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 they can operate the system without taking their eyes off the roadway. Emergency warning devices may 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 ensure 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.

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.

**WARNING:** This product can expose you to chemicals including Methylene Chloride which is known to the State of California to cause cancer, and Bisphenol A, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

- 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 the waterproof butt splices and/or connectors if that connector could be exposed to moisture.
- Any holes, either created or utilized by this product, should be made both air- and watertight using a sealant recommended by your vehicle manufacturer.
- 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 the holes and remove any metal shards or remnants. Install grommets into all wire passage holes.
- If this manual states that this product may be mounted with suction cups, magnets, tape or Velcro, clean the mounting surface with a 50/50 mix of isopropyl alcohol and water and dry thoroughly.
- 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 (this does not include products that use cigar power cords).
- If this product uses a remote device for activation or control, make sure that this device is located in an area that allows both the vehicle and the device 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.
- It is recommended that these instructions be stored in a safe place and referred to when performing maintenance and/or reinstallation of this product.
- **FAILURE TO FOLLOW THESE SAFETY PRECAUTIONS AND INSTRUCTIONS COULD RESULT IN DAMAGE TO THE PRODUCT OR VEHICLE AND/OR SERIOUS INJURY TO YOU AND YOUR PASSENGERS!**

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For warranty information regarding this product, visit www.whelen.com/warranty
Routing the Lightbar Cable(s):

1. To protect the headliner from damage caused by drilling the cable access hole through the vehicle roof, allow a 5” to 7” distance between roof and headliner by lowering the headliner before drilling.

2. Using a 1” hole saw, drill the cable access hole then use a round file to smooth and de-burr the edges of the hole. Install a 1” grommet (user supplied).

NOTE: There may be a roof support member that spans the distance between the driver’s and passenger’s side. DO NOT DRILL THROUGH THIS MEMBER! Adjust the location until the hole can be drilled without contacting this support member.

3. Insert the cable(s) through the cable access hole into the vehicle. Use RTV silicone to weatherproof the access hole after the cable(s) are pulled completely into the vehicle.

4. Route the cable(s) one at a time to their respective destinations (power cable to vehicle battery; control cable to switch panel). Refer to the instructions included with your switches for switch wiring information.

Available Flash Patterns:

1. SignalAlert™ - L/R SYNC
2. SignalAlert™ - L/R ASYNC
3. SignalAlert™ - IN/OUT
4. SignalAlert™ - SIM
5. SignalAlert™ - ALT/SIM
6. CometFlash® - L/R SYNC
7. CometFlash® - L/R ASYNC
8. CometFlash® - IN/OUT
9. CometFlash® - SIM
10. CometFlash® - ALT/SIM
11. DoubleFlash 75 - L/R SYNC
12. DoubleFlash 75 - L/R ASYNC
13. DoubleFlash 75 - IN/OUT
14. DoubleFlash 75 - SIM
15. DoubleFlash 75 - ALT/SIM
16. SignalAlert 75 - L/R SYNC
17. SignalAlert 75 - L/R ASYNC
18. SignalAlert 75 - IN/OUT
19. SignalAlert 75 - SIM
20. SignalAlert 75 - ALT/SIM
21. LongBurst™ - L/R SYNC
22. LongBurst™ - L/R ASYNC
23. LongBurst™ - IN/OUT
24. LongBurst™ - SIM
25. LongBurst™ - ALT/SIM
26. SingleFlash 60 - L/R SYNC
27. SingleFlash 60 - L/R ASYNC
28. SingleFlash 60 - IN/OUT
29. SingleFlash 60 - SIM
30. SingleFlash 60 - ALT/SIM
31. SingleFlash 90 - L/R SYNC
32. SingleFlash 90 - L/R ASYNC
33. SingleFlash 90 - IN/OUT
34. SingleFlash 90 - SIM
35. SingleFlash 90 - ALT/SIM
36. SingleFlash 120 - L/R SYNC
37. SingleFlash 120 - L/R ASYNC
38. SingleFlash 120 - IN/OUT
39. SingleFlash 120 - SIM
40. SingleFlash 120 - ALT/SIM
41. SingleFlash 240 - L/R SYNC
42. SingleFlash 240 - L/R ASYNC
43. SingleFlash 240 - IN/OUT
44. SingleFlash 240 - SIM
45. SingleFlash 240 - ALT/SIM
46. ActionFlash™ - L/R SYNC
47. ActionFlash™ - L/R ASYNC
48. ActionFlash™ - IN/OUT
49. ActionFlash™ - SIM
50. Ping-Pong™ - L/R SYNC
51. Ping-Pong™ - L/R ASYNC
52. Ping-Pong™ - IN/OUT
53. Ping-Pong™ - SIM
54. ModuFlash™ - L/R SYNC
55. ModuFlash™ - L/R ASYNC
56. ModuFlash™ - IN/OUT
57. ModuFlash™ - SIM
58. DoubleFlash 125
59. SingleFlash 125
60. SingleFlash 240 - ALT/SIM

