



2/13/2014

**103 - FYI – 2010 ALLEGRO BUS 43QGP DRIVER SIDE CONSOLE SWITCHES.** In my continuing effort to document everything possible about our coach this FYI is devoted to the various Driver's side console switches, the wire colors of each individual switch pin connection and the actual function of the wires connected to the switches. Everything begins with the switch position numbers as shown on page 2. Of the fifteen switches all but ONE switch have the same switch position numbers, those fourteen switches are illuminated when the dash lights are turned ON. In those fourteen switches the # 7 pin is connected to the coach ground, while pin # 8 is 12 VDC connected to the dash lighting circuit. On page 2 the internal switch lamps are shown as a yellow circle within a clear circle with two wires, one connected to the ground and one to the dash 12 VDC lighting power source.


The fifteenth switch (Driver's Window) is a special switch used to OPEN and CLOSE the Drivers electric window. The internal lamp inside that switch is connected to the switches pin **B** for a ground and pin **L** of the switch supplies 12 VDC to power the lamp.

Page 3, is a top view of the fifteen harness connectors (what you would see without any switches installed). If each harness were pulled up enough to see the switch harness wiring, the various colors of those wires and there switch pin numbers are shown on page 3.

Page 4, is a second top view of the harness wiring however this time rather than display the individual switch pin wire colors as seen on page 2, each wires function is displayed beside the switch pin number.

One modification has been made and not yet documented, that change is in the **TAG DUMP** switch. Some software functions available in later model Powerglide coaches were not available in the 2010 models. Tiffin installed a momentary **ON / OFF** switch, however to make the dump operation a forward switch closure Tiffin installed the switch reversed end for end by 180 ° in the driver's switch console, that makes the **TAG DUMP** function operational by depressing the forward end of the switch.

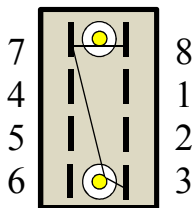
Recently TRVN members contacted Gary Harris about making a software change thus allowing the tag axle air bag dump operation functional when the coach speed was at or below the programmed "Dump Speed" **AND** one of the turn signals had been selected. I currently have my coach's "Dump Speed" set at 32.0 KPH, which is slightly below 20 MPH. Soon we will be making a trip to Red Bay where I will ask Tiffin to reprogram the software of our 2010 Allegro Bus to allow operation of the above feature.

Take note of the orientation of the TAG AXLE Dump Switch show on page four and highlighted with this window.  The pin numbers are shown as reversed 180 ° from the other switches in this file. The reason, Tiffin installed a momentary switch to dump the tag axle air bags. DUMP operation occurs when the FORWARD half of the switch is depressed. Legends for the abbreviations used in this FYI file are shown on the bottom of page 4.

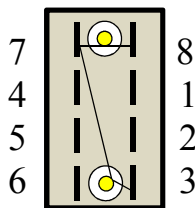
# 2010 Allegro Bus 43QGP Driver Side Switch Layout

