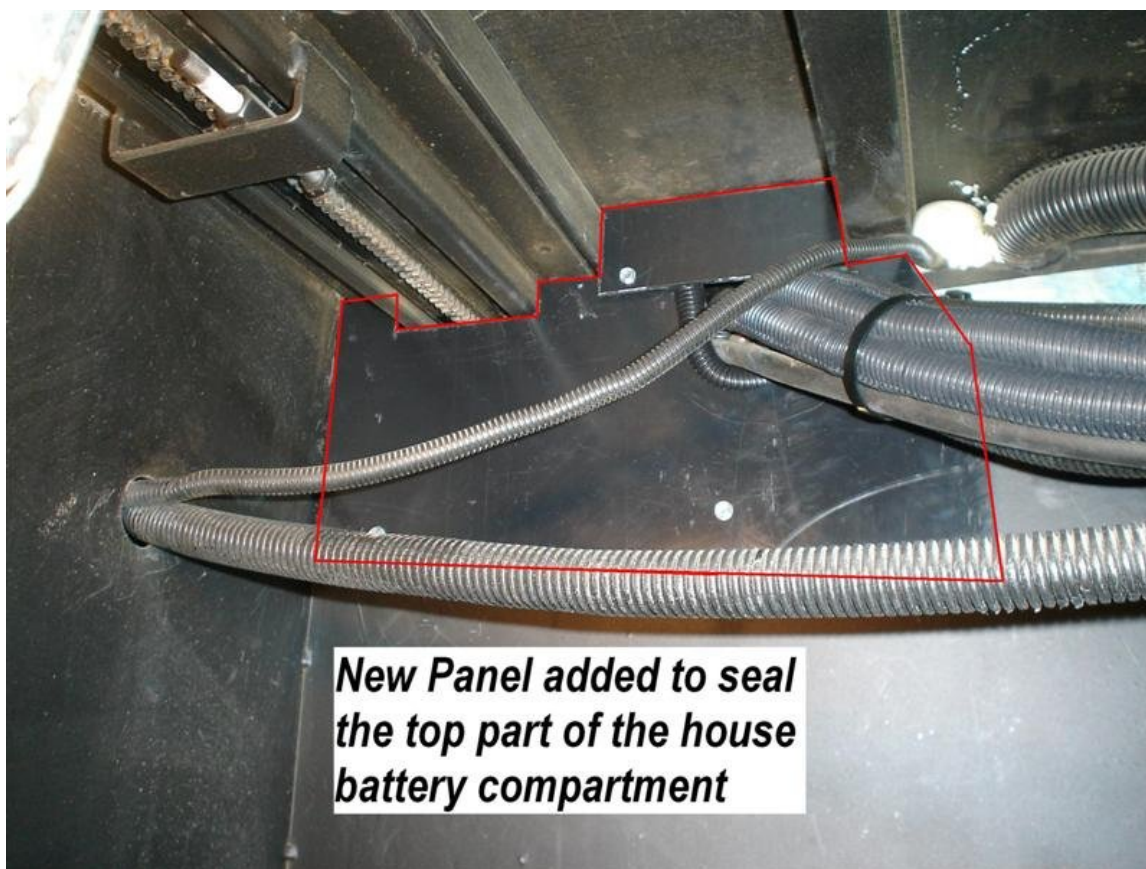




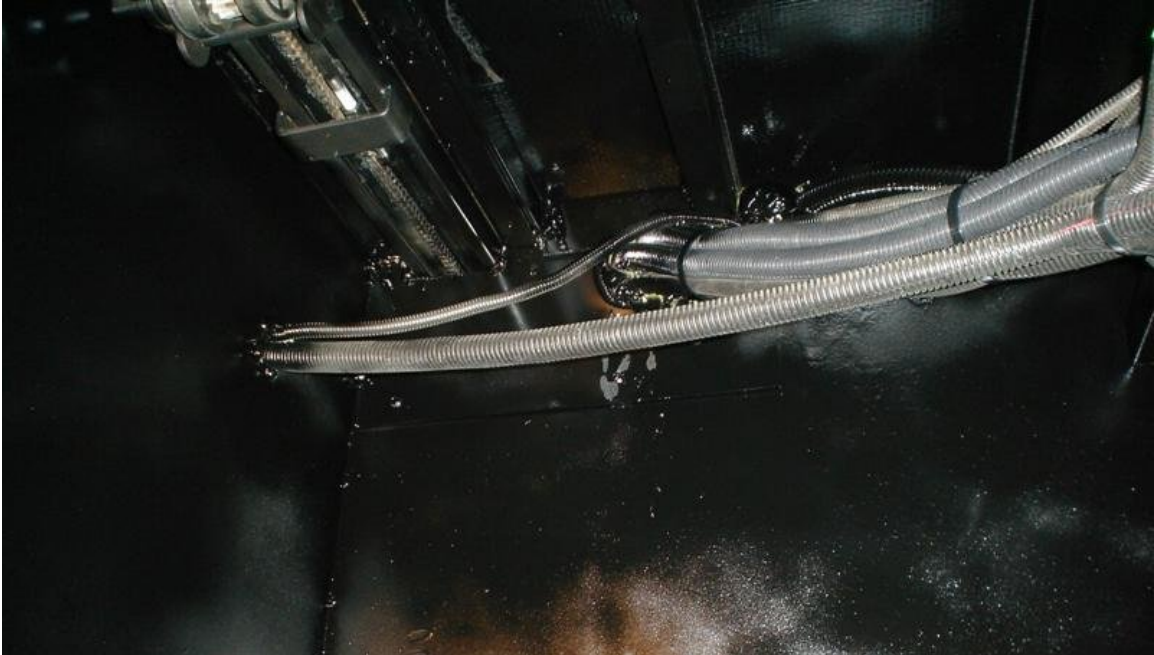
2010 43QGP Allegro Bus

5/7/2011

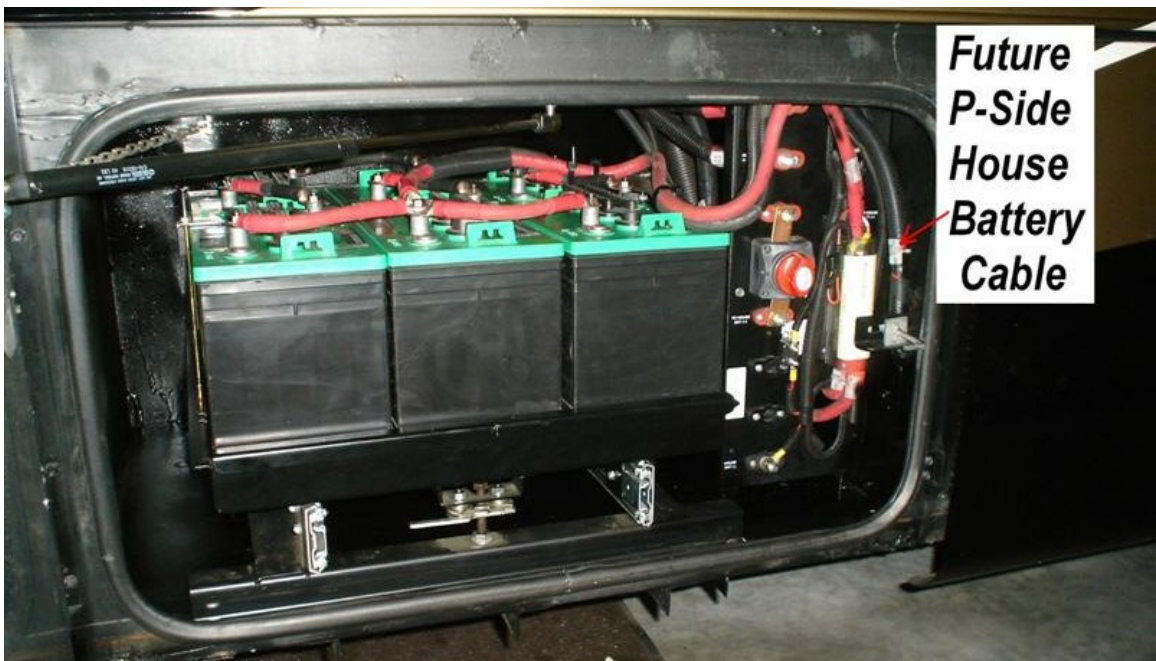
TWENTY-FOURTH - coach modification, **D-S HOUSE BATTERY COMPARTMENT**. During our first warranty trip Tiffin replaced the six house batteries and the battery tray. The HOUSE batteries were not properly maintained prior to Tiffin sending the coach to the dealer resulting in serious corrosion damage to both the battery tray and battery compartment. This Is another case where I decided to clean up the compartment and make it as right as I can. The batteries and tray were both removed from the compartment. The compartment was cleaned, sealed with both foam and plastic panels and painted using two cans of Rust-oleum black paint.



