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Safety First

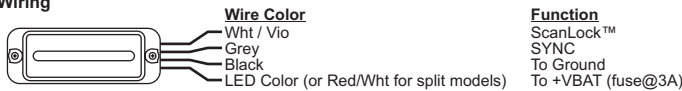
This document provides all the necessary information to allow your Whelen product to be properly and safely installed. Before beginning the installation and/or operation of your new product, the installation technician and operator must read this manual completely. Important information is contained herein that could prevent serious injury or damage.

- Proper installation of this product requires the installer to have a good understanding of automotive electronics, systems and procedures.
- The installer **MUST** be sure that no vehicle components or other vital parts could be damaged by the drilling process. Check both sides of the mounting surface before drilling begins. Also de-burr any holes and remove any metal shards or remnants. Install grommets into all wire passage holes.
- Do not install this product or route any wires in the deployment area of your air bag. Equipment mounted or located in the air bag deployment area will damage or reduce the effectiveness of the air bag, or become a projectile that could cause serious personal injury or death. Refer to your vehicle owners manual for the air bag deployment area. The User/Installer assumes full responsibility to determine proper mounting location, based on providing ultimate safety to all passengers inside the vehicle.
- If this product uses a remote device to activate or control this product, make sure that this control is located in an area that allows both the vehicle and the control to be operated safely in any driving condition.
- Do not attempt to activate or control this device in a hazardous driving situation.
- This product contains high-intensity LEDs. Do not stare directly into these lights. Momentary blindness and/or eye damage could result.
- Use only soap and water to clean the outer lens. Use of other chemicals could result in premature lens cracking (crazing) and discoloration. Lenses in this condition have significantly reduced effectiveness and should be replaced immediately. Inspect and operate this product regularly to confirm its proper operation and mounting condition. Do not use a pressure washer to clean this product.
- **WARNING!** All customer supplied wires that connect to the positive (+) terminal of the battery must be sized to supply at least 125% of the maximum operating current and FUSED "at the battery" to carry that load. **DO NOT USE CIRCUIT BREAKERS WITH THIS PRODUCT!**
- Failure to follow these precautions and instructions could result in damage to the product or vehicle and/or serious injury to you and your passengers!

Mounting

1. Place the unit against the mounting surface and mark the two mounting hole locations. Confirm that no vehicle parts could be damaged by the drilling process.
2. Using a #30 drill bit, drill two mounting holes. A 1/2" dia. wire passage hole must also be drilled. Thoroughly de-burr all holes.
3. Route the wires through the hole in the gasket and through the wire passage hole. Secure the lighthouse to the mounting surface using the hardware provided.

Wiring



Operation

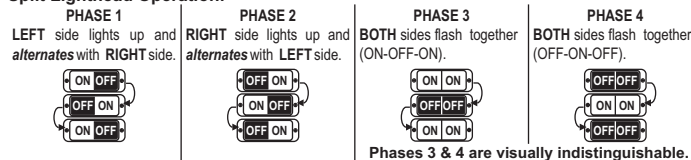
Scan-Lock™ (WHT/VIO) - To advance to the next pattern, apply +VDC to the WHT/VIO wire for less than 1 second. To cycle backwards, apply +VDC for more than 1 second. To reset to the factory default pattern, turn off power to the lighthouse and while applying +VDC to the WHT/VIO, turn the lighthouse back on. Continue to apply voltage for 5 seconds.

Lighthouses configured to display the Phase 1 mode of a pattern will flash simultaneously. Any lighthouses configured to display the Phase 2 mode will alternate with any Phase 1 lighthouses with the same pattern.

Sync (GREY) - To sync two lighthouses, configure both lighthouses to display the same Phase 1 pattern. With the power off, connect the GREY wires from each lighthouse together. When the lighthouses are activated, their patterns will be synchronized. To configure the two lighthouses to alternate their patterns, advance the pattern of either lighthouse to the Phase 2 mode of the current pattern. The same concept applies to Phases 3 & 4.

