



**DynoMax**<sup>TM</sup>

Dyno-Tuned Chassis by  COUNTRY COACH

The 2006 Allure 400 Series  
**ON THE ROAD**

 **COUNTRY COACH**  
THE WORLD'S FINEST MOTORCOACHES



**DynoMax**

Dyno-Tuned Chassis by COUNTRY COACH

## 100% Steel

The World's Finest Motorcoaches begin with a custom built DynoMax® chassis.

Each DynoMax® chassis is born of pure steel. Because a Country Coach motorcoach is the pinnacle of luxury without compromise. Because the principles, of safety, function and design demand it. Because our owners expect it. Because nothing is stronger.

What will you choose? Discover the absolutes of superb motorcoach engineering, and find them all rooted in the 32 year history of Country Coach.

- 100% steel construction (no aluminum or wood framing)
- Engineered and built per coach, per owner
- Laminated construction (walls, floors, roof)
- An unparalleled smooth and responsive ride
- Serious power (enough to take on the most challenging mountain grades)
- Superior chassis performance: excellent steering, acceleration, shock absorption, braking and high weight ratings

*The Finest*





# Engineered

## Construction

- DynoMax® chassis are engineered to the specific sizing, load and performance needs of Country Coach motorcoaches, with no other applications.

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- Country Coach engineers with decades of design experience are supported by the latest in computer aided and three-dimensional drafting technology.

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- Not believing in “bolt-on” solutions, Country Coach engineers partner with companies like HWH® and Cummins® to provide unique and improved (and often patented) applications of developed technologies.



# Per Coach

## Construction

- Not a length of steel is cut for a DynoMax® chassis until the motorcoach it is intended for has been ordered.

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- As each chassis is intended for a specific coach, Country Coach avoids the rust, wear and obsolescence often created by needing to maintain a chassis “yard”.

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- DynoMax® chassis are designed per floorplan or per customer. Never simply per length. This flexibility leads to ease of maintenance, better floorplans and a superior motorcoach.



High-density styrene insulation is hand-fitted to the steel walls, floor, and roof of each motorcoach.



A specially-formulated industrial adhesive is sprayed evenly between layers before lamination.

# Strength Comfort

Cradled in vacuum pouches, Country Coach walls, floors, and roofs are laminated under 4psi of pressure for at least one hour.



## Roof

- 1 One piece fiberglass roof
- 2 1/8" luan
- 3 1-1/2" tubular steel
- 4 Contoured 2lb. density styrene insulation
- 5 26 gauge galvanized metal
- 6 1/4" MDF
- 7 Padded vinyl

