

51 Winthrop Road  
 Chester, Connecticut 06412-0684  
 Phone: (860) 526-9504  
 Fax: (860) 526-4078  
 Sales Email: autosale@whelen.com  
 Canadian Sales: canadiansales@whelen.com  
 Customer Service: custserv@whelen.com

**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

- Drill two mounting holes (sized for #6 sheet metal screws and the mounting surface thickness) and a 1/2" wire passage hole into the mounting surface. De-burr wire passage hole before proceeding. **Confirm that no vehicle parts could be damaged by the drilling process.** Be sure to de-burr these three holes before continuing.
- Using appropriately sized wire (22 AWG min.), extend the ION wires through the mounting gasket and mounting surface. Install a switch and fuse (customer supplied) as specified and make all of the connections shown in the Wiring Diagram.
- Secure the ION to the mounting surface using the hardware provided.

**IMPORTANT: Waterproof butt splices and/or connectors are required if that connection could be exposed to moisture. Any unused wires must be sealed (waterproofed) to prevent moisture infiltration.**

### Operation

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

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

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

**Low Power/Scan-Lock (VIO)** - This wire performs two functions:

**Low Power - Note:** This function is not available when the lighthouse is turned on with the Sync wire grounded. Keep in mind that Low Power operation is not Class 1 compliant. Momentarily applying +12VDC will toggle between Low and High Power operation.

**Scan-Lock - Note:** This function is only available when the lighthouse is turned on with the Sync wire grounded. Each color can display its own pattern. For example, to set the pattern for either Color 1 or Color 2, the desired color must be active during the following selection process:

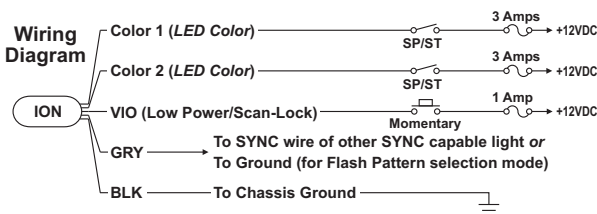
**To advance to the next pattern,** apply +12VDC to the VIO wire for less than 1 second.

**To cycle backwards,** apply +12VDC for more than 1 second.

**To reset to the factory default pattern,** turn off power to the lighthouse. While applying +12VDC to the VIO wire, turn the lighthouse back on and continue to apply voltage for 5-6 seconds.

**Sync (GREY)** - Lighthoods configured to display the Phase 1 mode of a pattern will flash simultaneously. Any lighthoods configured to display the Phase 2 mode will alternate with any Phase 1 lighthoods with the same pattern. **Note: In order to change flash patterns, the Grey wire must be grounded before turning on the lighthouse.**

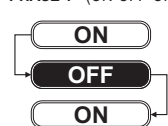
**Pattern Override** - When the input wires for both colors are activated simultaneously, the color(s) displayed (the Override color) will depend on the pattern selected for each color. Refer to the table below for details.



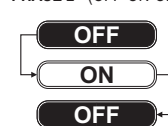
### Phase Operation:

**Note: Phases 1 & 2 are visually indistinguishable.**

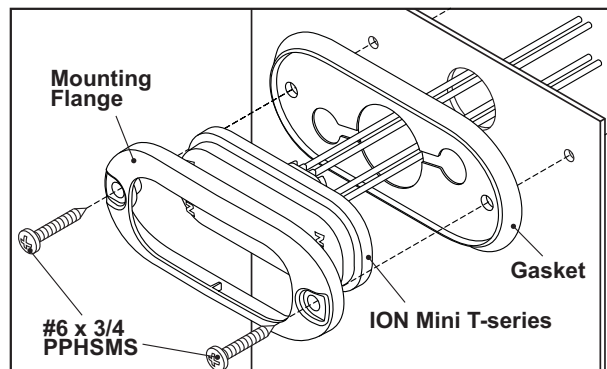
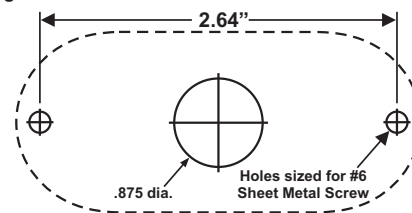
PHASE 1 - (ON-OFF-ON).



PHASE 2 - (OFF-ON-OFF).



### Mounting Dimensions



### Pattern List:

Pattern#	Name	Cert.	Pattern#	Name	Cert.
1.	<b>SignalAlert™ 75 PH1</b>	1,2,3,4	18.	SingleFlash 90	1,2,3,4
2.	<b>SignalAlert™ 75 PH2</b>	1,2,3,4	19.	SingleFlash 120	1,2,3,4
3.	<b>ComAlert™ 75 PH1</b>	1,2,3,4	20.	SingleFlash 240	1, 3, 4
4.	<b>ComAlert™ 75 PH2</b>	1,2,3,4	21.	DoubleFlash 120	1,2,3,4
5.	<b>CometFlash 75 PH1</b>	1,2,3,4	22.	TripleFlash™ 120	1,2,3,4
6.	<b>CometFlash 75 PH2</b>	1,2,3,4	23.	ComAlert™ 150	1,2,3
7.	<b>LongBurst™ 75 PH1</b>	1,2,3,4	24.	PingPong™ 120	1,2,3,4
8.	<b>LongBurst™ 75 PH2</b>	1,2,3,4	25.	ActionFlash™ 60	1,2, 4
9.	<b>PingPong™ 75 PH1</b>	1,2,3,4	26.	ActionFlash™ 120	1,2,3,4
10.	<b>PingPong™ 75 PH2</b>	1,2,3,4	27.	Action SF 60/120	1,2, 4
11.	<b>SingleFlash 75 PH1</b>	1,2,3,4	28.	Action SF120/TF75	1,2,3,4
12.	<b>SingleFlash 75 PH2</b>	1,2,3,4	29.	ModuFlash	
13.	<b>DoubleFlash 75 PH1</b>	1,2,3,4	30.	CalScan	1,2,3,4
14.	<b>DoubleFlash 75 PH2</b>	1,2,3,4	31.	ActionScan	1, 3, 4
15.	<b>Tripleflash™ 75 PH1</b>	1,2,3,4	32.	SigAlert STEADY	
16.	<b>Tripleflash™ 75 PH2</b>	1,2,3,4	33.	STEADY	
17.	SingleFlash 60	1,2, 4			

**Bold = SYNC Pattern**  
**PH1 = Phase 1 PH2 = Phase 2**

**Note:** Each pattern is certified compliant in up to 4 classifications, shown in the "Cert" column:

- SAE
- CA Title XIII
- NFPA
- KKK

Each color and combination has its own ScanLock register. When both colors are enabled and set to patterns 1-32, colors alternate after 1 cycle. For STEADY pattern (33) see table below.

If Color 1 pattern # is	And color 2 pattern # is	The Override Color is
#33	Other than #33	Color 1
Other than #33	#33	Color 2
#33	#33	Color 2

**Steady Pattern operation with both colors active.**

**NOTE:** When one of the colors is STEADY, two color operation is not available.

## **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.