CHP

MOTOR TRANSPORT SECTION

Your Safety Is Our Concern

1995 CHEVROLET CAPRICE

WIRING SCHEMATIC

PLEASE DO NOT

cut or modify

any CHP wiring in any manner.

The new generation of CHP wiring harness has been engineered and designed for the following criteria: to fit in other marked CHP vehicles, be reusable, user friendly, and to be compatible with optional and future CHP equipment. We no longer discard the wiring from "run out" vehicles. The harness in these vehicles will be removed and reinstalled into new vehicles. Private venders have priced the CHP main fuse block harness at $600.00.

There are four spare connectors in the CHP Main Fuse Block Harness that is located inside the center console. These connectors are used to power up other approved electrical devices that are not part of Motor Transport Section (MTS) installed equipment such as an allied agency radio. Two of the connectors contain wiring that have: battery "hot", control head "hot", and ground (one being isolated). The other two contain: battery "hot", ignition "hot" and ground. Motor Transport Section, Engineering Unit will send the mating connector with a pig tail that has your requested wire length. There are also some spare connectors in the Containment Box that is located in the trunk.

Motor Transport Manual (HPM 31.1, Chapter 1, Paragraph 6, Standard Equipment) states:

a. Factory Installed Equipment. Parts, accessories, and components supplied by the manufacturer as standard equipment are not to be removed, replaced or modified unless provided for in instructions issued by MTS.

b. CHP Equipment. Any enforcement equipment installed by MTS is not to be removed, replaced, modified unless provided for in instructions from the Assistant Commissioner Field, or from MTS.

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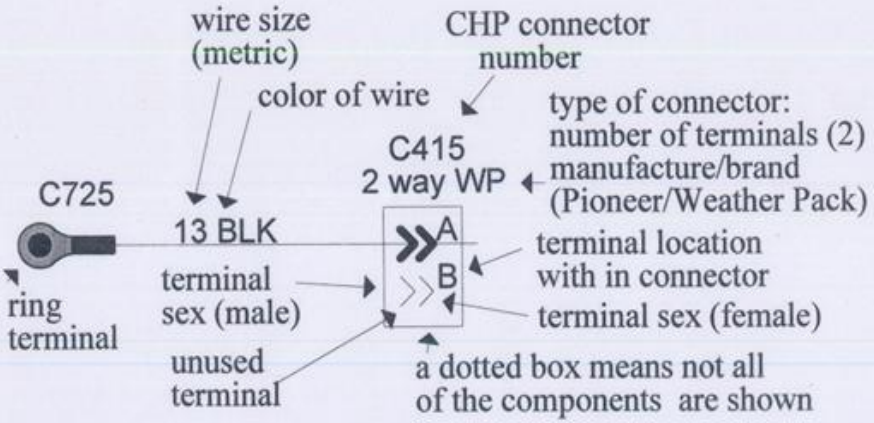


HOW TO READ THIS SCHEMATIC

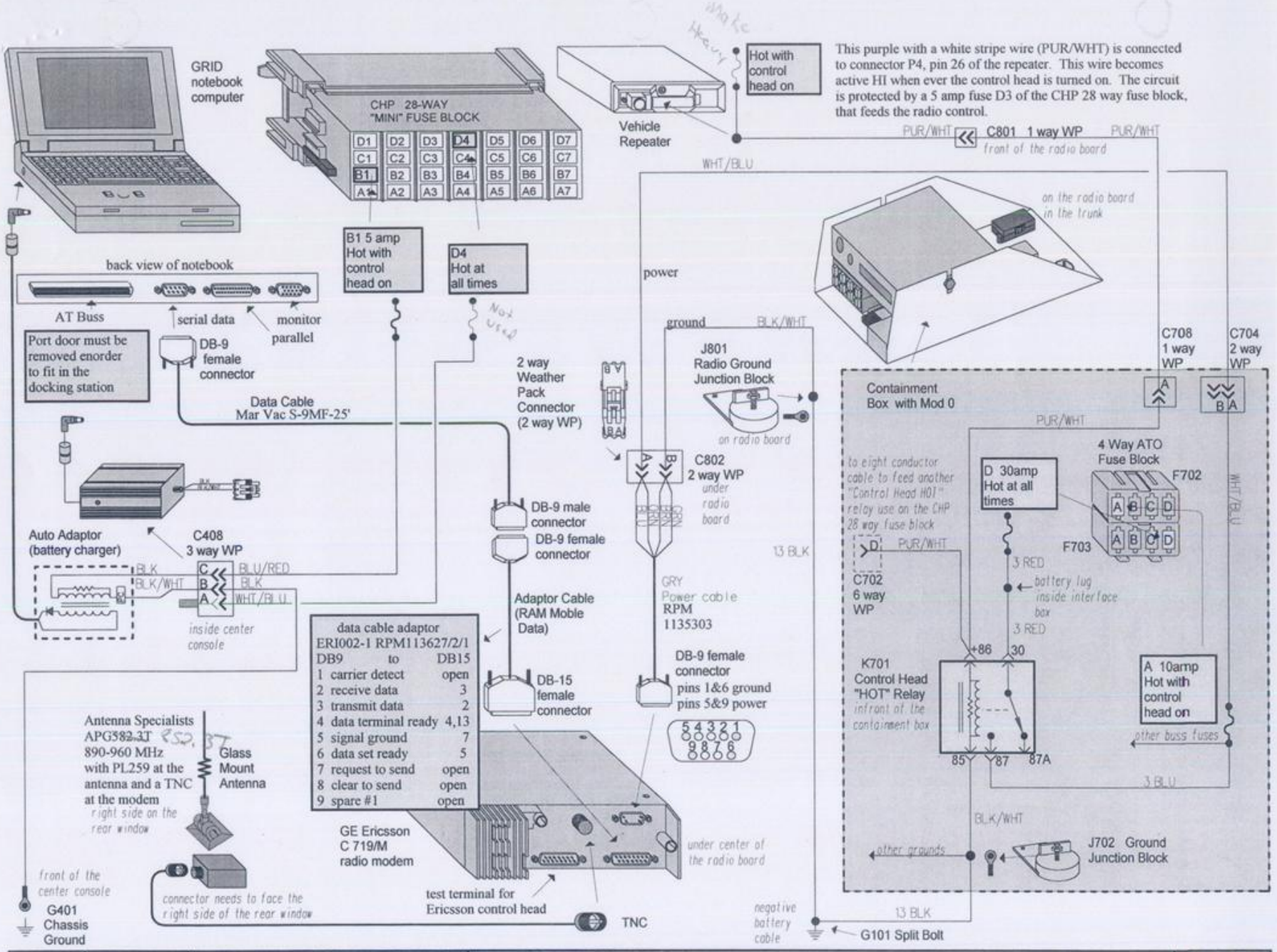
All WIRES are 1mm (16ga) unless indicated,
CHP wiring is indicated by ——————————
Factory wiring is indicated by ———— – ————

TYPES OF FONTS USED ON THE SCHEMATICS

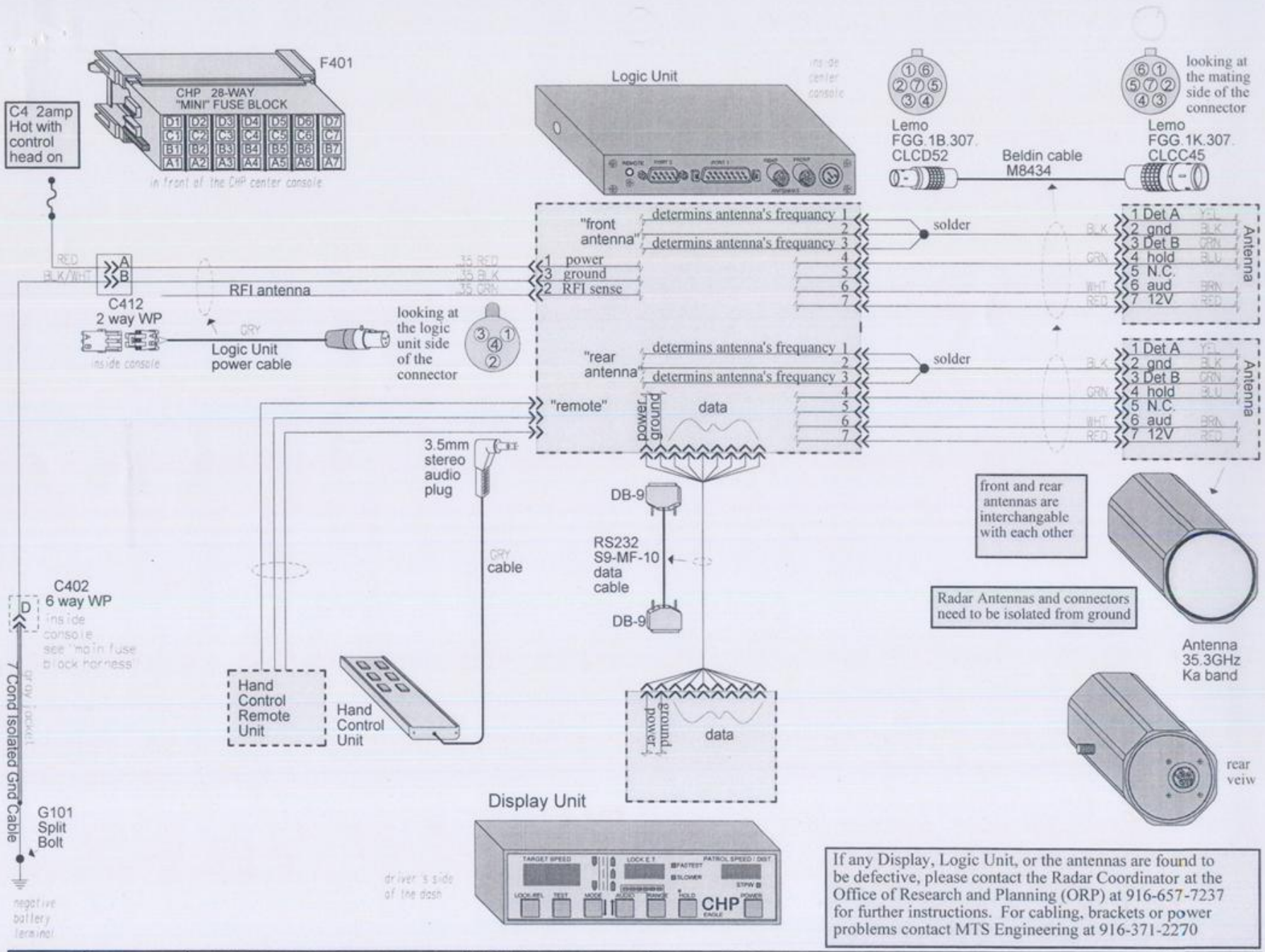
Aerial	Name of the Object
Times New Roman	Information on the object
Cad Block	Size and color of the wire
cad slant	*location of the object*

