



## 2010 43QGP Allegro Bus

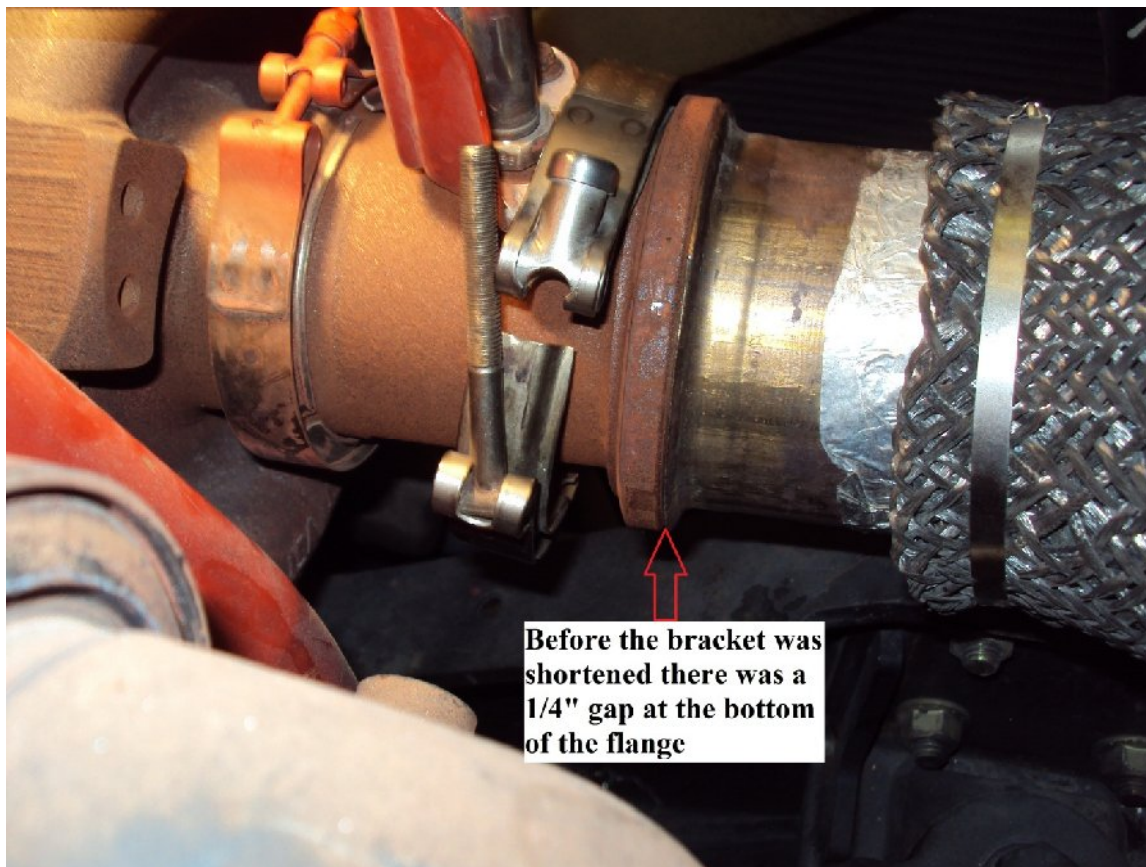
12/11/2012

### **SEVENTYTH - coach modification – PART B TIFFIN POWERGLIDE CHASSIS RECALL 12V526.**

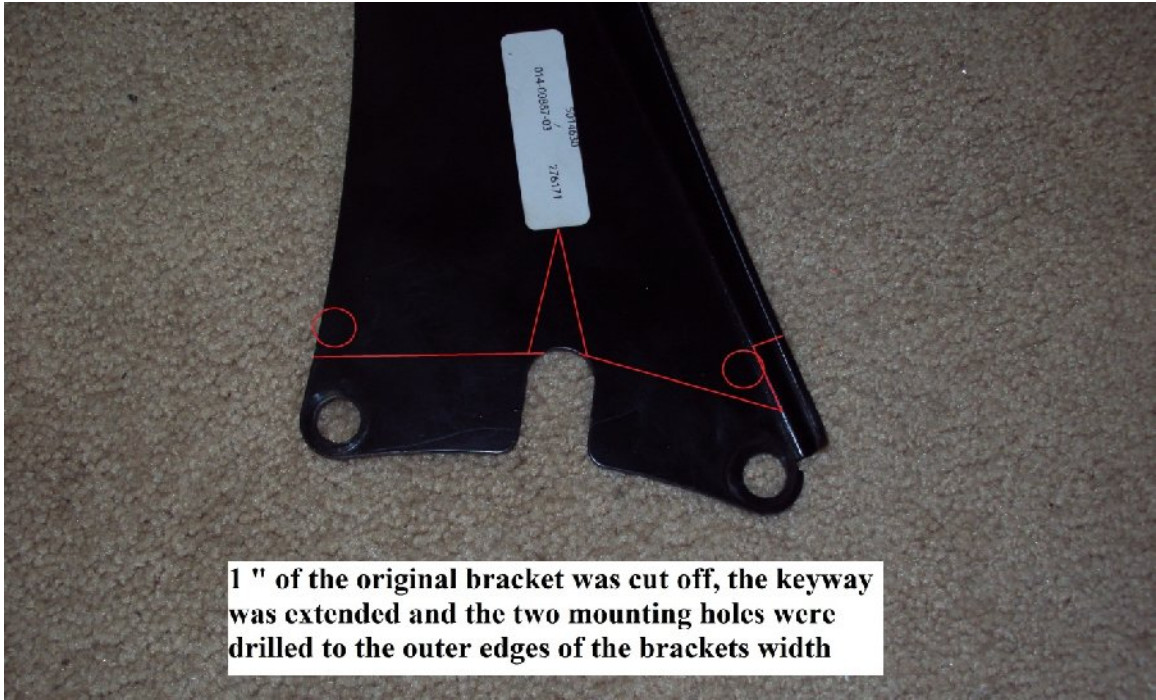
This modification will be presented in several parts in order to keep each part a manageable size.