## Walls

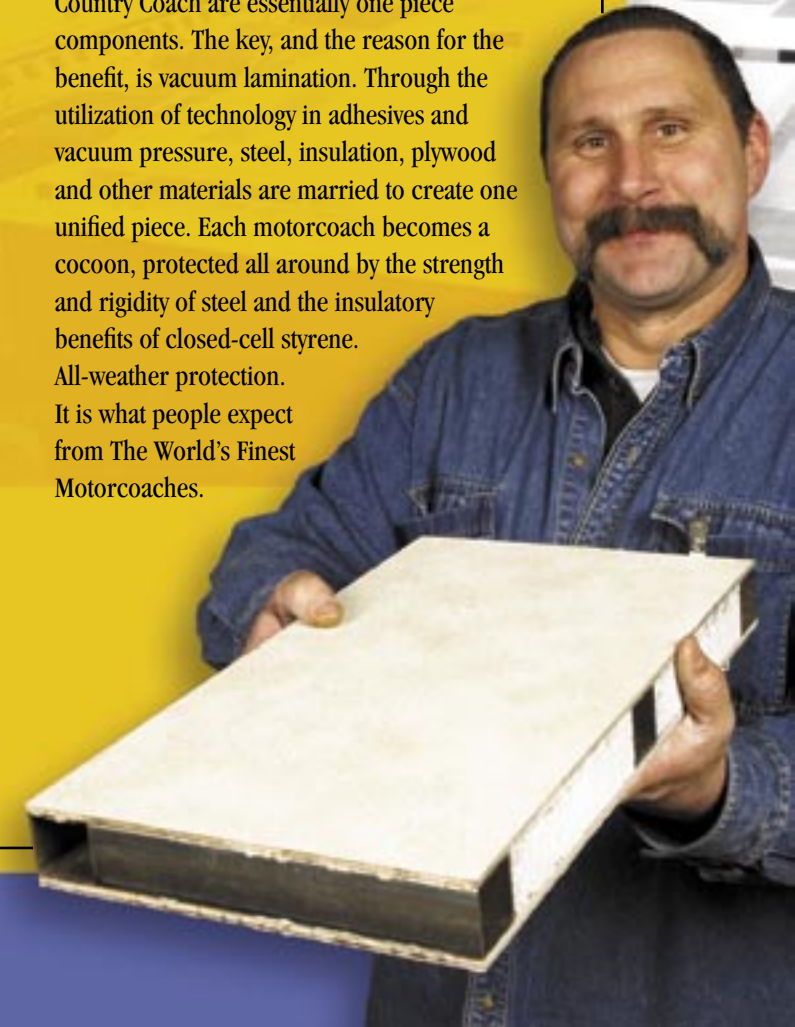
- 1 5/32" luan paneling
- 2 26 gauge galvanized metal
- 3 1-1/2" 2lb. density styrene insulation
- 4 1-1/2" tubular steel
- 5 1/8" luan
- 6 3/16" fiberglass
- 7 Sikkens® paint
- 8 Sikkens® clear coat

## Floor

- 1 Carpet (or tile)
- 2 1/2" eight pound carpet padding
- 3 1/2" plywood
- 4 1-1/2" tubular steel
- 5 1-1/2" 2lb. density styrene insulation
- 6 5/32" Truegrit coated weather seal
- 7 Felt in-bay liner

## The Vacuum Laminated Difference

Despite the layers upon layers of high quality materials, the walls, floor and roof of every Country Coach are essentially one piece components. The key, and the reason for the benefit, is vacuum lamination. Through the utilization of technology in adhesives and vacuum pressure, steel, insulation, plywood and other materials are married to create one unified piece. Each motorcoach becomes a cocoon, protected all around by the strength and rigidity of steel and the insulatory benefits of closed-cell styrene. All-weather protection. It is what people expect from The World's Finest Motorcoaches.



# Engineered Art

8"x3"x1/4" Steel Tubular Stringers Provide Enhanced Front-to-Back Rigidity

Rigid Cross Bracing Throughout

5 year/50,000 mile limited structural chassis warranty

Holland/Neway Independent Front Suspension w/ Double Wishbone Construction, Large Bus Style Air Springs, ABS Brakes and IPD Anti-Sway Bar

User-Friendly Chassis Service Center

Steel-Belted Radial 295/80R x 22.5" Rear and Tag Tires on Aluminum Alloy and Steel Wheels

Ridewell Air Suspension Systems w/ Large Bus Style Airbags on Tag Axle Coaches, and Holland/Neway Air Suspension Systems w/ Large Bus Style Airbags on Non-Tags