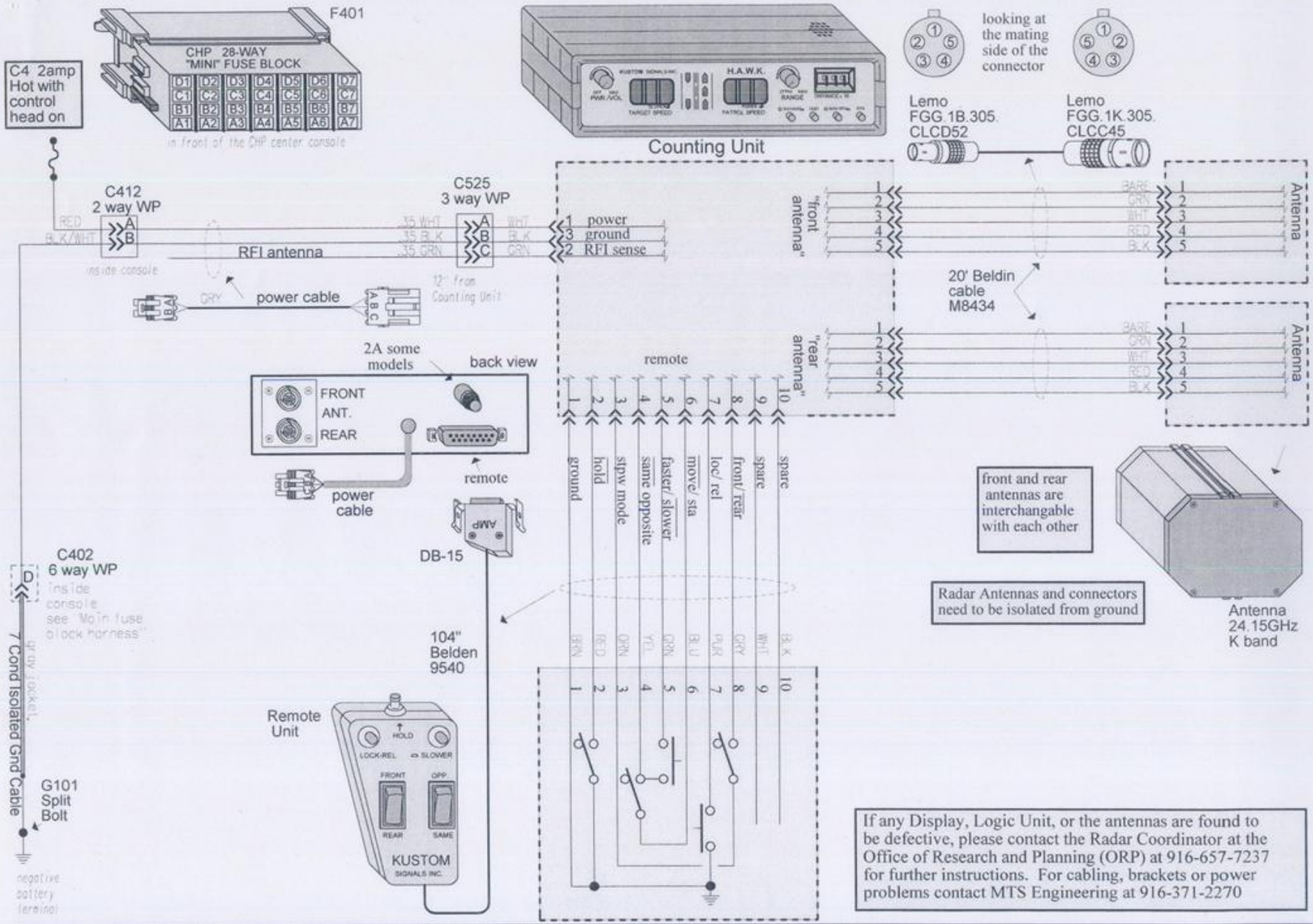
NEW FOR THE 1995 VEHICLES

CHP's Main Fuse Block now contains: 10 fuses that are battery hot, 10 fuses that are ignition hot, and 8 fuses that are radio control head hot. The Containment Box is setup for a computer, and has additional 4 way ATO fuse holder that is "control head hot". All E-class Sedans are computer ready, and are being equipped with a DB-9 RS232 data cable, and modem antennas (except Northern Division). The scanner audio will come from the factory door speakers instead of the gun tub. The old whip antenna that was mounted on the right rear quarter is now a base loaded antenna and moved to the roof. The repeater, and computer modem antennas are glass mount. All wiring is reusable for future vehicles so ***PLEASE*** **DO NOT CUT, MODIFY, or CHANGE ANY WIRING HARNESS** . Both the Eagle and Hawk Radars will still be hard wired in at MTS as the vehicles are being built, so please notify on the CHP 57's a request for radar.



9/25/96	version 1.1	vehicles\1995\caprice\note-grd.CAD	RAM MOBLE DATA MODEM with a GRID NOTEBOOK and MOD "0" CONTAINMNET BOX	PAGE 00


F401
CHP 28-WAY "MINI" FUSE BLOCK
in front of the CHP center console
C4 2amp Hot with control head on
Logic Unit
inside center console
Lemo FGG.1B.307. CLCD52
Beldin cable M8434
Lemo FGG.1K.307. CLCC45
looking at the mating side of the connector
"front antenna"
determins antenna's frequancy 1
determins antenna's frequancy 2
determins antenna's frequancy 3
1 power
3 ground
2 RFI sense
solder
1 Det A
2 gnd
3 Det B
4 hold
5 N.C.
6 aud
7 12V
Antenna
RFI antenna
C412
2 way WP
inside console
Logic Unit power cable
looking at the logic unit side of the connector
"rear antenna"
"remote"
power
ground
data
3.5mm stereo audio plug
DB-9
RS232 S9-MF-10 data cable
front and rear antennas are interchangable with each other
Radar Antennas and connectors need to be isolated from ground
Antenna 35.3GHz Ka band
rear veiw
C402
6 way WP
inside console
see "main fuse block harness"
7 Cond Isolated Gnd Cable
G101 Split Bolt
negative battery terminal
Hand Control Remote Unit
Hand Control Unit
Display Unit
driver's side of the dash
CHP
If any Display, Logic Unit, or the antennas are found to be defective, please contact the Radar Coordinator at the Office of Research and Planning (ORP) at 916-657-7237 for further instructions. For cabling, brackets or power problems contact MTS Engineering at 916-371-2270


F401
CHP 28-WAY
"MINI" FUSE BLOCK
in front of the CHP center console
C4 2amp
Hot with
control
head on
Counting Unit
looking at
the mating
side of the
connector
Lemo
FGG.1B.305.
CLCD52
Lemo
FGG.1K.305.
CLCC45
C412
2 way WP
C525
3 way WP
RFI antenna
power cable
inside console
12" from
Counting Unit
1 power
3 ground
2 RFI sense
"front
antenna"
"rear
antenna"
20' Beldin
cable
M8434
Antenna
2A some
models
back view
FRONT
ANT.
REAR
remote
power
cable
DB-15
remote
ground
hold
stpw mode
same opposite
faster/ slower
move/ sta
loc/ rel
front/ rear
spare
spare
front and rear
antennas are
interchangable
with each other
Radar Antennas and connectors
need to be isolated from ground
Antenna
24.15GHz
K band
C402
6 way WP
inside
console
see "Main fuse
block harness"
7 Cond Isolated Gnd Cable
104"
Belden
9540
Remote
Unit
HOLD
LOCK-REL
SLOWER
FRONT
OPP
REAR
SAME
KUSTOM
SIGNALS INC.
G101
Split
Bolt
negative
battery
terminal
If any Display, Logic Unit, or the antennas are found to
be defective, please contact the Radar Coordinator at the
Office of Research and Planning (ORP) at 916-657-7237
for further instructions. For cabling, brackets or power
problems contact MTS Engineering at 916-371-2270

Oil Change Indicator Lamp Has been disconnected and will set a Diagnostic Trouble Code 95 (DTC) in the Powertrain Control Module (PCM) in memory. This trouble code is to be disregarded. For more information see "Component Operation Information" section.

Speedometer Illumination Blanking switch. Located on the right side of the heater control center dash panel. Pressing this button with out head lights being on will cancel the speedometer display, pressing it again will restore the display. This feature can be useful when trying to approach a scene with out being detected because of interior lighting. This function is disabled when the head lights are active. For more information see the "Component Operation Information" section.