Available Flash Patterns: L/R SYNC = Left / Right Synchronous L/R ASYNC = Left / Right ASynchronous SIM = Simultaneous IN/OUT = In / Out ALT/SIM = Alternating-Simultaneous
Routing the Lightbar Cable(s):

1. **Drilling the Cable Access Hole**

   **FRONT OF LIGHTBAR**

   - For Driver-side cable
   - For Passenger-side cable

   To protect the headliner from damage caused by drilling the cable access hole through the vehicle roof, allow a 5" to 7" distance between roof and headliner by lowering the headliner before drilling.

2. Using a 1" hole saw, drill the cable access hole then use a round file to smooth and de-burr the edges of the hole. Install a 1" grommet (user supplied).

   **NOTE:** There may be a roof support member that spans the distance between the driver's and passenger's side. **DO NOT DRILL THROUGH THIS MEMBER!** Adjust the location until the hole can be drilled without contacting this support member.

3. Insert the cable(s) through the cable access hole into the vehicle. Use RTV silicone to weatherproof the access hole after the cable(s) are pulled completely into the vehicle.

4. Route the cable(s) one at a time to their respective destinations (power cable to vehicle battery; control cable to switch panel). Refer to the instructions included with your switches for switch wiring information.

Available Flash Patterns:

1. **SignalAlert™ - L/R SYNC**
2. **SignalAlert™ - L/R ASYNC**
3. **SignalAlert™ - IN/OUT**
4. **SignalAlert™ - SIM**
5. **SignalAlert™ - ALT/SIM**
6. **CometFlash® - L/R SYNC**
7. **CometFlash® - L/R ASYNC**
8. **CometFlash® - IN/OUT**
9. **CometFlash® - SIM**
10. **CometFlash® - ALT/SIM**
11. **DoubleFlash 75 - L/R SYNC**
12. **DoubleFlash 75 - L/R ASYNC**
13. **DoubleFlash 75 - IN/OUT**
14. **DoubleFlash 75 - SIM**
15. **DoubleFlash 75 - ALT/SIM**
16. **SignalFlash 75 - L/R SYNC**
17. **SignalFlash 75 - L/R ASYNC**
18. **SignalFlash 75 - IN/OUT**
19. **SignalFlash 75 - SIM**
20. **SignalFlash 75 - ALT/SIM**
21. **LongBurst™ - L/R SYNC**
22. **LongBurst™ - L/R ASYNC**
23. **LongBurst™ - IN/OUT**
24. **LongBurst™ - SIM**
25. **LongBurst™ - ALT/SIM**
26. **SingleFlash 60 - L/R SYNC**
27. **SingleFlash 60 - L/R ASYNC**
28. **SingleFlash 60 - IN/OUT**
29. **SingleFlash 60 - SIM**
30. **SingleFlash 60 - ALT/SIM**
31. **SingleFlash 90 - L/R SYNC**
32. **SingleFlash 90 - L/R ASYNC**
33. **SingleFlash 90 - IN/OUT**
34. **SingleFlash 90 - SIM**
35. **SingleFlash 90 - ALT/SIM**
36. **SingleFlash 120 - L/R SYNC**
37. **SingleFlash 120 - L/R ASYNC**
38. **SingleFlash 120 - IN/OUT**
39. **SingleFlash 120 - SIM**
