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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.
- Whelen Engineering requires the use of waterproof butt splices and/or connectors if that connector could be exposed to moisture.
- Failure to use specified installation parts and/or hardware will void the product warranty!
- If mounting this product requires drilling holes, 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 owner's 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.
- For this product to operate at optimum efficiency, a good electrical connection to chassis ground must be made. The recommended procedure requires the product ground wire to be connected directly to the **NEGATIVE (-) battery post.**
- 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 either strobe light(s), halogen light(s), high-intensity LEDs or a combination of these lights. 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. Mark the location of the 2 mounting holes onto the mounting surface using the dimensions shown, or use the flange as a template. Always check behind the mounting surface to be sure you will not harm other vehicle components.
2. Drill the 2 mounting holes using a drill sized for a #6 sheet metal screw, then drill the 7/8" wire access hole as shown. Deburr this hole before continuing.
3. Feed wires through wire hole then secure Strip-Lite™ to mounting surface as shown.

IMPORTANT! Proper installation requires the vent membrane to be located above the horizontal centerline of the installed Strip-Lite!

Wiring (Note: All switches and fuses are customer supplied):

Ground (BLK) - Extend BLK wire to Chassis Ground.

Color 1 (LED COLOR) - Extend this wire to +12VDC via an SP/ST switch (Fuse at 3 amps).

Color 2 (LED COLOR) - Extend this wire to +12VDC via an SP/ST switch (Fuse at 3 amps).

Scan-Lock™ (WHT/VIO) - Extend WHT/VIO wire to +12VDC via a momentary switch (fused@1A). Refer to the Scan-Lock section for operational information.

SYNC (GREY) - To SYNC 2 lightheads, configure both lightheads to display the same Phase 1 pattern. Turn power off and connect the GREY wire from each lighthead together. Activate the lightheads and their patterns will be synchronized. To configure 2 lightheads to alternate their patterns, advance either lighthead to Phase 2 of the current pattern.

Scan-Lock:

Pattern Buffer Note: This model features 3 pattern buffers; Color 1, Color 2 and Colors 1&2 (activated simultaneously). Each buffer will display its own flash pattern when activated. To change the flash pattern for any of the three pattern buffers, that buffer must be active.

To advance to next pattern: Apply +12VDC to WHT/VIO wire for less than 1 second and release.

To cycle back to previous pattern: Apply +12VDC to WHT/VIO wire for over 1 second and release.

To change the default pattern: When the desired pattern is displayed, allow it to run for more than 5 seconds. The lighthead will now display this pattern when initially activated.

To restore the factory default pattern: With the light turned off, apply power to the WHT/VIO wire. With power applied to the WHT/VIO wire, turn light on. Allow the unit to run for 3 seconds before removing power from the WHT/VIO wire. This will reset all patterns back to their default settings.

Pattern #69 (Steady) Operation: This is the Override pattern, meaning if either Color 1 or Color 2 is configured to display Pattern #69, the Override pattern will be displayed when Colors 1&2 are activated simultaneously. For example:

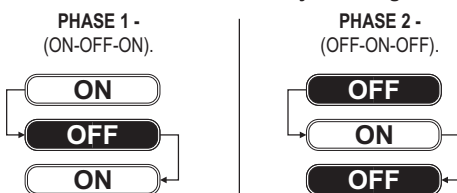
If Color 1 is set to Pattern #69, and Color 2 is any other pattern, the Override pattern (Color 1 in this example) will be displayed whenever Colors 1&2 are activated simultaneously.

IMPORTANT WARNING!

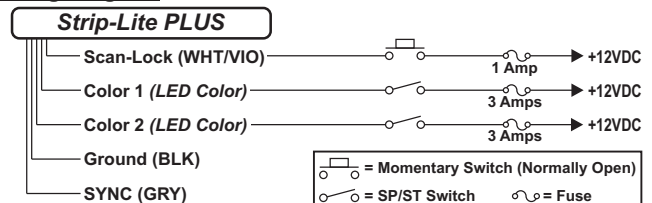
CAUTION! DO NOT LOOK DIRECTLY AT THESE LEDS WHILE THEY ARE ON. MOMENTARY BLINDNESS AND/OR EYE DAMAGE COULD RESULT!