*Top View, Looking Down At The Switch*

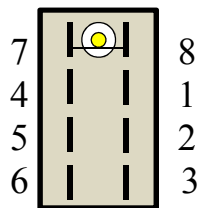
**DOCK LIGHTS**



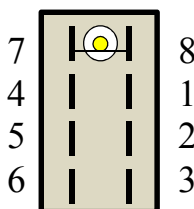
**ENG PRE HEAT**



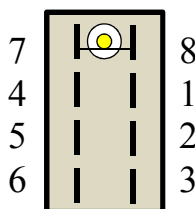
**AUX START**



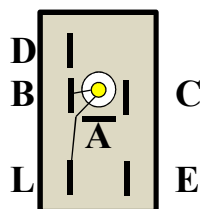
**HORN**



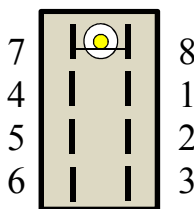
**OUT / PEDAL / IN**



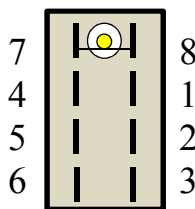
**DRIVER'S WINDOW**



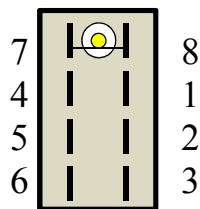
**SHADE VISOR**



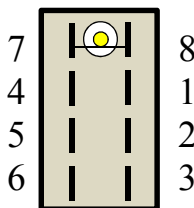
**BLACK OUT VISOR**



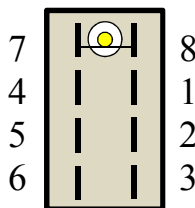
**HI / ENGINE BRAKE / LO**



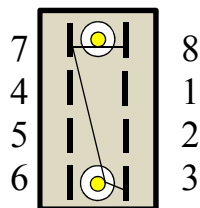
**LH FAN**



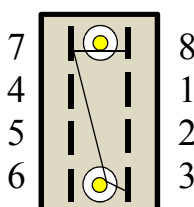
**RH FAN**



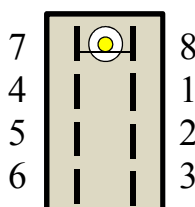
**RADIO**



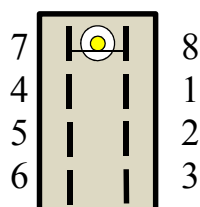
**STEP COVER**



**UP / SUSPENSION / DN**



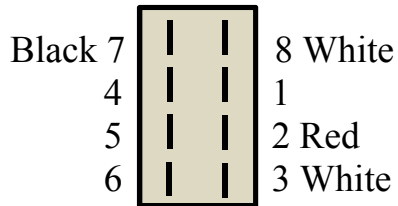
**TAG DUMP**



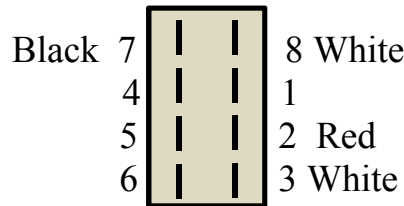
# 2010 Allegro Bus 43QGP Driver Side Switch Layout