To understand how to use the sync feature with more than two lighthouses, the principles will be applied to a sample system consisting of 4 lighthouses. 2 are mounted on the rear, driver-side and 2 are mounted on the rear, passenger-side. With all the wiring complete, turn on all 4 lighthouses. As shipped from factory, the lighthouses will all display SignalAlert™ 75 - Phase 1. To configure one side to alternate with the other side, change the pattern for either the passenger or driver side to Phase 2 mode for that pattern.

Split Lighthouse Operation:



Phases 3 & 4 are visually indistinguishable.

Flash Patterns:

NOTE: **BOLD** = California Title XIII Compliant Pattern *Italic* = SYNC Pattern

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|----------------------------|--------------------------------|-----------------------------|
| 1. SignalAlert™ 75 Phase 1 | 24. LongBurst™ 75 Phase 4 | 47. ModuFlash™ - Alt. |
| 2. SignalAlert™ 75 Phase 2 | 25. PingPong 75 Phase 1 | 48. ModuFlash™ - Sim. |
| 3. SignalAlert™ 75 Phase 3 | 26. PingPong 75 Phase 2 | 49. DoubleFlash 120 - ALT |
| 4. SignalAlert™ 75 Phase 4 | 27. PingPong 75 Phase 3 | 50. DoubleFlash 120 - SIM |
| 5. CometFlash® 75 Phase 1 | 28. PingPong 75 Phase 4 | 51. PingPong™ 120 - ALT |
| 6. CometFlash® 75 Phase 2 | 29. SSNF 75 Phase 1 | 52. PingPong™ 120 - SIM |
| 7. CometFlash® 75 Phase 3 | 30. SSNF 75 Phase 2 | 53. TripleFlash 75 - ALT |
| 8. CometFlash® 75 Phase 4 | 31. SingleFlash 60 - Alt. | 54. TripleFlash 75 - SIM |
| 9. DoubleFlash 75 Phase 1 | 32. SingleFlash 60 - Sim. | 55. TripleFlash 120 - ALT |
| 10. DoubleFlash 75 Phase 2 | 33. SingleFlash 90 - Alt. | 56. TripleFlash 120 - SIM |
| 11. DoubleFlash 75 Phase 3 | 34. SingleFlash 90 - Sim. | 57. SigAlert Cal.™ - ALT |
| 12. DoubleFlash 75 Phase 4 | 35. SingleFlash 120 - Alt. | 58. SigAlert Cal.™ - SIM |
| 13. SingleFlash 75 Phase 1 | 36. SingleFlash 120 - Sim. | 59. Action SF 60/120 - ALT |
| 14. SingleFlash 75 Phase 2 | 37. SingleFlash 300 - Alt. | 60. Action SF 60/120 - SIM |
| 15. SingleFlash 75 Phase 3 | 38. SingleFlash 300 - Sim. | 61. Action SF60/TF120 - ALT |
| 16. SingleFlash 75 Phase 4 | 39. DoubleFlash 150 - Alt. | 62. Action SF60/TF120 - SIM |
| 17. ComAlert™ 75 Phase 1 | 40. DoubleFlash 150 - Sim. | 63. CalScan™ - ALT/SIM |
| 18. ComAlert™ 75 Phase 2 | 41. ComAlert™ 150 - Alt. | 64. ActionScan™ - ALT/SIM |
| 19. ComAlert™ 75 Phase 3 | 42. ComAlert™ 150 - Sim. | 65. SteadyFlash 60 |
| 20. ComAlert™ 75 Phase 4 | 43. ActionFlash™ 50 - Alt. | 66. SteadyFlash 75 |
| 21. LongBurst™ 75 Phase 1 | 44. ActionFlash™ 50 - Sim. | 67. SteadyFlash 90 |
| 22. LongBurst™ 75 Phase 2 | 45. ActionFlash™ 150 - Alt. | 68. SteadyFlash 120 |
| 23. LongBurst™ 75 Phase 3 | 46. ActionFlash™ 150 - Sim. | 69. Steady & Steady |