SUPPLY SERVICES

Part #	Unit	Description
7-275-45	ea.	20 Amp Maxi Fuse
7-275-50	ea.	30 Amp Maxi Fuse
7-275-55	ea.	40 Amp Maxi Fuse
7-275-57	ea.	50 Amp Maxi Fuse
7-275-60	ea.	60 Amp Maxi Fuse
7-275-65	ea.	80 Amp Maxi Fuse

Part #	Unit	Description
7-275-40	ea.	01 amp ATC fuse
7-275-31	ea.	02 amp ATC fuse
7-275-33	ea.	05 Amp ATC Fuse
7-275-34	ea.	10 Amp ATC Fuse
7-275-35	ea.	15 Amp ATC Fuse
7-275-36	ea.	20 Amp ATC Fuse
7-275-37	ea.	30 Amp ATC Fuse

Part #	Unit	Description
7-275-66	bx.	02 Amp Mini Fuse
7-275-67	bx.	05 Amp Mini Fuse
7-275-68	bx.	10 Amp Mini Fuse
7-275-69	bx.	15 Amp Mini Fuse
7-275-70	bx.	20 Amp Mini Fuse
7-365-80	bx.	50 watt bulb (Vision pod) $5.25
7-365-85	ea.	27 watt bulb (Signal Master)$4.60
7-356-79	ea.	5 watt Littlite map/dome light bulb

min forces
7-275-72 ATM 3
7-275-73 " 7.5
7-275-74 " 25
7-275-75 " 30

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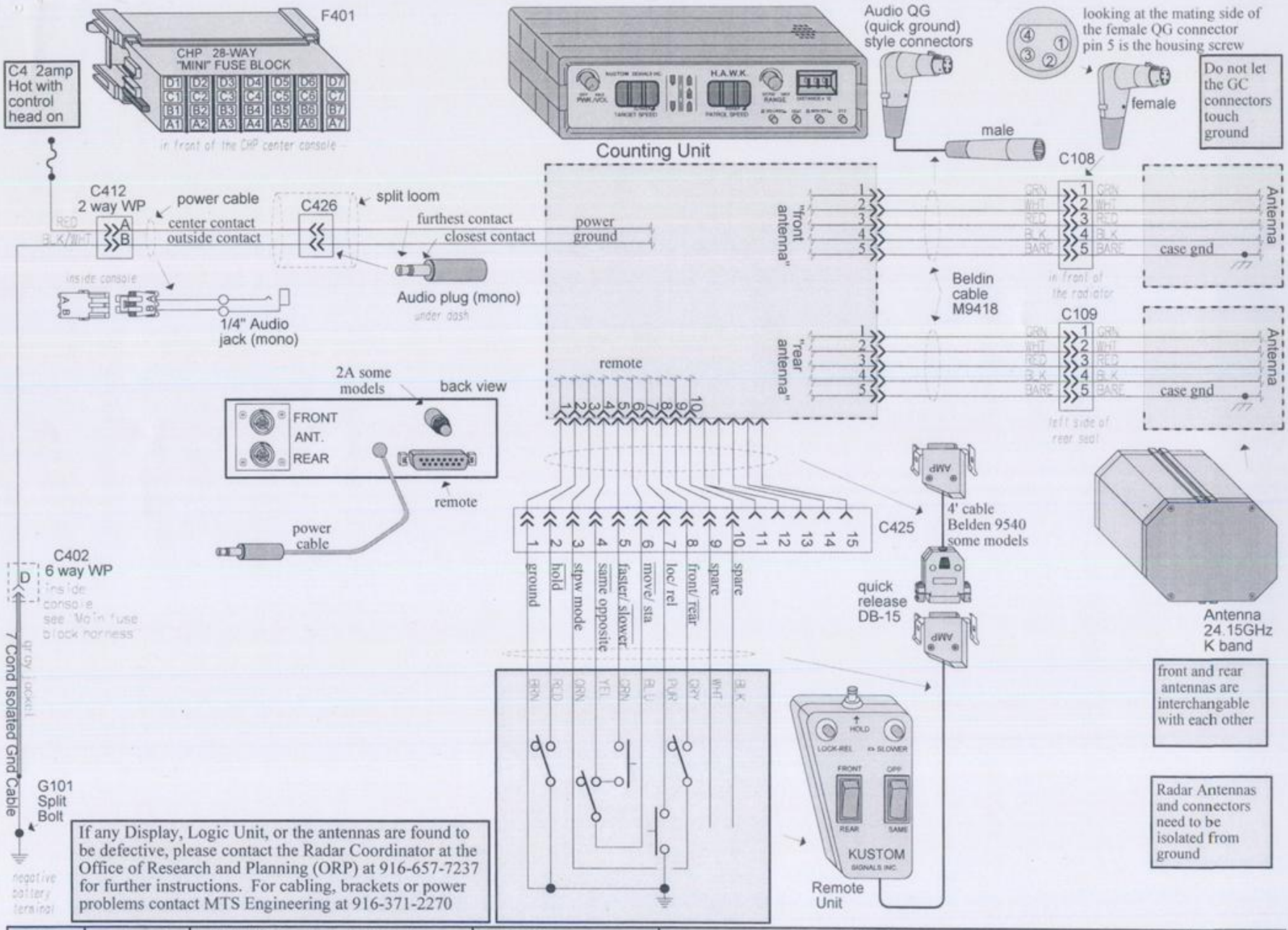
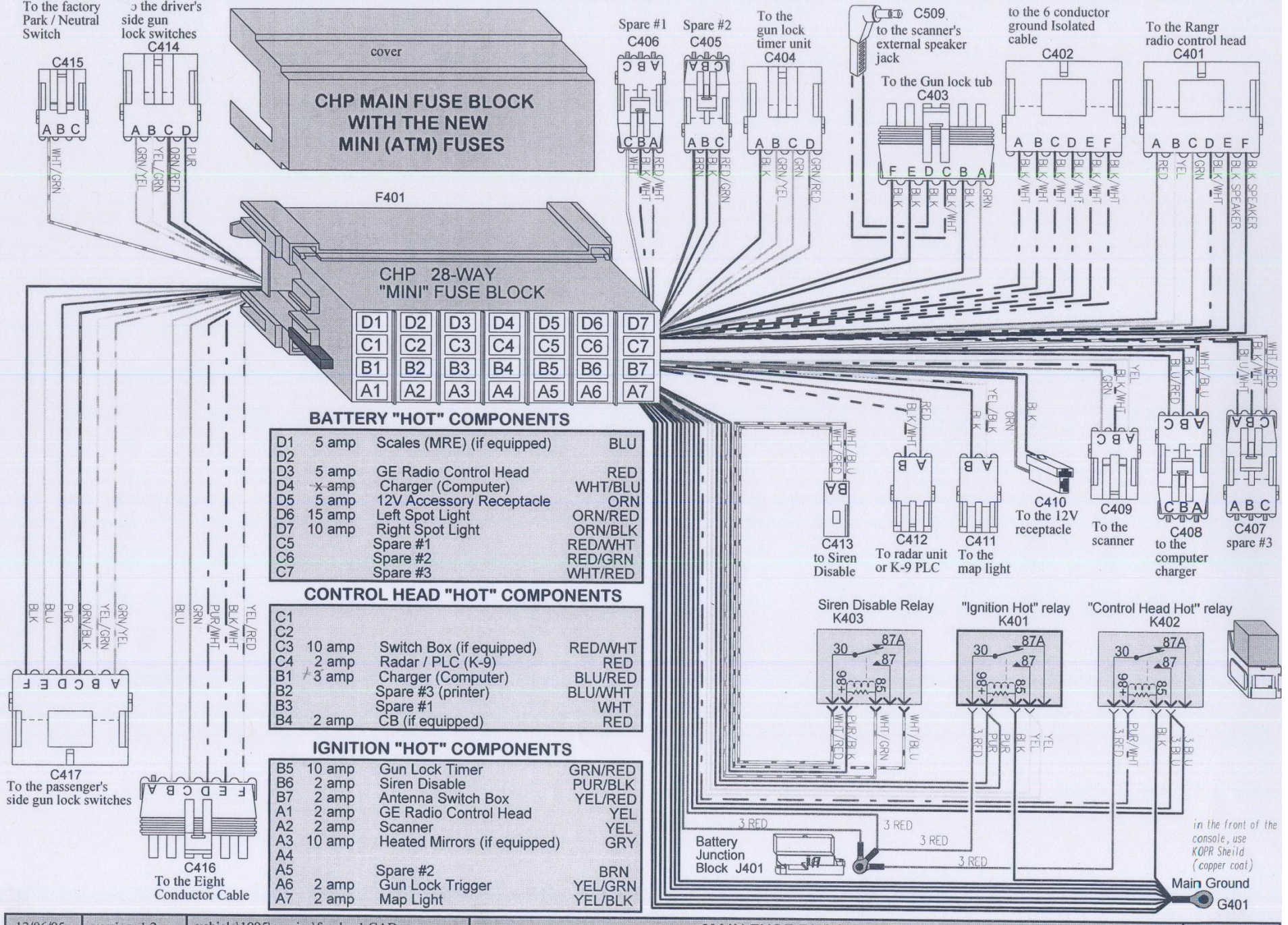
NICE TO KNOW

METRIC	.5mm	.8mm	1mm	2mm	3mm	5mm	8mm	13mm	19mm	32mm
STANDARD	20ga	18ga	16ga	14ga	12ga	10ga	8ga	6ga	4ga	2ga

Warranty Time: **Light Bars** 10 years, **Gun Lock** 3 years, **Wig Wags** 5 years, all parts available through MTS.


F401
CHP 28-WAY
"MINI" FUSE BLOCK
in front of the CHP center console
C4 2amp
Hot with
control
head on
Counting Unit
Audio QG
(quick ground)
style connectors
male
female
looking at the mating side of
the female QG connector
pin 5 is the housing screw
Do not let
the GC
connectors
touch
ground
C108
C412
2 way WP
power cable
center contact
outside contact
C426
split loom
furthest contact
closest contact
power
ground
Audio plug (mono)
under dash
1/4" Audio
jack (mono)
inside console
"front
antenna"
Beldin
cable
M9418
C109
"rear
antenna"
Antenna
case gnd
in front of
the radiator
left side of
rear seat
remote
2A some
models
back view
FRONT
ANT.
REAR
remote
power
cable
C425
4' cable
Belden 9540
some models
quick
release
DB-15
Antenna
24.15GHz
K band
front and rear
antennas are
interchangable
with each other
C402
6 way WP
inside
console
see 'Main fuse
block harness'
7 Cond Isolated Gnd Cable
G101
Split
Bolt
negative
battery
terminal
ground
hold
stpw mode
same opposite
faster/ slower
move/ sta
loc/ rel
front/ rear
spare
spare
KUSTOM
Remote
Unit
Radar Antennas
and connectors
need to be
isolated from
ground
If any Display, Logic Unit, or the antennas are found to be defective, please contact the Radar Coordinator at the Office of Research and Planning (ORP) at 916-657-7237 for further instructions. For cabling, brackets or power problems contact MTS Engineering at 916-371-2270