Semi-Monocoque Chassis and Frame Built from Welded High-Yield Steel

Full Encased Chassis Wiring Harness is Clamped, Loomed and Chafe Protected

Adjustable Teleflex Electronic Brake and Throttle Pedals

135 Gallon Dual Fill Fuel Tank on Tag Axle Coaches, and a 110 Gallon Dual Fill Fuel Tank on Non-Tags

Cavernous, Unobstructed Pass-Through Basement Storage

Computer-Assisted Leveling System for Optimal Leveling

Steel-Belted Radial 295/80R x 22.5" Front Tires on Aluminum Alloy Wheels

Koni Heavy Duty, Adjustable Shock Absorbers

# Semi-Monocoque Integrity

## Without Compromise

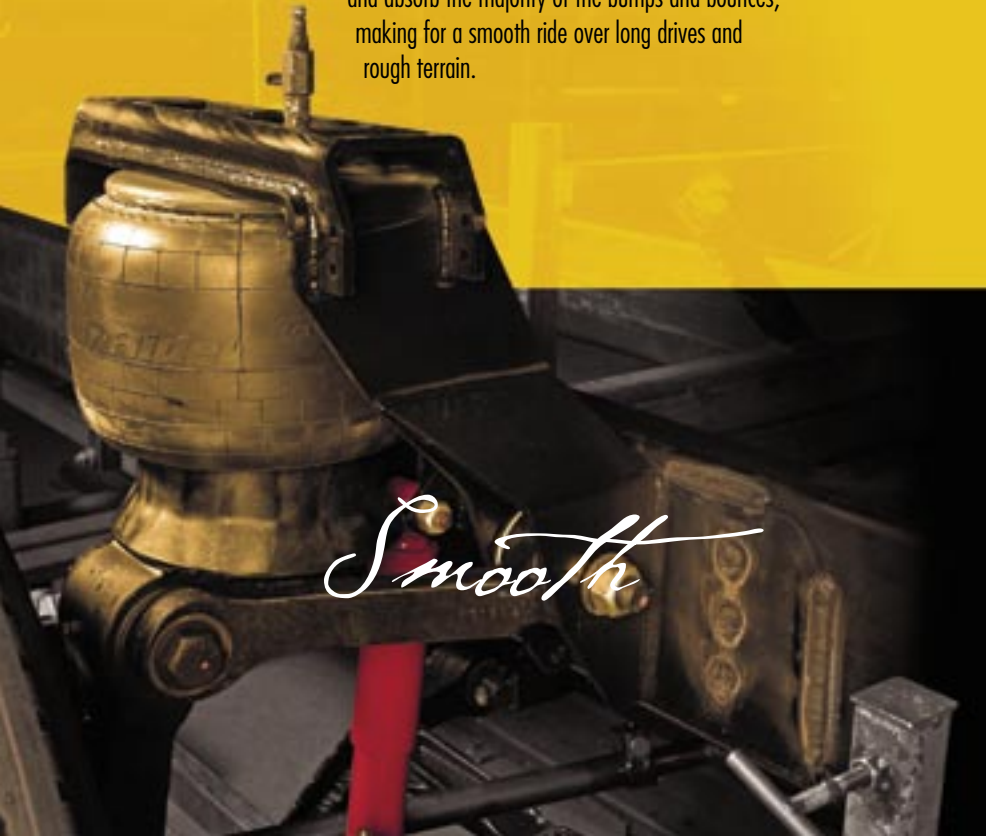
Refusing to rely on two lonely rails to bear the weight and stress of a luxury motorcoach, Country Coach combines superior rails with true semi-monocoque engineering to create a complete cradle of strength.

- The DynoMax® chassis incorporates two 8" x 3" rectangular steel tube rails (as opposed to the more common and weaker "C" channel).
- Each Country Coach features girder-type engineering incorporating diagonal cross braces and bridge-like construction in the bottom half of the motorcoach, so the strength lies not in the narrow center of the coach, but throughout its weight distribution.
- The steel structure absorbs and resists the twist and turns of the road ahead without relying on non load-bearing components to do the work.
- This advanced engineering is challenging and time consuming. Country Coach commits the resources required to build a safe, reliable, high-performance motorcoach.

Note: Chassis is representative image. Specific coaches will have structural/design variations to meet their specific requirements.

