



**PARTS, SERVICE
and SUPPORT**

CUSTOMER CARE
WARRANTY

MCI PARTS STORE
SERVICE CENTERS

TECHNICAL SUPPORT

- Technical Training Institute
- Service Bulletins
- Maintenance Tips
- Preventive Maintenance
- Quick Reference Charts
- Publications

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- Emergency Roadside Assistance
 - Locate a Service Center
 - Locate your Customer Solutions Team
 - Parts Credit Application

MAINTENANCE MATTERS

Tire Maintenance

Tires are one of the more costly components involved in the normal service of your coach, and they should be high on the list of closely monitored items. Lack of frequent attention and maintenance is the number one cause of accelerated tire wear and malfunction. Obtaining maximum service life is not only cost effective, but the process will also ensure your passengers' riding comfort.

Premature tire wear can be caused by several variables; however, incorrect pressure and misalignment are the more prevalent conditions leading to this effect.

Tire Pressure:

Maintaining the vehicle manufacturer's recommended pressure is the easiest, most cost effective preventative action you can take to combat premature tire wear.

Ambient temperatures should be accounted for prior to servicing your coach tires. Temperature and pressure are directly proportional. As one increases, so does the other. The pressure in your tires varies approximately 1 psi with every 10°F.

In most areas of North America, daytime and night time temperatures can vary as much as 30°F. This can result in a daily pressure variance of 3 psi. This does not take into account heat produced by friction or tire sidewall flex when the coach is in motion. The pressure should never be set during the heat of the day, especially while on the road. This will result in an under inflated condition once the coach is parked for the night. Follow the tire manufacturer's pressure rating, listed in the maintenance manual, and set the tire pressure during the coldest period of the day, prior to any traveling. Slight increases in pressure due to travel, or a slight rise in ambient temperature is a consideration factored into the design of the tire.

Check tire pressure before starting a run, as well as any time the ambient temperature changes significantly. Always use an accurate gauge, and continue to use this gauge to eliminate any variances. If the tire pressure has changed more than one would expect from the change in temperature, determine the cause. While checking the pressure, perform an inspection for any foreign matter or cuts.

Wheel Alignment:

Proper wheel alignment is also vital for optimal tire life and coach handling characteristics. Inaccurate settings will result in rapid tire wear, leading to poor fuel economy and shorter intervals between costly tire replacements. While misalignment is normally caused by worn suspension and steering components, road hazards such as pot-holes and curbs are also frequently responsible for this condition.

Frequent alignments should be regarded as routine preventative maintenance, even on a new coach. Always follow the procedure listed in the vehicle's maintenance manual. Toe-in and camber should be set as close to zero as the manufacturer's requirements allow. Caster should be set to the maximum positive setting with respect to the allowed manufacturer's requirements. Request that the technician align the coach to the preferred specifications, not just within the range. It is also beneficial to obtain a post alignment printout to confirm the thoroughness of the procedure, as well as to document your coach's settings in the case of an encounter with a suspension-damaging road hazard.