BATTERY "HOT" COMPONENTS

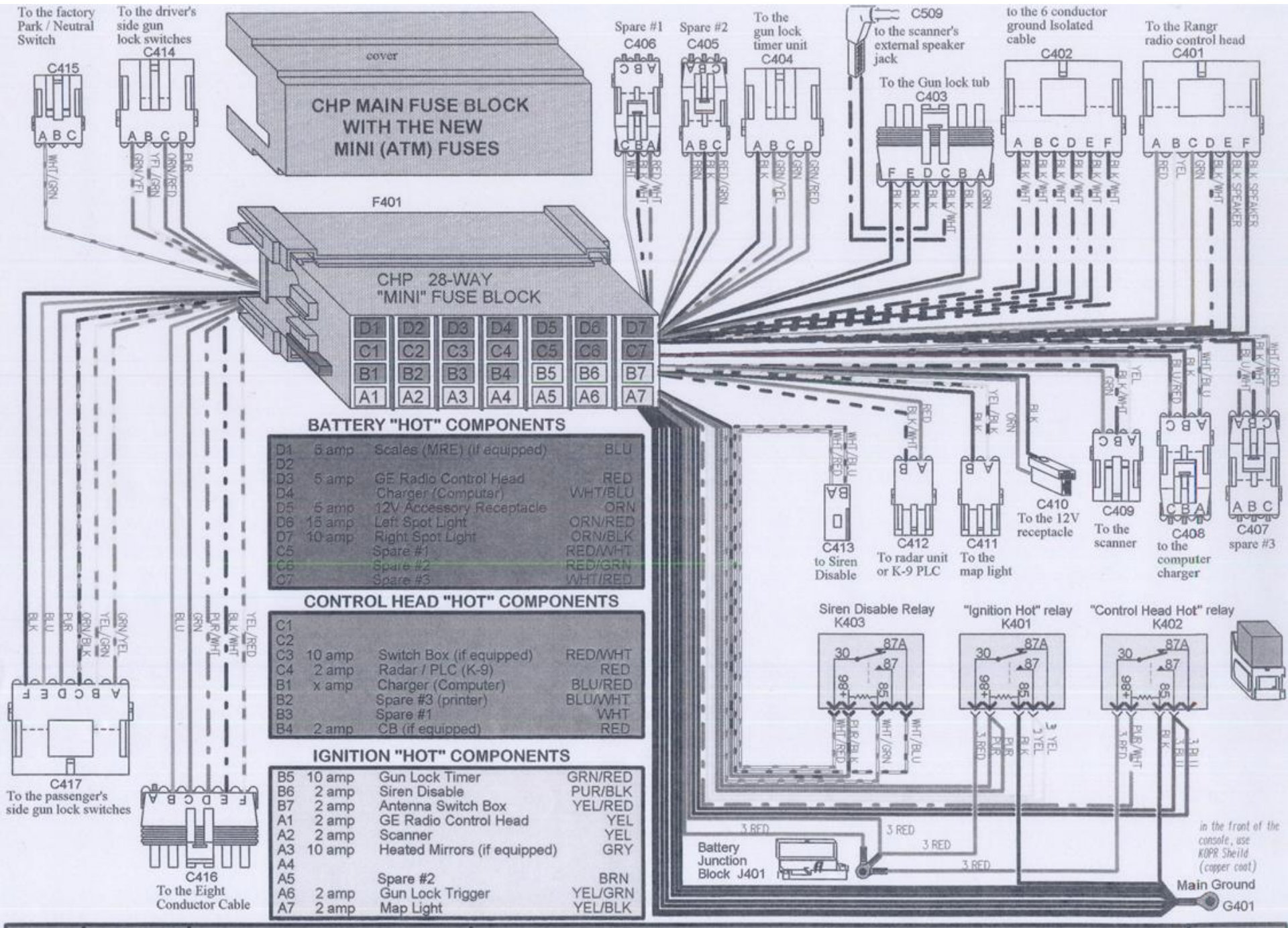
D1	5 amp	Scales (MRE) (if equipped)	BLU
D2			
D3	5 amp	GE Radio Control Head	RED
D4	5 amp	Charger (Computer)	WHT/BLU
D5	5 amp	12V Accessory Receptacle	ORN
D6	15 amp	Left Spot Light	ORN/RED
D7	10 amp	Right Spot Light	ORN/BLK
C5		Spare #1	RED/WHT
C6		Spare #2	RED/GRN
C7		Spare #3	WHT/RED

CONTROL HEAD "HOT" COMPONENTS

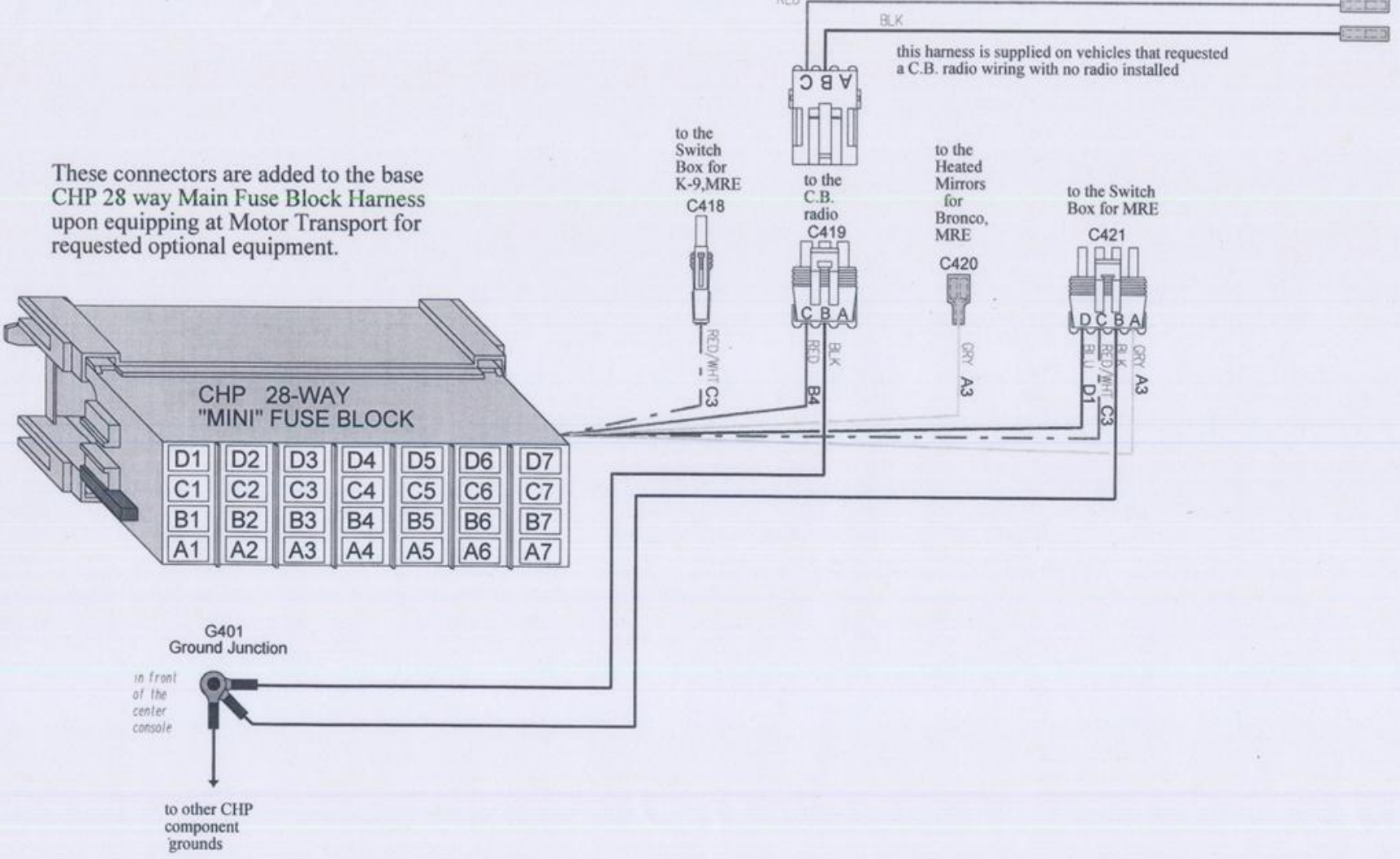
C1			
C2			
C3	10 amp	Switch Box (if equipped)	RED/WHT
C4	2 amp	Radar / PLC (K-9)	RED
B1	3 amp	Charger (Computer)	BLU/RED
B2		Spare #3 (printer)	BLU/WHT
B3		Spare #1	WHT
B4	2 amp	CB (if equipped)	RED