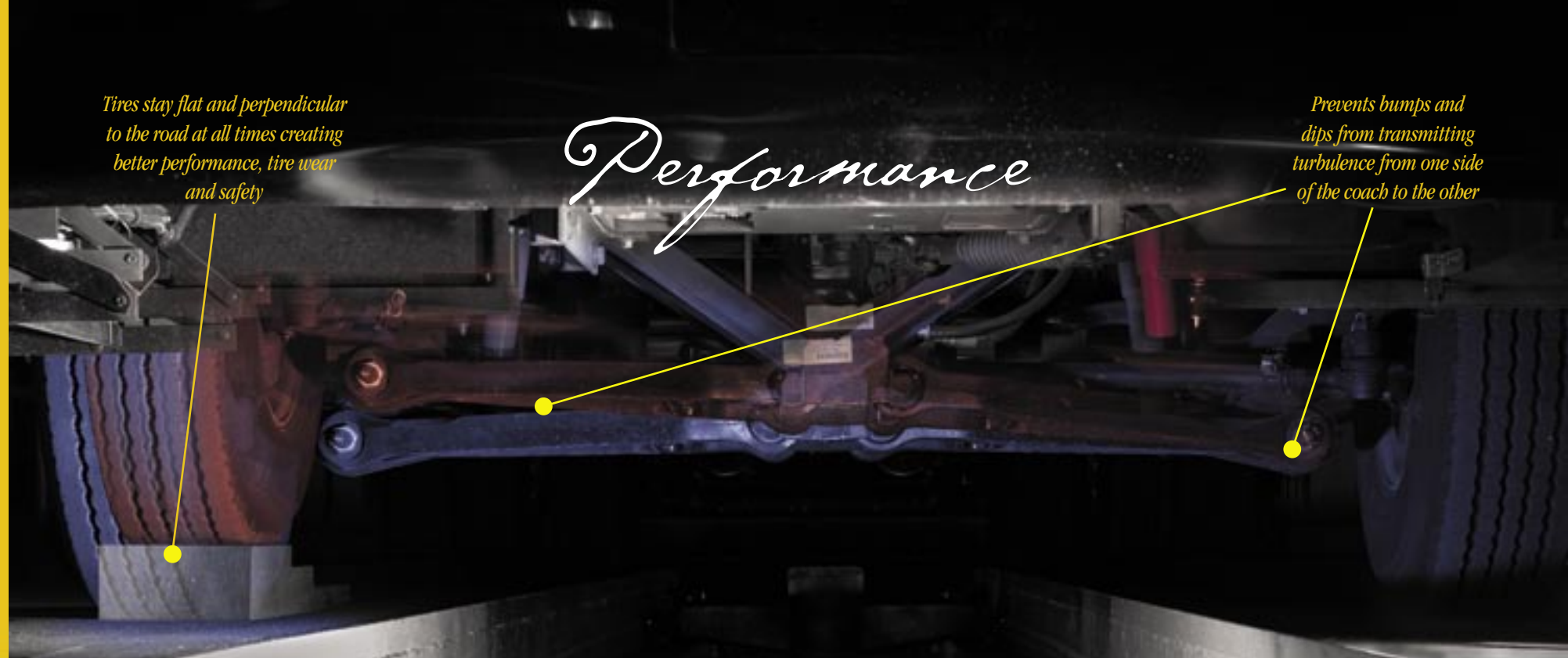
## Air Ride Suspension

- Air springs are placed just inboard of the tire placement, breaking the line of road-tire-spring-wall and only allowing a minimum of jarring shocks to reverberate through the coach.
- Large volume, low pressure air springs allow maximum travel with less resistance than a high pressure bag, and create a sensation of "floating on air".
- Advanced suspension systems like IFS and Koni® shocks keep the coach rigid and true, freeing the air springs to do their primary task and absorb the majority of the bumps and bounces, making for a smooth ride over long drives and rough terrain.



*Smooth*

*Tires stay flat and perpendicular to the road at all times creating better performance, tire wear and safety*



*Performance*

*Prevents bumps and dips from transmitting turbulence from one side of the coach to the other*

## Independent Front Suspension

*Every DynoMax chassis features Independent Front Suspension (IFS). An independent system of tires, suspension and axle components, this IFS is similar to systems found on luxury automobiles. IFS offers many benefits, including:*

- Isolation of system prevents bumps, dips and roadway irregularities from transmitting turbulence from one side of coach to the other, reducing over and under steer.
- Capability for precision tuning far exceeding straight axle systems, allowing camber and toe-in/toe-out changes to improve tire wear and substantially improve drive quality.
- Enhanced wheel cut up to 50 degrees in both directions enables dramatic turning angles.
- A torsion bar that allows the suspension to travel freely while resisting side-to-side changes in axle-to-frame spacing.
- Absorption of road conditions allows each Country Coach to be driven with a very light touch, requiring much less guidance than a traditional "I-beam" coach.



