

# Revising the Drivers Side Console

## << A Crusingator Document >>

I just finished revising the Drivers Side Console on my 2007 Phaeton. The new console has repositioned various console switches, the Park Brake Switch and Allison Transmission Shift Pad. My Phaeton is on a Freightliner chassis and the two switches supplied by Freightliner are the only two switches with a wiring harness, all other switches have individual wires routed to them. Some switches had four wires and others had up to eight wires. Tiffin did not do a great job labeling the various wires so care must be observed in removing each wire from the switch. After removing all of the wires from a switch, the switch can be removed from the original panel and moved to the new panel. The wiring is a rat's nest and is almost impossible to un-tangle. My panel has fourteen switches plus the transmission pad, park brake switch and the Atwood jack panel. This is the original driver's side console.



I had been told that Tiffin had actually made three console panels, the original and then two more recent newer panels. While researching, measuring and obtaining the new console panel I believe there are only two versions, the original and the new angled design. As you can see in the following picture, the original side console measured 2 1/2 inches from the dash to the first panel screw hole.



The revised panel when Tiffin first began installing them had the transmission shift pad too close to the dash making the indicator lights impossible to read. Tiffin was able to correct this problem by simply shifting the side console two inches farther away from the dash. That is not and was not a problem for Tiffin they drove three screws through the bottom lip of the side console into the floor. They did this before the driver's side wall was installed it's a lot harder job to remove the three screws with the wall in place. I was able to remove two of the screws from the middle and rear portion of the console' lower lip. The third screw is under the dash about four inches from the firewall and almost 2 inches long. After scratching my head and a few other things I broke out the crowbars and pushed one on either side of the screw and applied pressure until the screw head pulled through the lower panel lip. After that I was able to move the driver's side console panel two inches further from the dash, along the wall. By moving the console this two inches the Allison transmission pad is now located four inches from the dash and it is easy to read both indicator lights. I made new holes for the console to mount to the side wall then cut the trim strip shorter and reinstalled it at the rear of the side console at floor level.



This is a picture of the new console position from the dash. The same hole is now 4 1/2 inches instead of the original 2 1/2 inches.



New Location of  
Side Console

Finished installation of the new driver's side console.

