



2010 43QGP Allegro Bus

10/16/2015

129 - FYI – BABY HAS NEW SHOES. A little tongue in cheek 😊. Our coach had a mixture of tires, four drive tires 3909 date code, two front tires 4010 date code, and two tag tires 0412 date code. The drive tires had 5/32 inch of tread after six years and 50,015 miles. The tag axle tires still had 12/32 inch of tread at 3 ½ years of age.

I could have replaced the four drive tires and probably would not have any problems until it was time to replace the front axle tires which were currently five years old.

After spending a couple of months thinking and researching the various RV tires on the market I decided to stay with the OEM Michelin 295/80R22.5 XZA2 Energy LRH tires, these tires were not the least expensive on the market, however we have had good experience with our three prior coaches all running Michelin tires.

Explored purchasing the tires thru the FMCA advantage program, finally decided to purchase thru a local tire dealer, Interstate Diesel Parts and Service located at I – 75 Exit 16 in Valdosta, GA. We purchased tires from Interstate Diesel when we replaced the tires on Crusingator 2 (2002 Bounder 39Z) in 2006.

The tires we ordered were coming out of the warehouse in South Carolina, the only promise I could get prior to purchase and shipping was the tires would have an xx15 date code. After kicking the date code information around for a couple of weeks while checking other options with a TIME meter running, (we are on call for traveling to El Paso to attend a granddaughter's first baby) due date of 12/8/15. However she may be a week or two early so I needed to get the tires installed sooner rather than later.

My second option was to purchase thru the FMCA advantage program from CTI (Michelin owned dealer) located in Jacksonville, FL. After checking other local stores CTI could come up with eight tires with a 2415 date code that sounded good until they figured the out the door price. The only difference between the two dealers IMO was the difference in date codes, other than the CTI dealer quoted me a price in excess of \$ **500.00 MORE** than Interstate Diesel.

Going in I knew additional work on my part would be necessary as I removed the hub caps and lug nut covers from all six positions before driving to Valdosta rather than have them possibly damaged. If I could have convinced Cathey to allow me to install the eight tires I would have gladly

installed the tires myself as I have the tools and knowledge (except for spin balancing), did not waste my breath knowing that would be a losing battle. Instead I got to stand outside the shop (five feet) watching three EXPERTS remove the wheels, dismount the old tires, mount new tires, balance the front tires and reinstall the eight tires using a 1" inch air impact gun, calibrated for 500 Ft Lbs. of torque. 😊 Yes, that is a tongue in cheek Emicon they did not have a torque wrench in the shop with enough capacity for installing lug nuts to 500 Ft. Lbs. Well actually they did have a torque wrench capable of 500 Ft. Lbs. in their shop they just did not know the CUSTOMER had a 1 inch torque wrench, multiple 33MM impact sockets and both 6" and 12" impact extensions in the coach basement.

Other than a few more scratches on the aluminum rims they were able to get all eight new tires installed after spin balancing the front tires. Tire work took three hours, paper work took another hour and a half, with another hour on the road and we were home. While driving home an obvious vibration in the steering wheel was felt, was the vibration a front wheel balance problem or was the vibration a result of a front wheel centering problem?

Now my work begins, all eight wheels were removed, tires and wheels completely cleaned and checked for damage, data printed on both sides of each tire documented. Data and sales receipt were scanned into the home computer, copies made to carry in the coach in the event of tire damage to prove valid purchase information for any warranty or adjustment.

During removal of the wheels, three lug nuts on one wheel had been tightened in **EXCESS** of 1,000 Ft. Lbs., how do I know because I had to use a **NINE FEET** long lever with my 180 Lbs. hanging on the end of the lever to remove those three lug nuts, one lug nut screamed each time I hung from the lever until the lug nut had completed ONE full revolution. On the flip side six or seven lug nuts on the drive wheels were found tightened just enough to be considered more than finger tight.

People wonder why I never allow others to work on our coach except when given no choice, it's because other people always prove me correct in my judgement, they will not take care of our coach the way we do, I find it is rare for me to be proven wrong.

After cleaning the tires, multiple applications of 303 Protectant applied the wheels were reinstalled with correct 500 Ft. Lbs. torque per lug nut.

During installation of the wheels, a Tru-Balance wheel centering tool (A-1573) was used to center the hub piloted wheel before lug nuts are installed and torqued. More information on the Tru-Balance tool can be found at www.tiffinrvnetwork/crusingator/FYI-071.

With everything properly installed, the coach was taken for a test drive, very happy to no longer feel vibration thru the steering wheel after the front wheels had been centered on the hubs.