

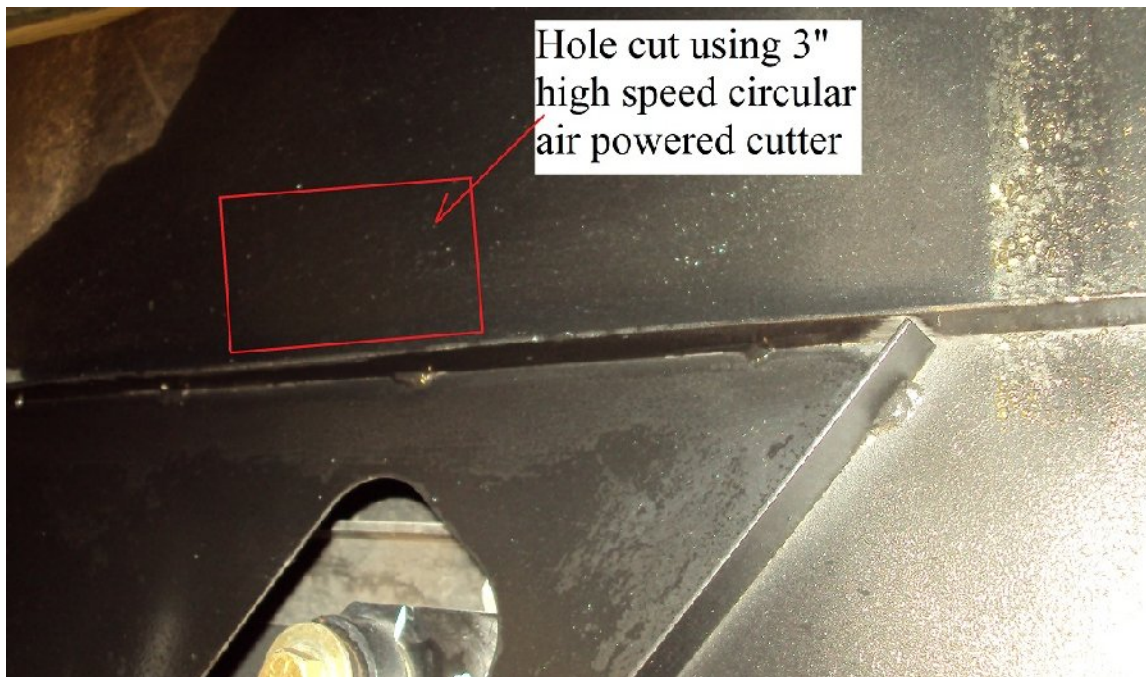


## 2010 43QGP Allegro Bus

2/18/2014

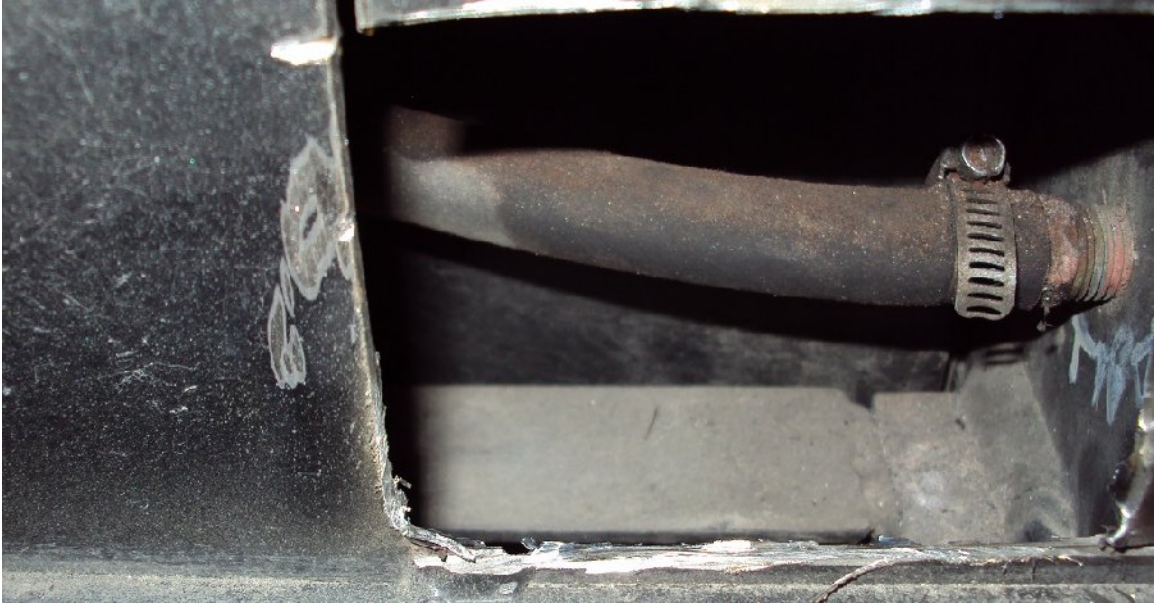
### **NINETY-NINETH** - coach modification – **COOLANT HOSE**

**REPLACEMENT.** After reading about another TRVN members experience with their coach's coolant hose splitting and loosing coolant. I decided to explore the coolant hose routing and materials used during construction of our EPA 2010 coach to see if a similar hose splitting problem may occur. As it turns out the other member's coach has an EPA2007 engine, the hose routing on the EPA2010 coach is both different and harder to access for repair. In my case the hose connected between the coolant tank and the radiator is routed near the turbocharger exhaust port then around the CAC (Charge Air Cooler) upper tubing before connecting to the radiator. Four rubber lined hose clamps were used to secure this **ONE** OEM hose in place, in this case wrapped around the CAC tubing like a noose. About two feet of the OEM hose was abandoned in place as it was impossible to remove.



The above photo was taken after the D/S tag axle wheel had been removed to allow access. The mud flap was bent up out of the way allowing access to the metal radiator shroud shown above.

Access to the coolant hose, hose clamp and hose barb was gained by cutting the above square hole.



Shown above is the access hole cut with the air cutter to gain access to the OEM coolant hose and hose clamp. As seen in the below photo the OEM hose was abandoned in place as access to three hose straps was un-accessible after the coach had been assembled.



Photo of the new silicone coolant hose, lined hose clamp and abandoned in place OEM coolant hose. Split loom was installed around the cut to prevent the raw metal edges from cutting me or other nearby components.





Ted's Custom Springs were made using "Vinyl Coated Multi-Purpose Clothes Line Wire", the wire is steel with an external green vinyl jacket. The wire was wrapped tightly around a 3/4" wooden dowel after winding about 12" of the spring shape on the dowel the "spring" was cut into two equal lengths. The bare metal ends of the "spring" were coated with multiple coats of clear nail polish in hopes of preventing rusting of the steel. Total cost of project was under \$ 58.00. The 3/8" silicone hose cost was \$ 3.75 per foot for 11 feet of Flexfab 5526-038 hose. Each lined hose clamp wholesale cost was \$ 1.62 for 8 hose clamps, plus \$.06 per dollar in taxes.