

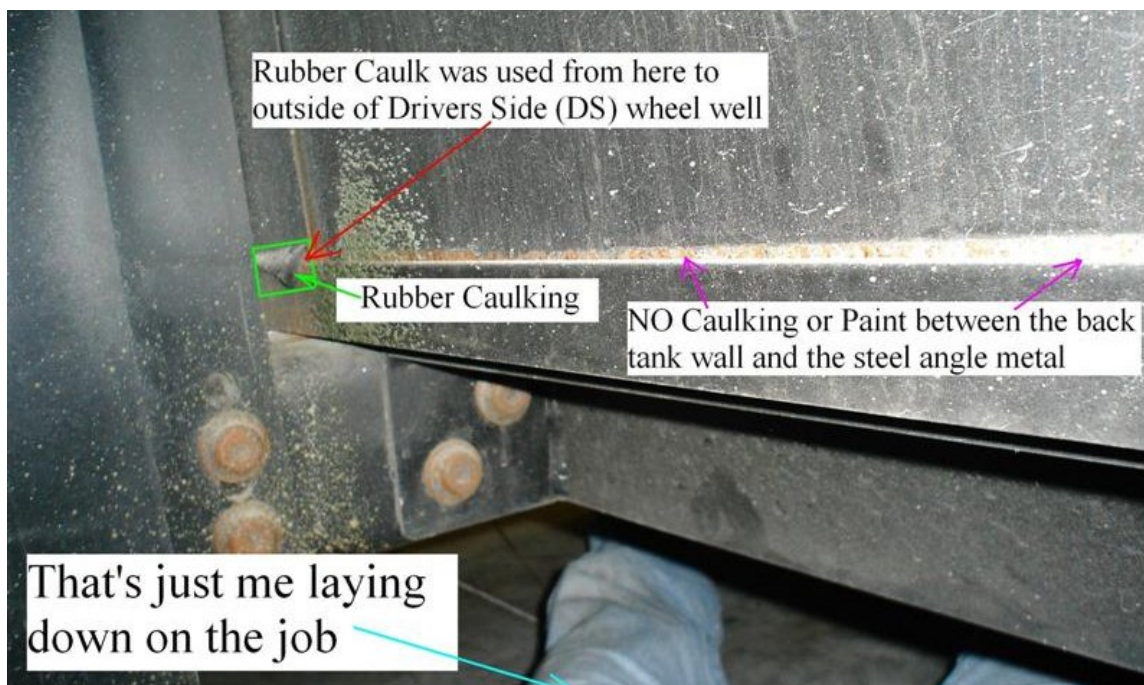


2010 43QGP Allegro Bus

2/15/2011

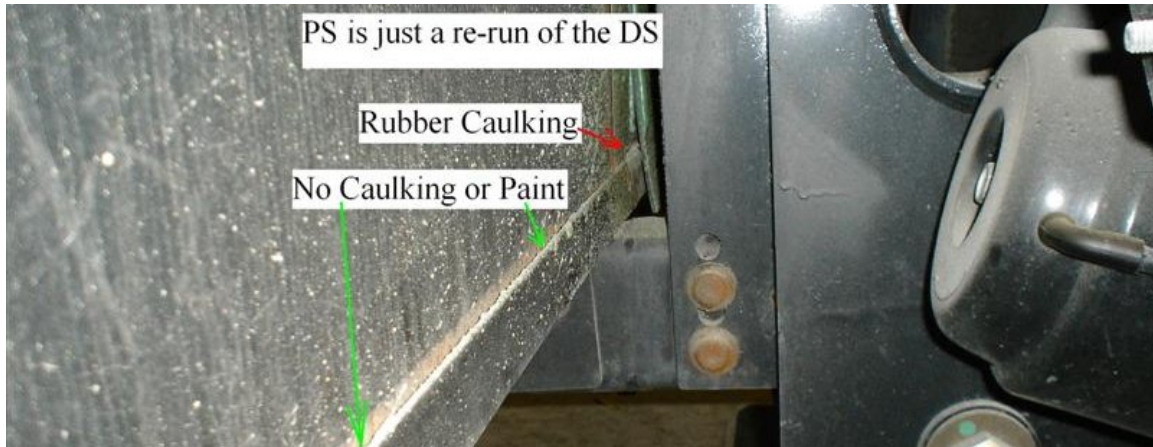
THIRD coach modification was to **ELIMINATE ANY SAGGING OF THE TANK BAY FLOOR**. Our coach was assembled in late January 2010, **BEFORE** Tiffin admitted to having a tank flooring problem there for our tank bay floor had been built the same way as everyone else's except maybe the 2011 model year coaches.

After climbing under the coach and checking ALL of the problem areas I had found under our previous 2007 Phaeton, it looks to me like Tiffin had tried to eliminate at least a couple of the previous floor issues. The forward part of both rear wheel wells where the rear tank bay wall is located had been sealed at the angle with a rubber caulking. However the portion of the rear tank bay wall **BETWEEN** both wheel wells did not have any caulking.



In hopes of eliminating any possible damage to the tank bay floor as a result of water from the roadway being allowed to seep between the rear tank bay wall and the metal angle I removed all of the under coat overspray, rust and any other debris in the seam prior to sealing the seam with a 50 year paintable silicone caulk. After the caulk had dried I painted over the caulk. Tiffin had also modified how they mounted the forward portion of the wheel

well plastic liner on my 2010 coach the liner was extended below the floor level this along with the addition of the rubber caulk should prevent water from entering the tank bay by way of the rear tank bay wall and metal angle. Below is a picture of the same driver's side problem also on the passenger side. The wheel liner can be seen extending below the metal angle.



On our 2010 Powerglide chassis, Tiffin was still not installing any additional support under the tank bay floor. The perimeter of the tank bay is still using the same 1/8" by 1 1/4" steel angle metal with the only other support coming from the tank floor lying on top of both bottom chassis frame rails.



I decided to fabricate, paint and install two pieces of 1/8" by 1 1/4" steel angle between the two bottom frame rails. The side of the metal angle was cut to allow the metal to overlay the top of the frame rails and relying on the weight of the tank floor to keep both additional supports in place.



Additional steel supports in place, equally spaced under the tank bay floor. The tank bay floor did not have any sag before this modification my plan by adding the additional support is to keep the tank bay floor **SAG FREE**.