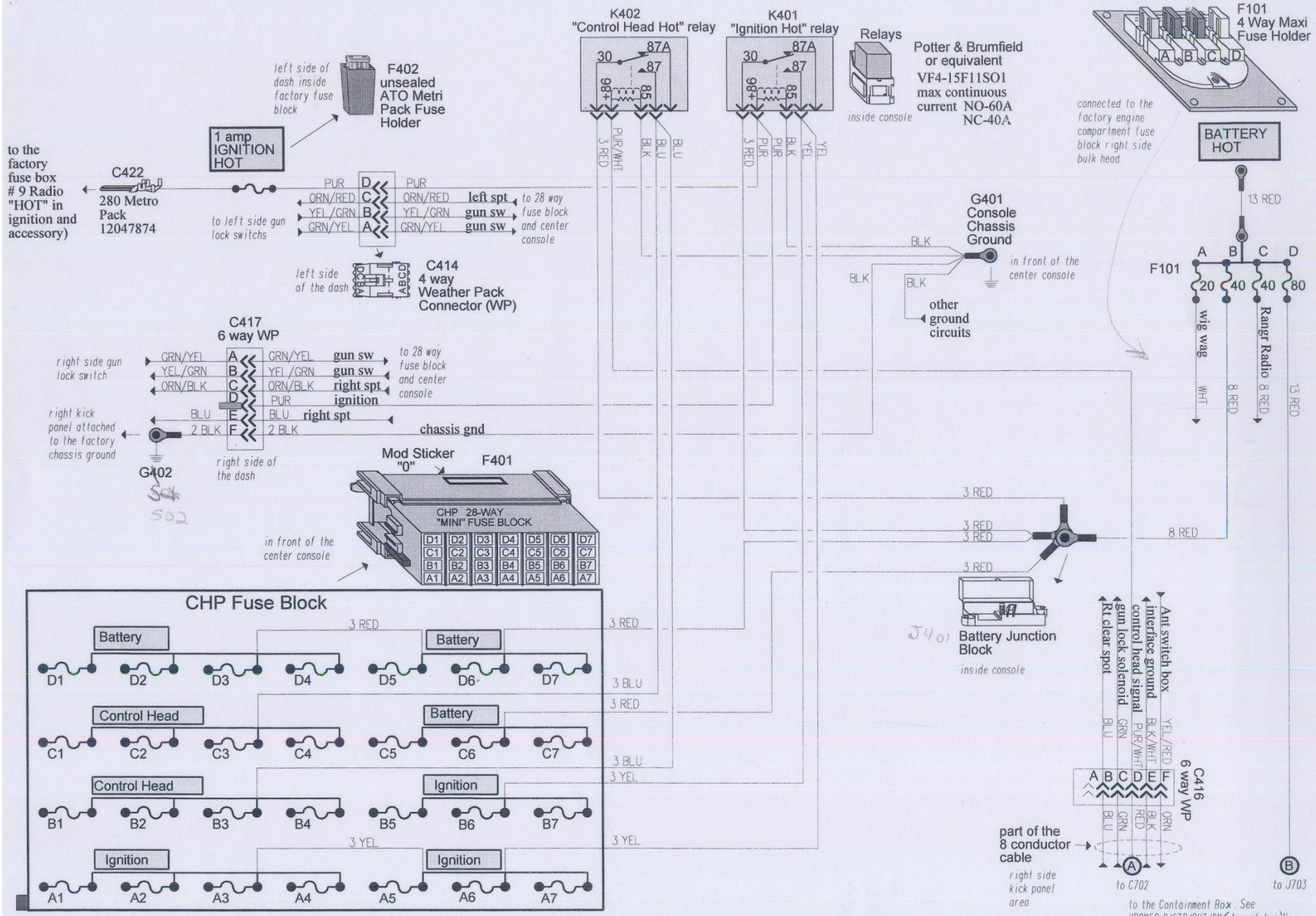
IGNITION "HOT" COMPONENTS

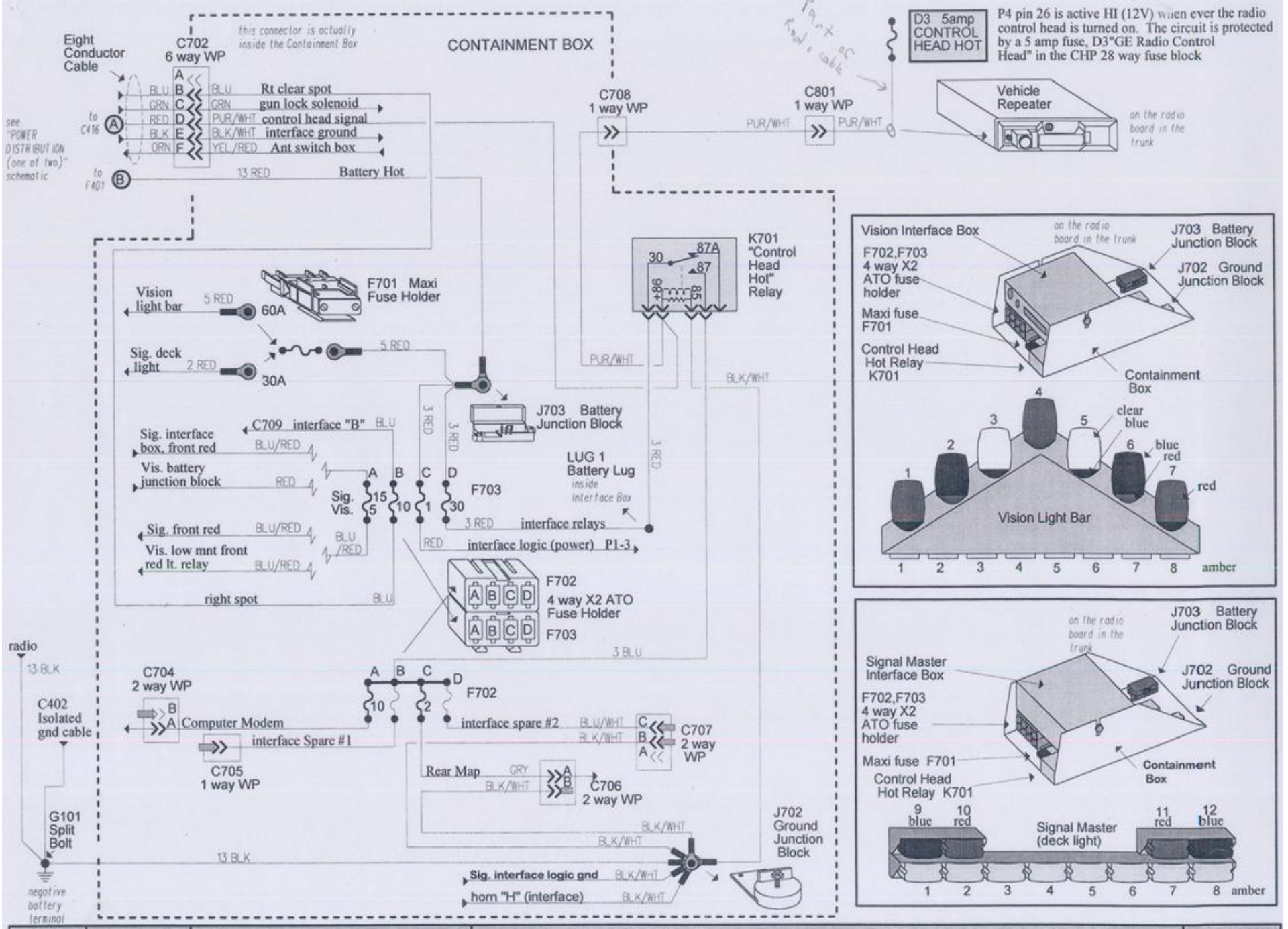
B5	10 amp	Gun Lock Timer	GRN/RED
B6	2 amp	Siren Disable	PUR/BLK
B7	2 amp	Antenna Switch Box	YEL/RED
A1	2 amp	GE Radio Control Head	YEL
A2	2 amp	Scanner	YEL
A3	10 amp	Heated Mirrors (if equipped)	GRY
A4			
A5		Spare #2	BRN
A6	2 amp	Gun Lock Trigger	YEL/GRN
A7	2 amp	Map Light	YEL/BLK

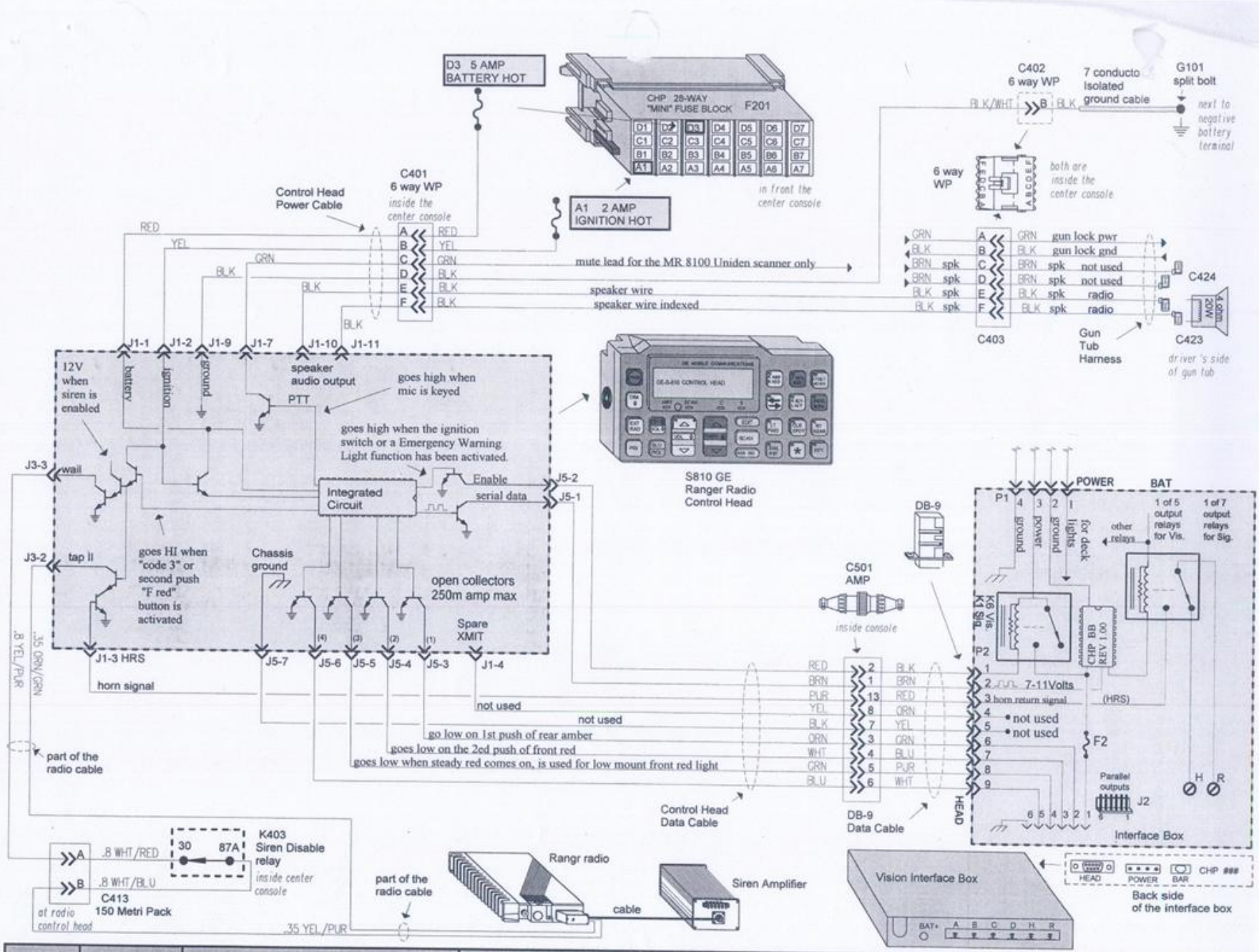

To the factory Park / Neutral Switch
To the driver's side gun lock switches
C414
C415
cover
CHP MAIN FUSE BLOCK WITH THE NEW MINI (ATM) FUSES
F401
CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
Spare #1
C406
Spare #2
C405
To the gun lock timer unit
C404
C509
to the scanner's external speaker jack
To the Gun lock tub
C403
to the 6 conductor ground Isolated cable
C402
To the Rangr radio control head
C401
BATTERY "HOT" COMPONENTS
D1 5 amp Scales (MRE) (if equipped) BLU
D2
D3 5 amp GE Radio Control Head RED
D4 Charger (Computer) WHT/BLU
D5 5 amp 12V Accessory Receptacle ORN
D6 15 amp Left Spot Light ORN/RED
D7 10 amp Right Spot Light ORN/BLK
C5 Spare #1 RED/WHT
C6 Spare #2 RED/GRN
C7 Spare #3 WHT/RED
CONTROL HEAD "HOT" COMPONENTS
C1
C2
C3 10 amp Switch Box (if equipped) RED/WHT
C4 2 amp Radar / PLC (K-9) RED
B1 x amp Charger (Computer) BLU/RED
B2 Spare #3 (printer) BLU/WHT
B3 Spare #1 WHT
B4 2 amp CB (if equipped) RED
IGNITION "HOT" COMPONENTS
B5 10 amp Gun Lock Timer GRN/RED
B6 2 amp Siren Disable PUR/BLK
B7 2 amp Antenna Switch Box YEL/RED
A1 2 amp GE Radio Control Head YEL
A2 2 amp Scanner YEL
A3 10 amp Heated Mirrors (if equipped) GRY
A4
A5 Spare #2 BRN
A6 2 amp Gun Lock Trigger YEL/GRN
A7 2 amp Map Light YEL/BLK
C413 to Siren Disable
C412 To radar unit or K-9 PLC
C411 To the map light
C410 To the 12V receptacle
C409 To the scanner
C408 to the computer charger
C407 spare #3
Siren Disable Relay K403
"Ignition Hot" relay K401
"Control Head Hot" relay K402
C417 To the passenger's side gun lock switches
C416 To the Eight Conductor Cable
Battery Junction Block J401
3 RED
in the front of the console, use KOPR Shield (copper coat)
Main Ground G401