40. **SingleFlash 120 - ALT/SIM**
41. **SingleFlash 240 - L/R SYNC**
42. **SingleFlash 240 - L/R ASYNC**
43. **SingleFlash 240 - IN/OUT**
44. **SingleFlash 240 - SIM**
45. **SingleFlash 240 - ALT/SIM**
46. **ActionFlash™ - L/R SYNC**
47. **ActionFlash™ - L/R ASYNC**
48. **ActionFlash™ - IN/OUT**
49. **ActionFlash™ - SIM**
50. **Ping-Pong™ - L/R SYNC**
51. **Ping-Pong™ - L/R ASYNC**
52. **Ping-Pong™ - IN/OUT**
53. **Ping-Pong™ - SIM**
54. **ModuFlash™ - L/R SYNC**
55. **ModuFlash™ - L/R ASYNC**
56. **ModuFlash™ - IN/OUT**
57. **ModuFlash™ - SIM**
58. **DoubleFlash 125**
59. **SingleFlash 125**

**L/R SYNC** = Left / Right Synchronous  
**L/R ASYNC** = Left / Right ASynchronous  
**SIM** = Simultaneous  
**IN/OUT** = In / Out  
**ALT/SIM** = Alternating-Simultaneous
Warning Light Functions:

**GRN: Front Corners (Fuse wire @ 5 AMPS)**
Applying +VBAT to the GRN wire activates the Front Corners.

**GRN/WHT: Front Directionals (Fuse wire @ 15 AMPS)**
Applying +VBAT to the GRN/WHT wire activates the Front Directionals.

**BLUE: Rear Corners (Fuse wire @ 5 AMPS)**
Applying +VBAT to the BLUE wire activates the Rear Corners.

**BLU/WHT: Rear Directionals (Fuse wire @ 15 AMPS)**
Applying +VBAT to the BLU/WHT wire activates the Rear Directionals.

**VIO: Low Power (Fuse wire @ 1 AMP)**
**ORG: Pattern Override** (Fuse wire @ 1 AMP)
Applying +VBAT to the ORANGE wire while lightheads are activated, will change the flash pattern to whatever pattern override is programmed for. To program the flash pattern activate the lightbar then activate pattern override by applying +VBAT to the ORANGE wire and select a flash pattern using Scan-Lock™.

**VIOLET: Low Power (Fuse wire @ 1 AMP)**
The type of switch used is dependent on how the operator wishes the Hi/ Low feature to function:

**Level Mode:** Applying +VBAT to the VIOLET wire for over 1 sec. holds the power supply in low power mode until voltage is removed. (Toggle Switch)

**TO CHANGE PATTERNS:** To cycle forward to the next available pattern apply +VBAT to the WHITE-VIOLET wire for less than 1 second and release. To cycle back to the previous pattern apply +VBAT to the WHITE-VIOLET wire for more than 1 second and release.

**TO RESTORE THE FACTORY DEFAULT PATTERN:** When the desired pattern is displayed, allow it to run for more than 5 seconds. The light will now display this pattern when initially activated.

**Optional Take-Down/Alley Functions:**

**WHT/BLU: Flashing T-D**
Applying +VBAT to the WHT/BLU wire will activate the TakeDowns

**BLK: Ground (Alley)**
Extend to ground.

**BLK/WHT: Ground (Take-Down)**
Extend to ground.