This part deals with the finished floor modification already prepared in part A. As previously stated our chassis is the EPA 2010 Cummins ISL Powerglide PROTOTYPE, as a result a few items present on our chassis did not appear on production chassis.

When the exhaust bracket shipped with the heat shield was installed the exhaust pipe would not properly mate with the turbo exhaust pipe flange. A photo was not taken at that time, this photo taken after the bracket modification (shortening) is used to demonstrate.

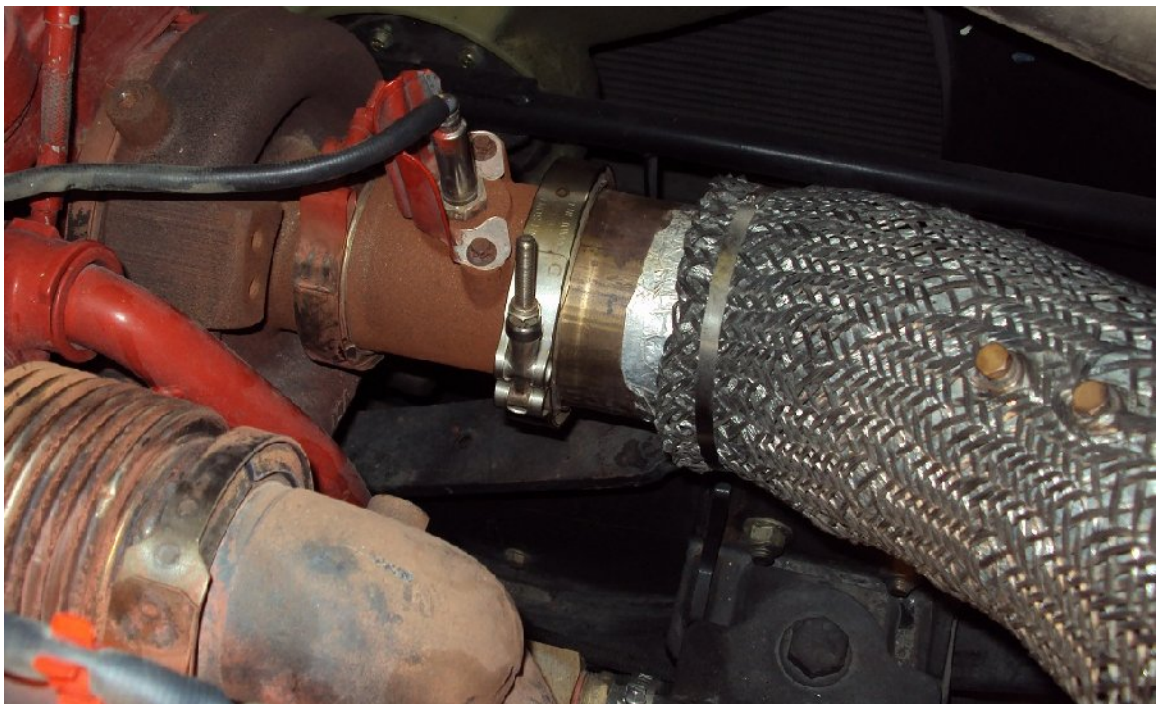


When the exhaust clamp is properly installed and tightened the two flange halves ALMOST KISS each other as can be seen in photo # 3.



**1 " of the original bracket was cut off, the keyway was extended and the two mounting holes were drilled to the outer edges of the brackets width**

As noted above the width of the bracket became a problem after the bracket was shortened. I do not think there will be any future problems as the two bolts securing the bracket to the transmission housing tightened completely. The bracket was installed then the exhaust pipe was mated to the turbo flange in the flowing photo.



The photo is dark with the black heat shield on black floor color as the background, however after the floor modification there are now three (3) inches of open space between the floor and the heat shield.



**IF** I were to be performing this 12V526 recall modification a second time, the small 2 1/2 inch corner in the center of the below photo would be cut at the same 45 ° angle as the adjacent tubing just to make a cleaner look.