*Top View, Looking Down Into Harness Connectors*

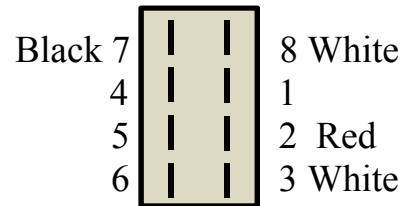
**DOCK LIGHTS**



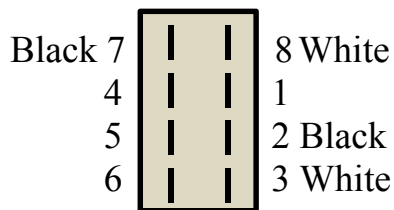
**ENG PRE HEAT**



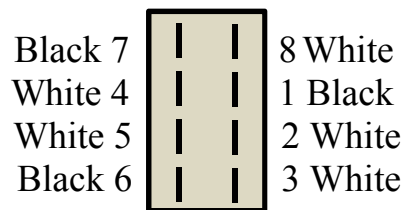
**AUX START**



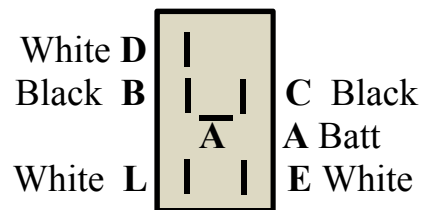
**HORN**



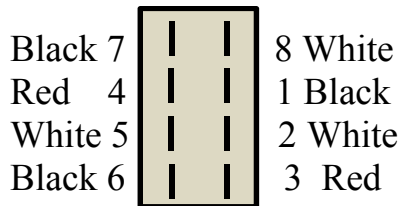
**OUT / PEDAL / IN**



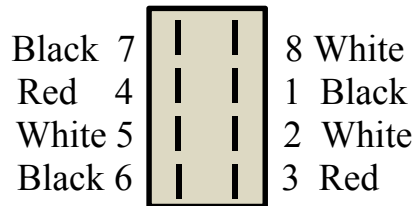
**DRIVER'S WINDOW**



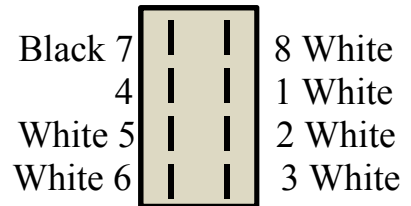
**SHADE VISOR**



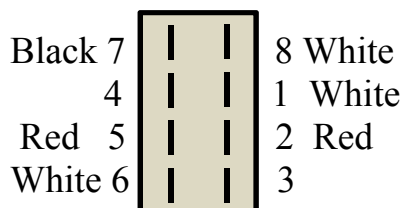
**BLACK OUT VISOR**



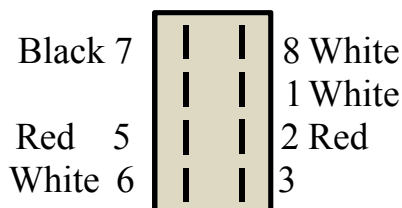
**HI / ENGINE BRAKE / LO**



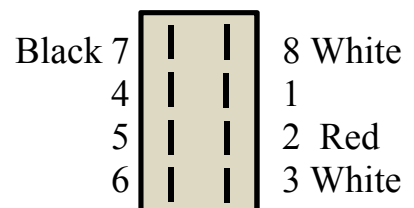
**LH FAN**



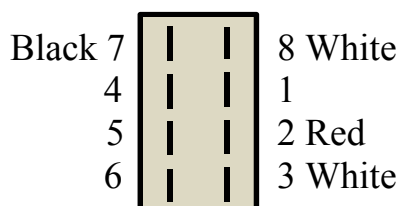
**RH FAN**



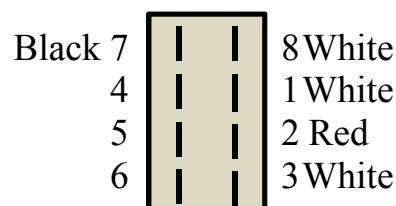
**RADIO**



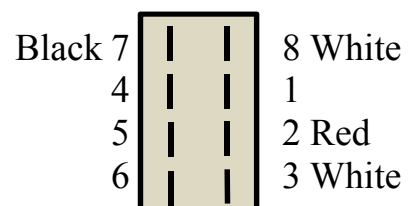
**STEP COVER**



**UP / SUSPENSION / DN**



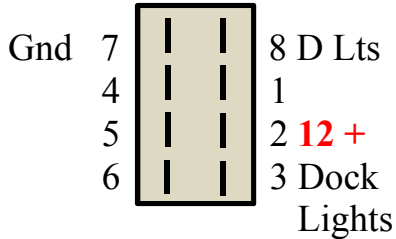
**TAG DUMP**



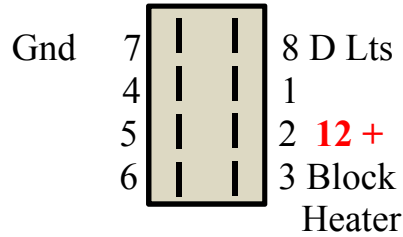
# 2010 Allegro Bus 43QGP Driver Side Switch Layout