*Pure Diesel*



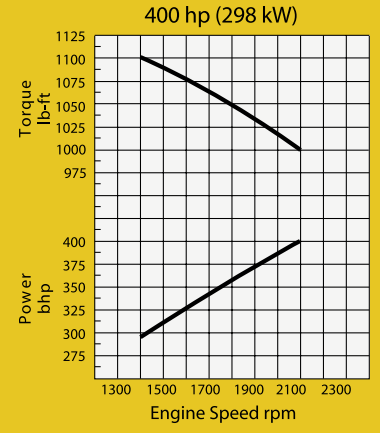
## Engineered for Power

Country Coach has specialized in diesel powered motorcoaches for more than 20 years. We will engineer a motorcoach with nothing less than pure diesel power. Country Coach engineers work in concert with specialists from Caterpillar®, Cummins® and Allison® to custom-design each DynoMax® for the performance needs of its engine, and to ensure the astounding power and torque generated by today's powerplants are put to good use keeping our motorcoach owners in the passing lane.

### PERFORMANCE CURVES

Standard  
Caterpillar C9  
Diesel Engine  
1,100 lb-ft torque @  
1,400 rpm

Optional  
Cummins ISL  
Diesel Engine  
1,200 lb-ft torque @  
1,300 rpm





*Tested*

# DynoCenter

## Per Coach Testing Facility

After each chassis is completed, and before motorcoach production begins, it must pass a rigorous series of tests at Country Coach's DynoCenter. The chassis is secured into place with the drive wheels on roll sets, and Country Coach engineers manipulate the ignition switch, shifter pad and throttle remotely from the booth. The powertrain is put through its paces, testing measures like:

- Vehicle Speed
- RPM's
- Engine Throttle Position
- Horsepower
- Engine Boost Pressure
- Coolant Temperature
- Fuel Consumption
- Engine Load
- Oil Temperature

Only after the DynoMax® chassis passes these tests is it approved to become the foundation for The World's Finest Motorcoaches.

Country Coach created the DynoCenter as part of the Company's commitment to quality.



The DynoMax's full air anti-lock braking system with traction control is tested on every Country Coach before it ships, to help ensure sure-footed stopping power.



# Drive Safe

Safety, Function and Design are guiding principles set down 32 years ago by company founder Bob Lee. Discover Country Coach, and find that each element, while it contributes to performance, also helps ensure safety.

- **All-Steel:** Steel structure throughout, and walls and floors that are welded not screwed to each other, create a cradle of strength and protection for passengers.
- **Advanced Engineering / Per Coach Construction:** Ensures that each coach is designed for the road, solving challenges like weight distribution and vehicle integrity.
- **Independent Front Suspension:** Maximum vehicle control to avoid adverse situations. Besides control of sway and steering, IFS improves tracking and maneuverability in the eventuality of a tire blowout, as one tire maintains good footing.
- **Advanced Powerplants:** Power when it's needed. Oftentimes, safety is about the ability to move out of and/or through an adverse situation.
- **Braking:** Full air systems feature the latest anti-lock technology. When paired with engine exhaust or compression brakes, these technologies give the driver control of travel path and speed. Automatic Traction Control helps the driver negotiate slick roads with positive traction to each driving wheel.
- **Quality Testing:** Country Coach's 32 year obsession with quality testing borders on the fanatical. Performance testing happens per coach and per concept, ensuring only the best designs, and highest quality craftsmanship, is delivered to Country Coach owners.

The 2006  
Intrigue 530  
prototype on  
endurance  
testing.



**COUNTRY COACH**

THE WORLD'S FINEST MOTORCOACHES

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