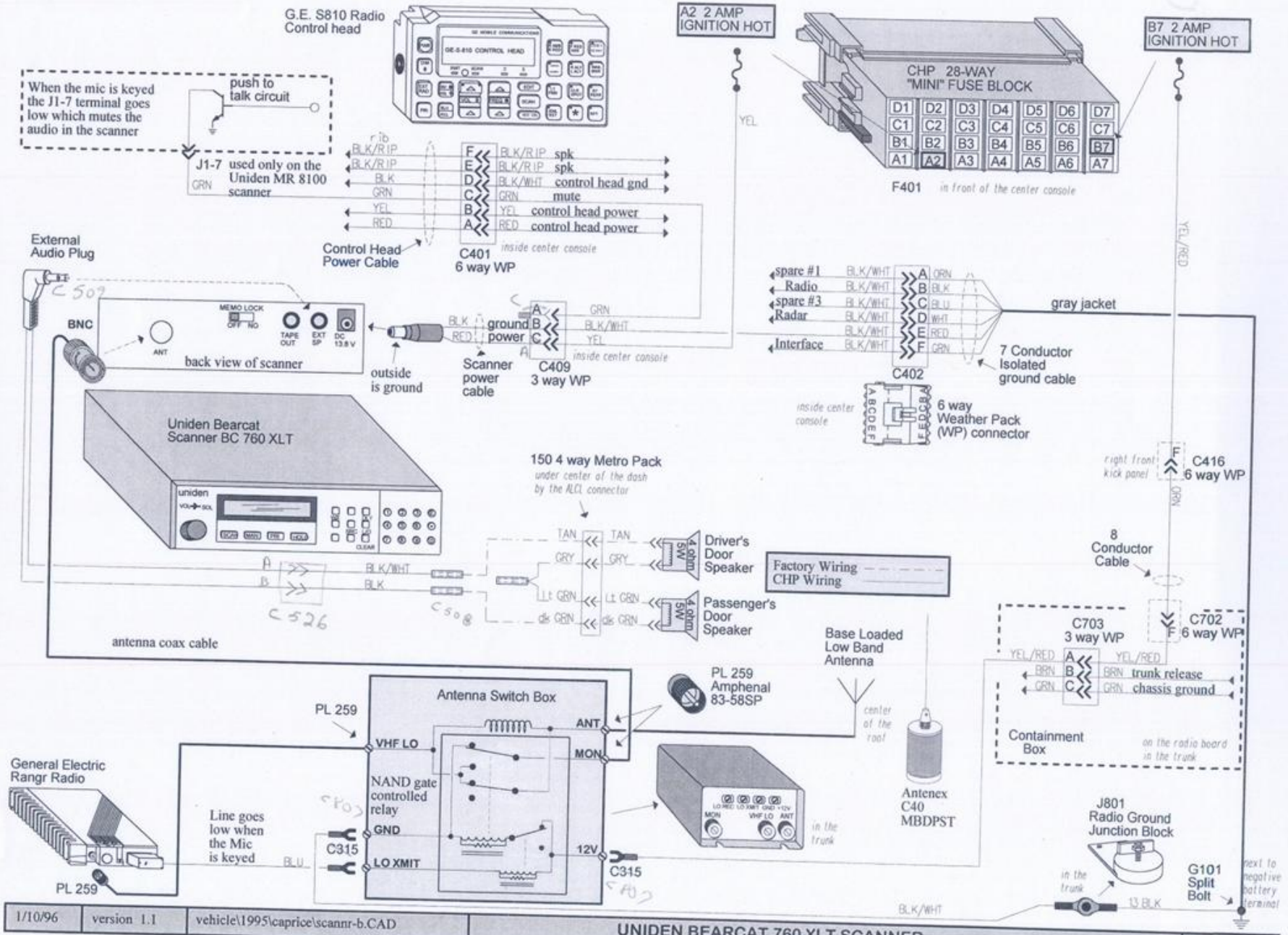
These connectors are added to the base CHP 28 way Main Fuse Block Harness upon equipping at Motor Transport for requested optional equipment.



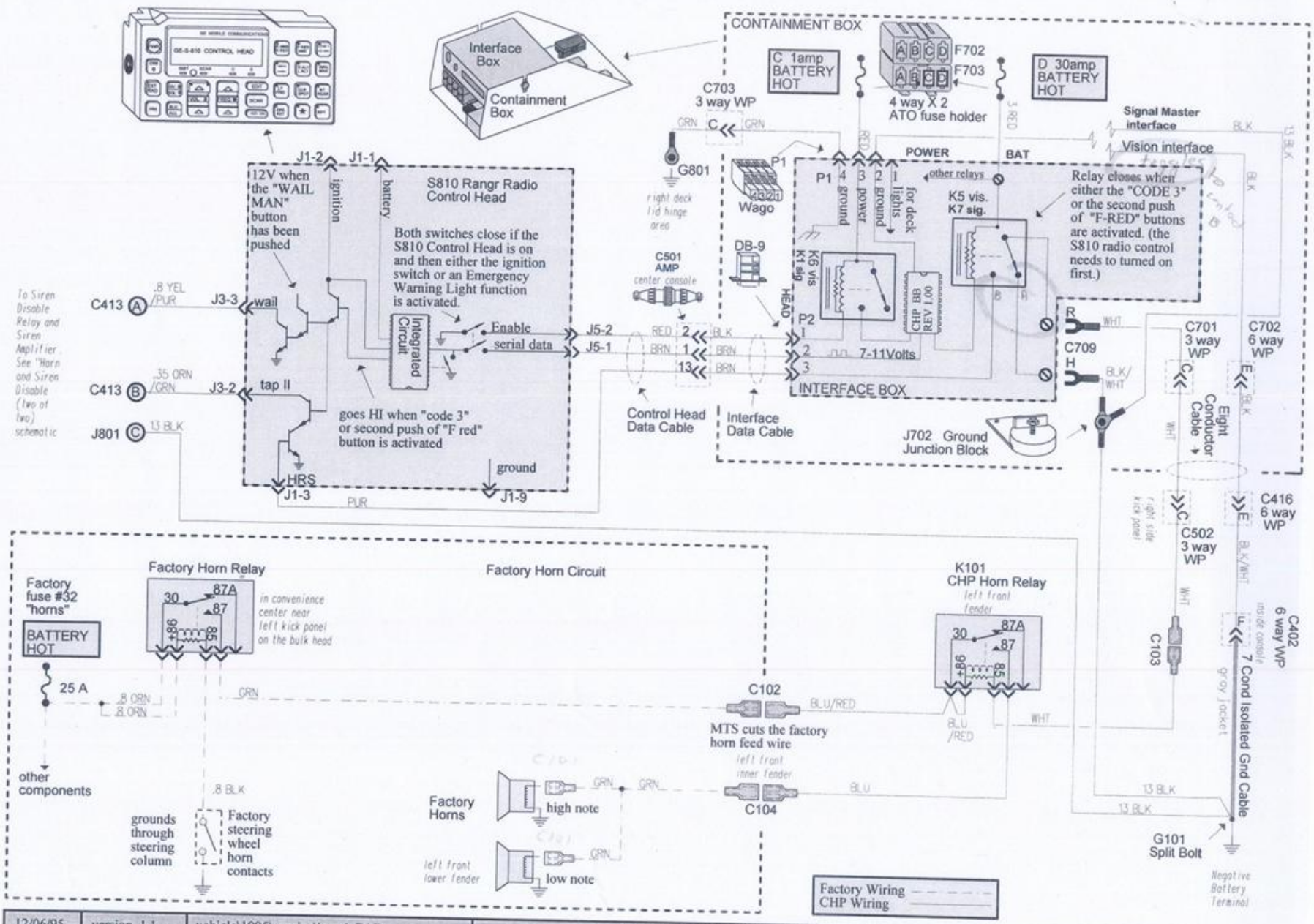

K402
"Control Head Hot" relay
K401
"Ignition Hot" relay
Relays
Potter & Brumfield
or equivalent
VF4-15F11SO1
max continuous
current NO-60A
NC-40A
inside console
F101
4 Way Maxi
Fuse Holder
connected to the
factory engine
compartment fuse
block right side
bulk head
BATTERY
HOT
left side of
dash inside
factory fuse
block
F402
unsealed
ATO Metri
Pack Fuse
Holder
1 amp
IGNITION
HOT
to the
factory
fuse box
9 Radio
"HOT" in
ignition and
accessory)
C422
280 Metro
Pack
12047874
to left side gun
lock switchs
left spt
gun sw
gun sw
to 28 way
fuse block
and center
console
left side
of the dash
C414
4 way
Weather Pack
Connector (WP)
G401
Console
Chassis
Ground
in front of the
center console
other
ground
circuits
13 RED
wig wag
Rangr Radio
8 RED
C417
6 way WP
right side gun
lock switch
gun sw
gun sw
right spt
ignition
right spt
chassis gnd
to 28 way
fuse block
and center
console
right kick
panel attached
to the factory
chassis ground
G402
right side of
the dash
Mod Sticker
"0"
F401
CHP 28-WAY
"MINI" FUSE BLOCK
in front of the
center console
Battery Junction
Block
inside console
J401
8 RED
CHP Fuse Block
Battery
Battery
Control Head
Battery
Control Head
Ignition
Ignition
Ignition
3 RED
3 BLU
3 YEL
Rt clear spot
gun lock solenoid
control head signal
interface ground
Ant switch box
C416
6 way WP
part of the
8 conductor
cable
right side
kick panel
area
to C702
to J703
to the Containment Box . See
"POWER DISTRIBUTION (two of two)"