Most of the air holes in the compartment were sealed with either foam or plastic panels leaving enough openings for battery gas venting. IMO Tiffin leaves too much open area around the batteries creating a mess which is hard to keep clean and contributes to a shortened life of the batteries.

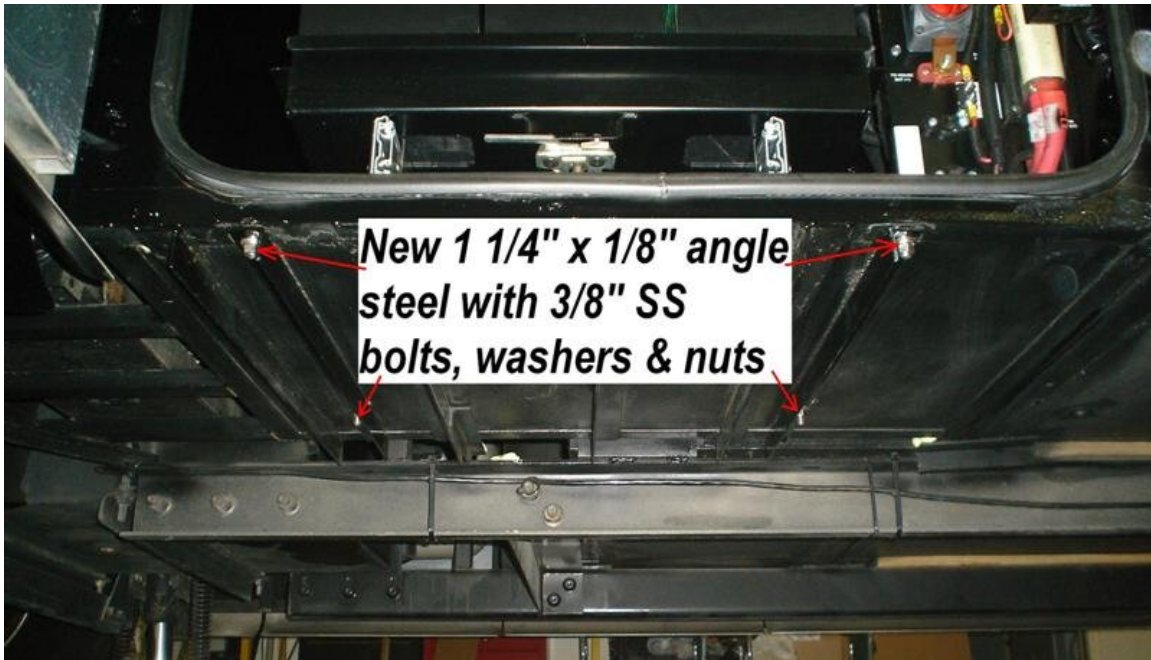


The above picture was taken after sealing and painting. I took this opportunity to install additional house battery cabling between this D - Side HOUSE Battery Compartment and the soon to be P - Side HOUSE Battery Compartment front (the old LP tank) compartment.



The new P - Side cable is installed near the 300 Amp fuse ready to be connected after the six new batteries and tray are installed.

Tiffin designed this compartment to handle the weight of six house batteries with additional angle steel bracing under the sheet metal floor of the compartment. However they did not install any angle steel reinforcement under the battery tray's rear mounting bolts. Those two rear bolts are mounted through the sheet metal of the compartment floor and nothing else. Each time the battery tray is opened the compartment floor at the rear flexes upward which allows the batteries and the tray to tilt toward the ground. The battery tray level drops more than one inch from the closed position to the open position. The battery compartment floor on my coach was not built level it slopes almost 1/2 inch toward the ground measured from the rear to the front of the compartment at the door. To offset the slope I installed a 1/2 inch piece of hardwood on the door side of the tray making the tray level when closed. Two pieces of steel angle were added under the compartment floor, four stainless steel 3/8 inch bolts with lock washers and nuts were used to mount the battery tray through the compartment floor then through the two new pieces of steel. There is very little flex in the floor now allowing the tray to remain fairly level when open.



In a soon to be made modification, six new HOUSE batteries, 648 Ahr will be installed along with a battery tray in the old LP tank compartment located in the passenger side front compartment. The new HOUSE battery bank along with the six OEM battery bank will when completed consist of twelve Interstate wet-cell batteries with a combined 1296 Ahr rating.