IMPORTANT! SYNC-capable LED lighthouses can be SYNCed to a SYNC-capable strobe power supply (such as the CS240S or UPS64LXA) by wiring their GREY wires together. When connected, LED lighthouses in Phase 1 of a pattern will flash **simultaneously** with strobe lighthouses connected to the GREEN wire outputs. LED lighthouses set to Phase 2 of a pattern will **alternate** with strobe lighthouses connected to the WHITE wire outputs. GREEN wire outputs always alternate with WHITE wire outputs.

IMPORTANT! It is the responsibility of the installation technician to make sure that the installation and operation of this product will not interfere or compromise the operation or efficiency of any vehicle equipment!

Before returning the vehicle to active service, visually confirm the proper operation of this product, as well as all vehicle components and/or equipment.

Warnings to Installers

Whelen's emergency vehicle warning devices must be properly mounted and wired in order to be effective and safe. Read and follow all of Whelen's written instructions when installing or using this device. Emergency vehicles are often operated under high speed stressful conditions which must be accounted for when installing all emergency warning devices. Controls should be placed within convenient reach of the operator so that he can operate the system without taking his eyes off the roadway. Emergency warning devices can require high electrical voltages and/or currents. Properly protect and use caution around live electrical connections. Grounding or shorting of electrical connections can cause high current arcing, which can cause personal injury and/or vehicle damage, including fire. Many electronic devices used in emergency vehicles can create or be affected by electromagnetic interference. Therefore, after installation of any electronic device it is necessary to test all electronic equipment simultaneously to insure that they operate free of interference from other components within the vehicle. Never power emergency warning equipment from the same circuit or share the same grounding circuit with radio communication equipment. All devices should be mounted in accordance with the manufacturer's instructions and securely fastened to vehicle elements of sufficient strength to withstand the forces applied to the device. Driver and/or passenger air bags (SRS) will affect the way equipment should be mounted. This device should be mounted by permanent installation and within the zones specified by the vehicle manufacturer, if any. Any device mounted in the deployment area of an air bag will damage or reduce the effectiveness of the air bag and may damage or dislodge the device. Installer must be sure that this device, its mounting hardware and electrical supply wiring does not interfere with the air bag or the SRS wiring or sensors. Mounting the unit inside the vehicle by a method other than permanent installation is not recommended as unit may become dislodged during swerving; sudden braking or collision. Failure to follow instructions can result in personal injury. Whelen assumes no liability for any loss resulting from the use of this warning device. PROPER INSTALLATION COMBINED WITH OPERATOR TRAINING IN THE PROPER USE OF EMERGENCY WARNING DEVICES IS ESSENTIAL TO INSURE THE SAFETY OF EMERGENCY PERSONNEL AND THE PUBLIC.

Warnings to Users

Whelen's emergency vehicle warning devices are intended to alert other operators and pedestrians to the presence and operation of emergency vehicles and personnel. However, the use of this or any other Whelen emergency warning device does not guarantee that you will have the right-of-way or that other drivers and pedestrians will properly heed an emergency warning signal. Never assume you have the right-of-way. It is your responsibility to proceed safely before entering an intersection, driving against traffic, responding at a high rate of speed, or walking on or around traffic lanes. Emergency vehicle warning devices should be tested on a daily basis to ensure that they operate properly. When in actual use, the operator must ensure that both visual and audible warnings are not blocked by vehicle components (i.e.: open trunks or compartment doors), people, vehicles, or other obstructions. It is the user's responsibility to understand and obey all laws regarding emergency warning devices. The user should be familiar with all applicable laws and regulations prior to the use of any emergency vehicle warning device. Whelen's audible warning devices are designed to project sound in a forward direction away from the vehicle occupants. However, because sustained periodic exposure to loud sounds can cause hearing loss, all audible warning devices should be installed and operated in accordance with the standards established by the National Fire Protection Association.