Lighthouse Operation:

Note: Phases 1 & 2 are visually indistinguishable.



Wiring Diagram



SYNC Flash Patterns

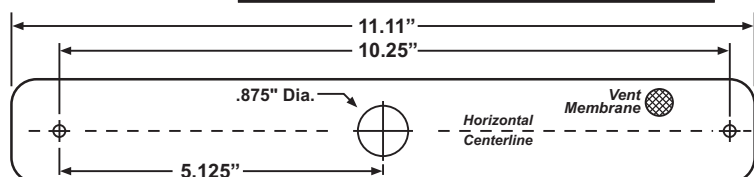
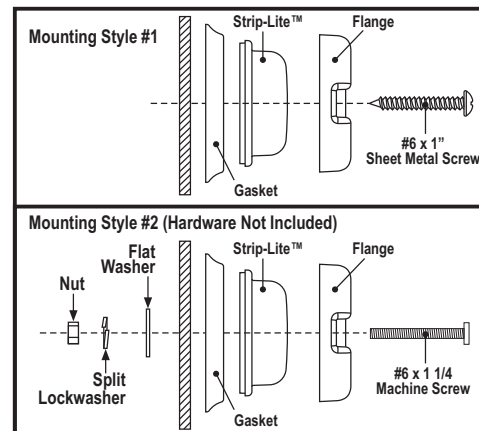
1. Signal Alert 75 PH 1
2. Signal Alert 75 PH 2
3. Signal Alert 75 PH 3
4. Signal Alert 75 PH 4
5. CometFlash@ 75 PH 1
6. CometFlash@ 75 PH 2
7. CometFlash@ 75 PH 3
8. CometFlash@ 75 PH 4
9. DoubleFlash 75 PH 1
10. DoubleFlash 75 PH 2
11. DoubleFlash 75 PH 3
12. DoubleFlash 75 PH 4
13. SingleFlash 75 PH 1
14. SingleFlash 75 PH 2
15. SingleFlash 75 PH 3
16. SingleFlash 75 PH 4
17. ComAlert™ 75 PH 1
18. ComAlert™ 75 PH 2
19. ComAlert™ 75 PH 3
20. ComAlert™ 75 PH 4
21. LongBurst™ 75 PH 1
22. LongBurst™ 75 PH 2
23. LongBurst™ 75 PH 3
24. LongBurst™ 75 PH 4

Non-SYNC Flash Patterns

25. PingPong™ 75 PH 1
26. PingPong™ 75 PH 2
27. PingPong™ 75 PH 3
28. PingPong™ 75 PH 4
29. SingleFlash 60 ALT
30. SingleFlash 60 SIM
31. SingleFlash 90 ALT
32. SingleFlash 90 SIM
33. SingleFlash 120 ALT
34. SingleFlash 120 SIM
35. SingleFlash 300 ALT
36. SingleFlash 300 SIM
37. DoubleFlash 120 ALT
38. DoubleFlash 120 SIM
39. ComAlert™ 150 ALT
40. ComAlert™ 150 SIM
41. PingPong™ 120 ALT
42. PingPong™ 120 SIM
43. TripleFlash™ 75 ALT
44. TripleFlash™ 75 SIM
45. TripleFlash™ 120 ALT
46. TripleFlash™ 120 SIM
47. ActionFlash™ 50 ALT
48. ActionFlash™ 50 SIM

49. ActionFlash™ 150 ALT
50. ActionFlash™ 150 SIM
51. CAL SignalAlert™ ALT
52. CAL SignalAlert™ SIM
53. Action-SF 60/120 ALT
54. Action-SF 60/120 SIM
55. Action-SF 120/TF75 ALT
56. Action-SF 120/TF75 SIM
57. CalScan™ ALT
58. CalScan™ SIM
59. ModuFlash™ ALT
60. ModuFlash™ SIM
61. ActionScan™ ALT
62. ActionScan™ SIM
63. CAL CometFlash@ ALT
64. CAL CometFlash@ SIM
65. Steady / Flash 60
66. Steady / Flash 75
67. Steady / Flash 90
68. Steady / Flash 120
69. Steady / Steady

ALT = Alternating
SIM = Simultaneous
BOLD = California Title XIII



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.