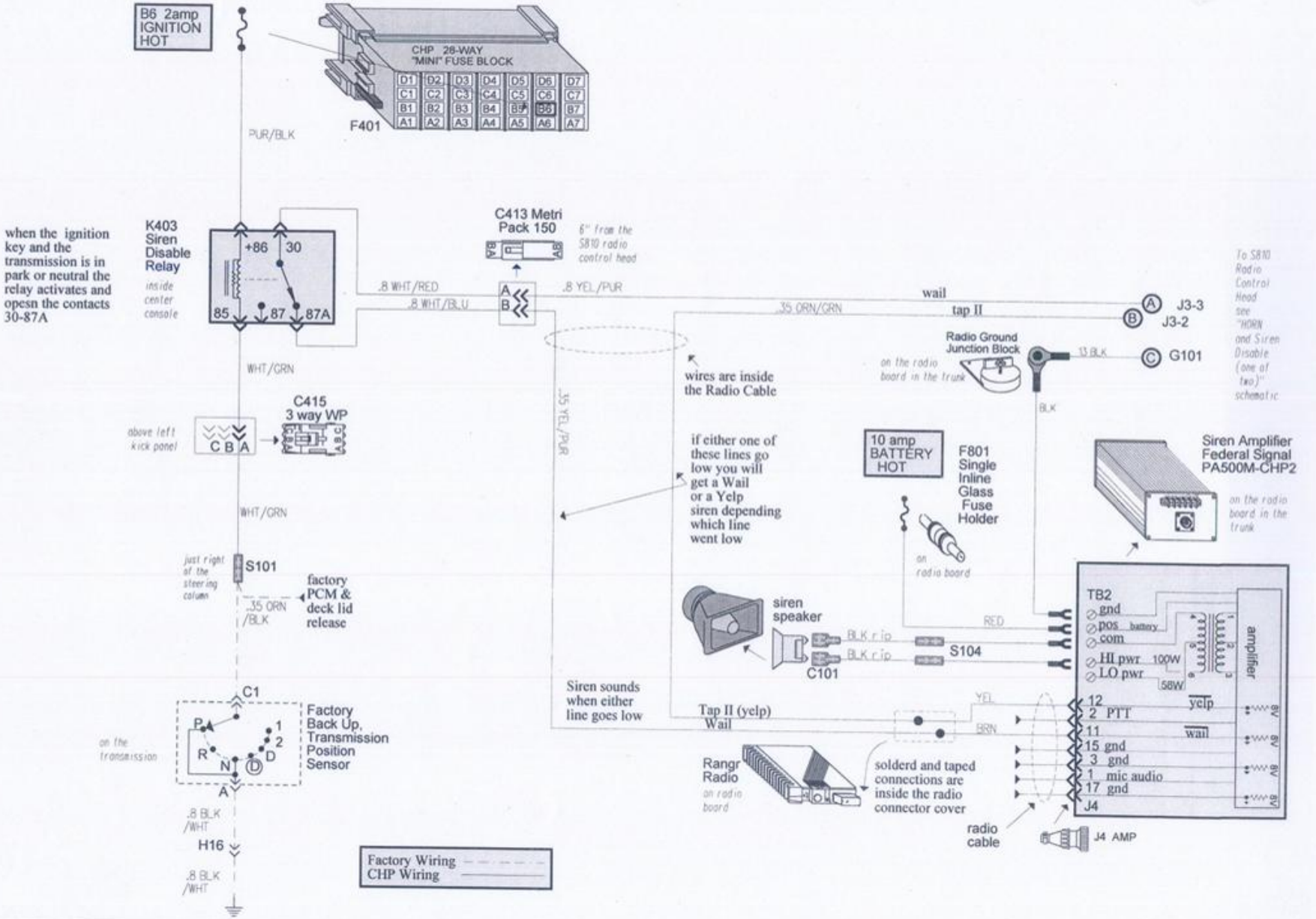

CONTAINMENT BOX
Eight Conductor Cable
C702 6 way WP
this connector is actually inside the Containment Box
BLU Rt clear spot
GRN gun lock solenoid
RED control head signal
BLK interface ground
ORN Ant switch box
to C416
see "POWER DISTRIBUTION (one of two)" schematic
to F401
13 RED Battery Hot
C708 1 way WP
C801 1 way WP
PUR/WHT
D3 5amp CONTROL HEAD HOT
P4 pin 26 is active HI (12V) when ever the radio control head is turned on. The circuit is protected by a 5 amp fuse, D3"GE Radio Control Head" in the CHP 28 way fuse block
Vehicle Repeater
on the radio board in the trunk
K701 "Control Head Hot" Relay
30 87A 87 86 85
F701 Maxi Fuse Holder
Vision light bar 5 RED 60A
Sig. deck light 2 RED 30A
5 RED
J703 Battery Junction Block
C709 interface "B" BLU
Sig. interface box, front red BLU/RED
Vis. battery junction block RED
Sig. Vis. 5
A B C D
15 10 1 30
F703
LUG 1 Battery Lug inside interface Box
3 RED interface relays
RED interface logic (power) P1-3
Sig. front red BLU/RED
Vis. low mnt front red lt. relay BLU/RED
BLU /RED
right spot BLU
F702 4 way X2 ATO Fuse Holder
F703
3 BLU
radio
13 BLK
C704 2 way WP
B A Computer Modem
C705 1 way WP
interface Spare #1
A B C D
10 2
F702
interface spare #2 BLU/WHT BLK/WHT
C707 2 way WP
Rear Map GRY BLK/WHT
C706 2 way WP
C402 Isolated gnd cable
G101 Split Bolt
negative battery terminal
13 BLK
BLK/WHT
Sig. interface logic gnd BLK/WHT
horn "H" (interface) BLK/WHT
J702 Ground Junction Block
Vision Interface Box
F702,F703 4 way X2 ATO fuse holder
Maxi fuse F701
Control Head Hot Relay K701
on the radio board in the trunk
J703 Battery Junction Block
J702 Ground Junction Block
Containment Box
1 2 3 4 5 6 7 8 amber
clear blue
blue red
red
Vision Light Bar
Signal Master Interface Box
Signal Master (deck light)
9 blue 10 red 11 red 12 blue
1 2 3 4 5 6 7 8 amber