## Top View, Looking Down At Harness Connector Wiring

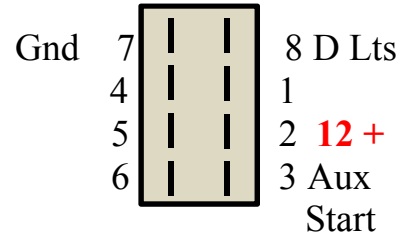
### DOCK LIGHTS



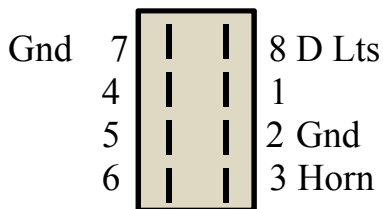
### ENG PRE HEAT



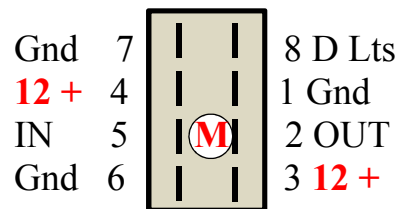
### AUX START



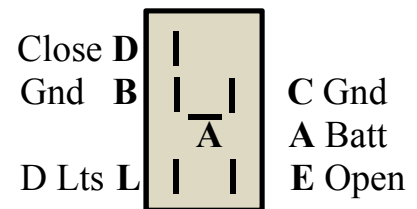
### HORN



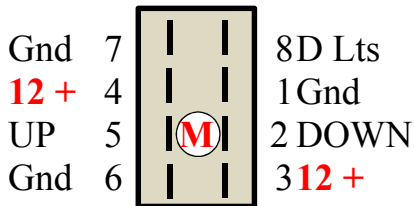
### OUT / PEDAL / IN



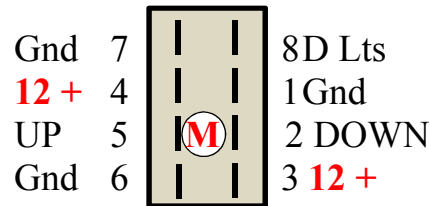
### DRIVER'S WINDOW



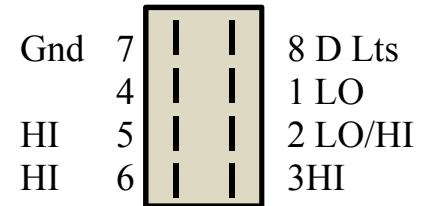
### SHADE VISOR



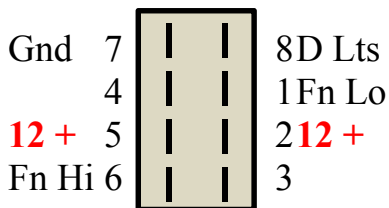
### BLACK OUT VISOR



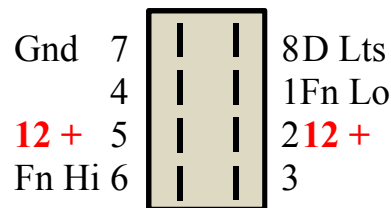
### HI / ENGINE BRAKE / LO



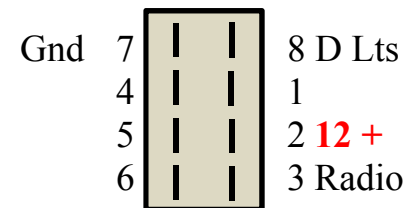
### LH FAN



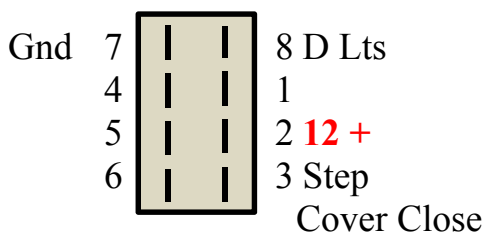
### RH FAN



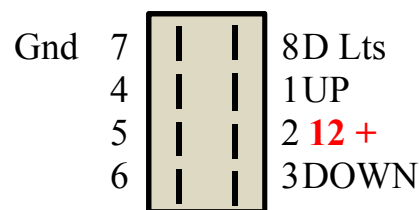
### RADIO



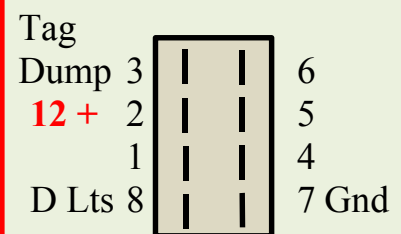
### STEP COVER



### UP / SUSPENSION / DN



### TAG DUMP



⊙ = Switch Lamp, Gnd = Ground, D Lts = Dash Lights, **12 +** = 12 VDC, Fan Lo = Fan Low Speed, Fan Hi = Fan High Speed, **(M)** = Visor Motor or Pedal Motor, Down – Up = Suspension