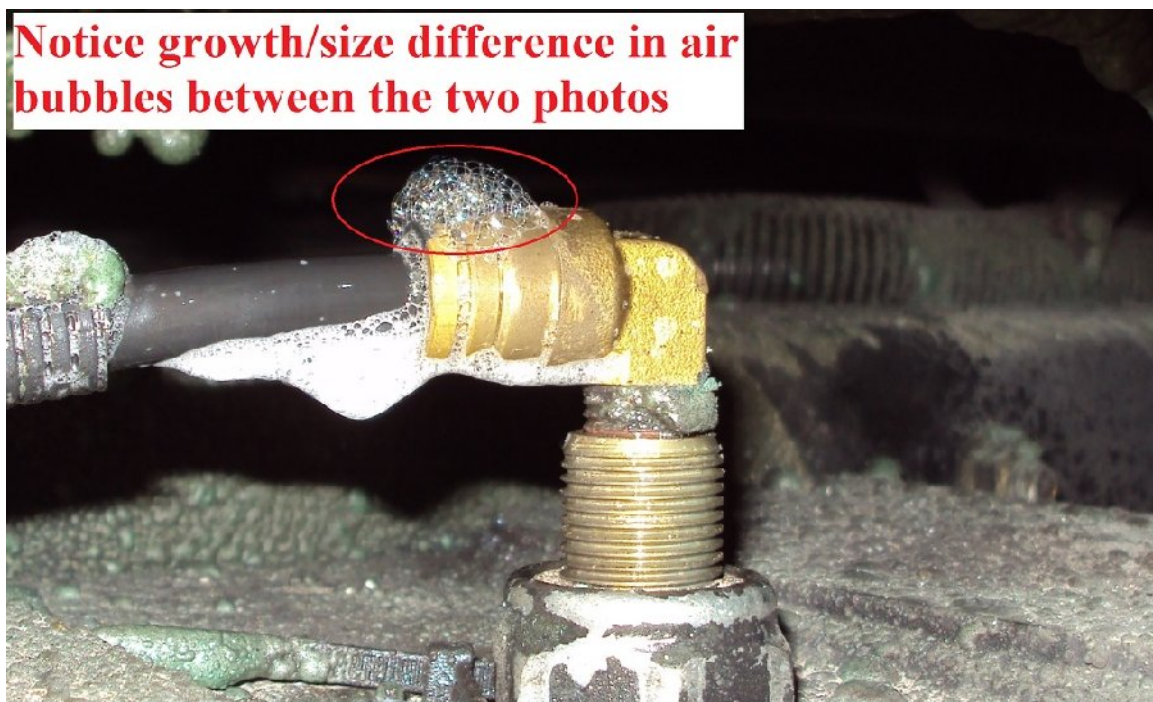
A few weeks ago finally decided it was time to explore the reason for the loss of air pressure in the right front air bag.



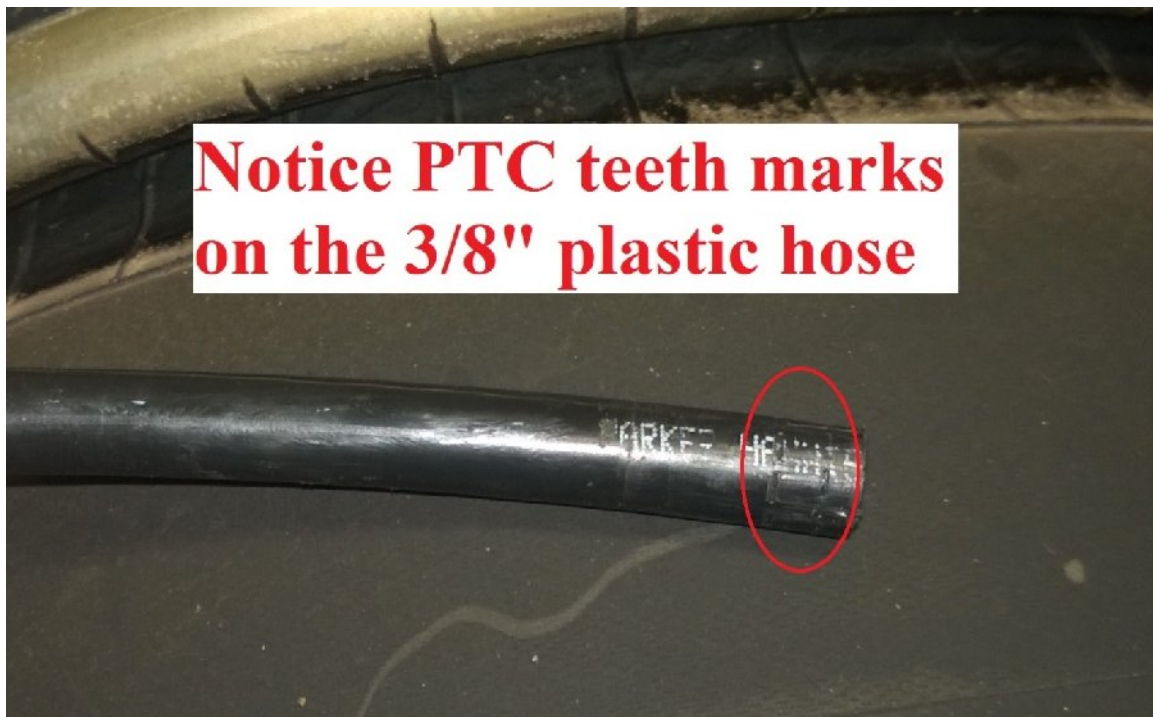
The above photo is the top of the right front air bag used for the coach suspension. The problem appears to be the air hose is not correctly inserted into the PTC fitting. Tiffin replaced the front air bags a couple of years ago as part of the upgrade necessary to increase the front suspension to a 15,600 lb. rating. It appears the hose connection has been leaking since that upgrade, just not bad enough to be a serious problem.



Look at the portion of the two photos circled in RED, notice the height difference in the bubble between the top and bottom photos. Both photos show the connection is leaking at the hose to fitting connection the two photos were taken a few seconds apart. Even in that short time the bubbles have noticeably increased in size.



The PTC fitting by design is EASY to disconnect the hose from. The first step, remove ALL air pressure in the suspension. On most Powerglide chassis that is easily done by opening the air valves in the DEF compartment. After the air pressure has been bled off the second step is to push the hose into the air fitting as far as it will go. Third step hold the collar of the fitting tight against the fitting. Fourth step pull back on the hose rotating the hose as you pull it back. The hose will release from the fitting. What I believe happened shown in the photo below was the hose during the air bag replacement did not easily release from the fitting causing the teeth to damage the hose. Rather than cut off the damaged portion of the hose it was pushed back into the air fitting. The small damaged portion allowed the hose to sit at an angle as shown in the first photo allowing the air leak.



After the air leak was located, the damaged portion of the hose was cut off, the hose was fully inserted into the fitting then the hose was pulled back to lock the hose and fitting together. After the leak had been corrected the coach was left sitting with the suspension UP for a period of five days, no suspension leaks were found and the coach did not sag to one side. So if your coach leans in any direction after a short period of time while left on the air suspension it might be time to mix up a spray bottle of dish detergent and water, then spray a few hose fittings especially hose fittings around the air bags.