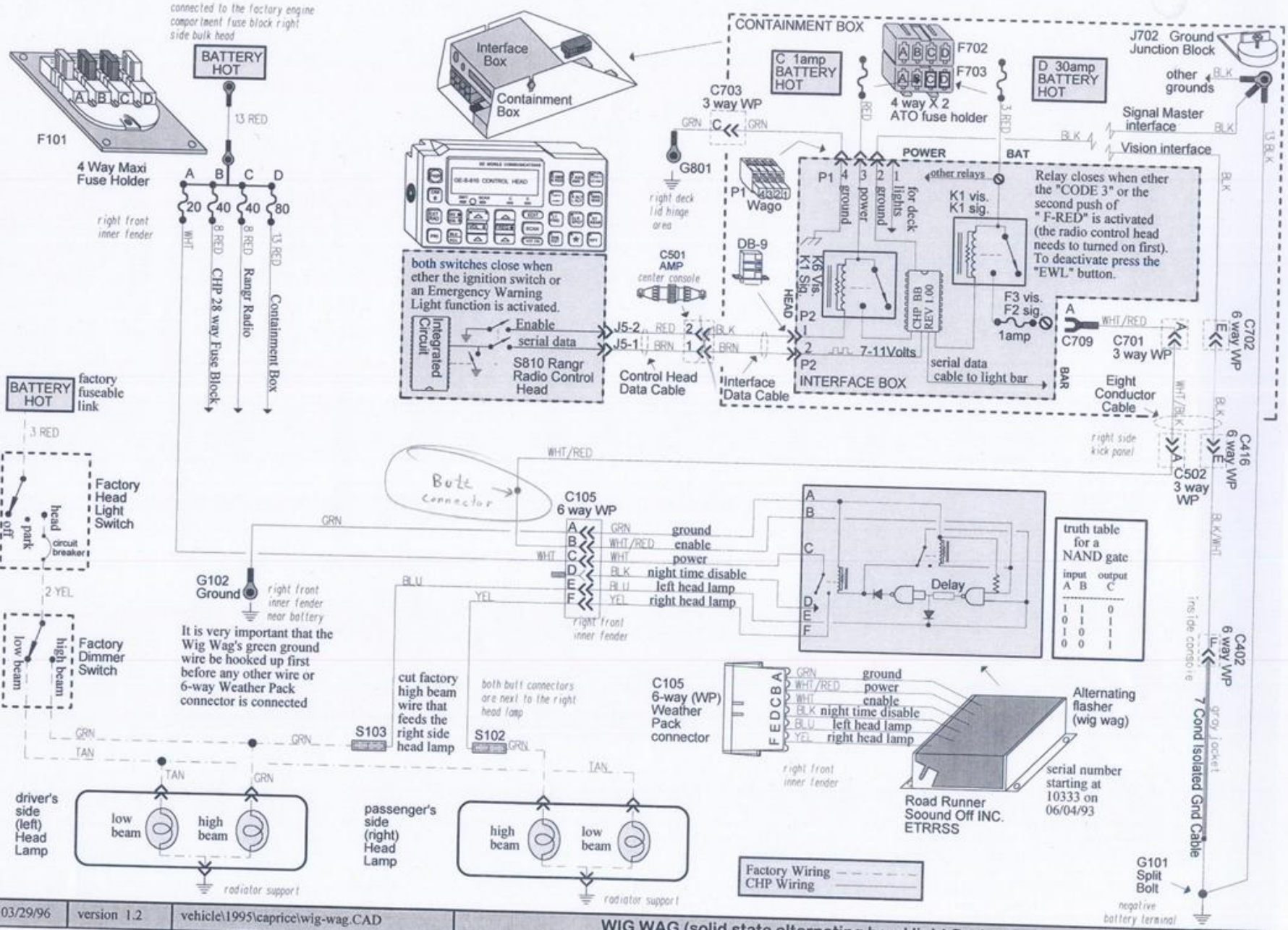

D3 5 AMP BATTERY HOT
CHP 28-WAY "MINI" FUSE BLOCK F201
in front the center console
A1 2 AMP IGNITION HOT
C401 6 way WP inside the center console
Control Head Power Cable
C402 6 way WP
7 conducto Isolated ground cable
G101 split bolt
next to negative battery terminal
6 way WP
both are inside the center console
mute lead for the MR 8100 Uniden scanner only
speaker wire
speaker wire indexed
gun lock pwr
gun lock gnd
not used
not used
radio
radio
C403
C424
C423
Gun Tub Harness
driver 's side of gun tub
J1-1 J1-2 J1-9 J1-7 J1-10 J1-11
12V when siren is enabled
battery
ignition
ground
speaker audio output
PTT
goes high when mic is keyed
goes high when the ignition switch or a Emergency Warning Light function has been activated.
Integrated Circuit
Enable serial data
J5-2
J5-1
S810 GE Ranger Radio Control Head
J3-3
wail
J3-2
tap II
goes HI when "code 3" or second push "F red" button is activated
Chassis ground
open collectors 250m amp max
Spare XMIT
J1-3 HRS
J5-7 J5-6 J5-5 J5-4 J5-3 J1-4
horn signal
not used
not used
go low on 1st push of rear amber
goes low on the 2ed push of front red
goes low when steady red comes on, is used for low mount front red light
part of the radio cable
.8 YEL/PUR
.35 ORN/GRN
C501 AMP
inside console
DB-9
Control Head Data Cable
DB-9 Data Cable
HEAD
POWER
BAT
P1
P2
ground
power
ground
lights for deck
other relays
1 of 5 output relays for Vis.
1 of 7 output relays for Sig.
K6 Vis. K1 Sig.
CHP BB REV 1.00
7-11Volts
horn return signal
(HRS)
not used
not used
F2
Parallel outputs
J2
H
R
Interface Box
K403 Siren Disable relay
inside center console
30
87A
.8 WHT/RED
.8 WHT/BLU
C413 150 Metri Pack
at radio control head
.35 YEL/PUR
part of the radio cable
Rangr radio
cable
Siren Amplifier
Vision Interface Box
BAT+ A B C D H R
HEAD POWER BAR CHP ###
Back side of the interface box



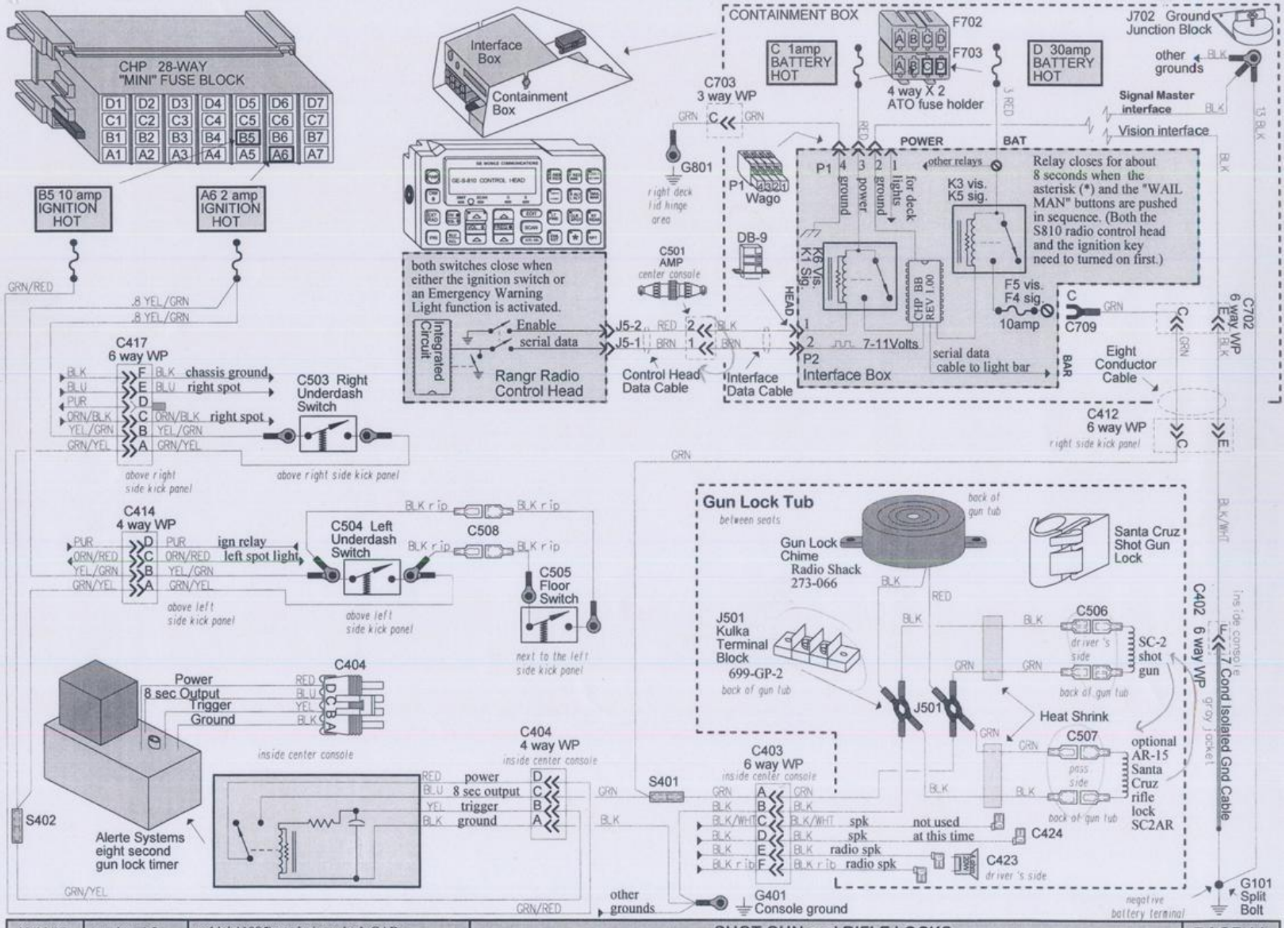
1/10/96	version 1.1	vehicle\1995\caprice\scannr-b.CAD	UNIDEN BEARCAT 760 XLT SCANNER	PAGE 10

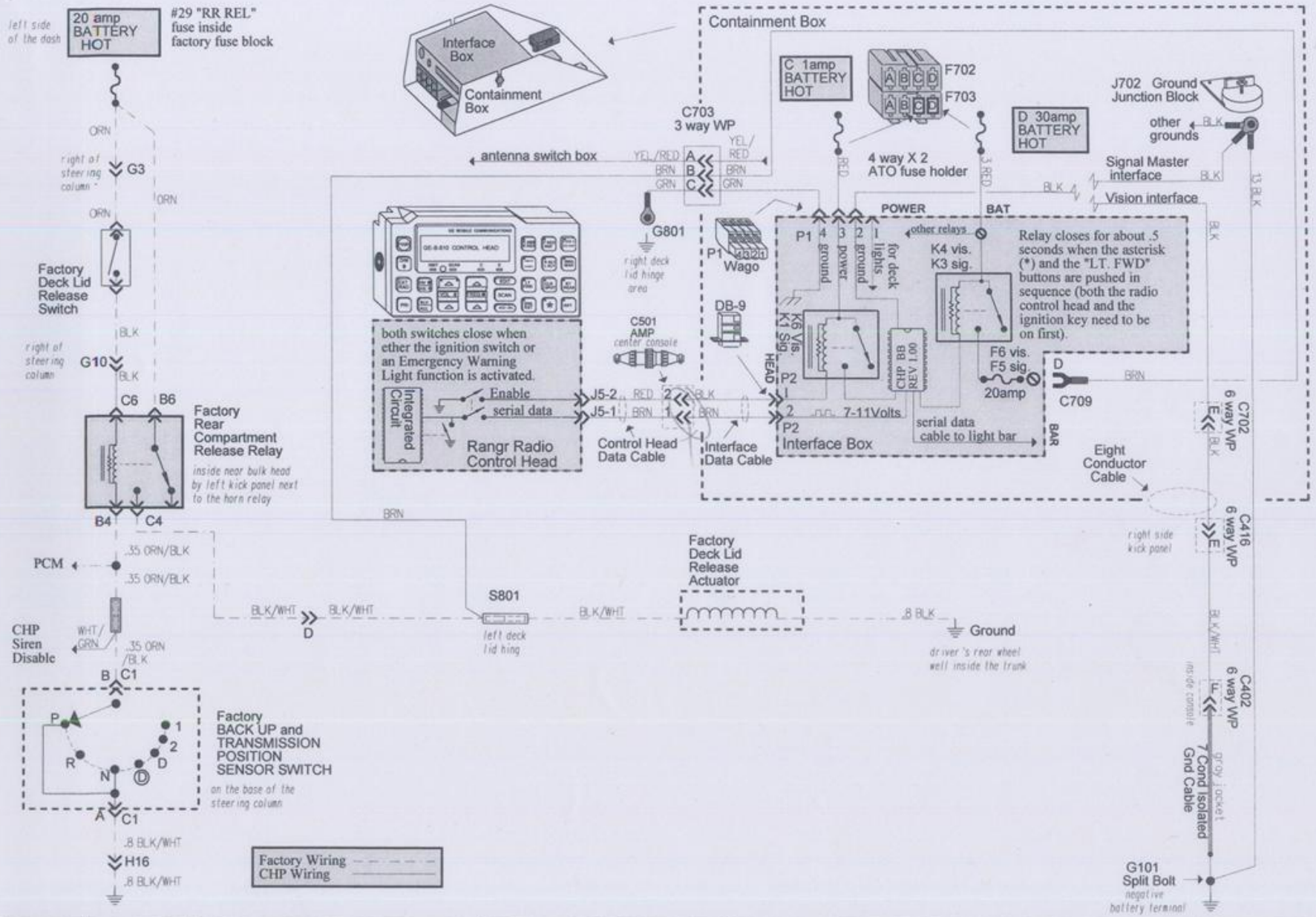

CONTAINMENT BOX
C 1amp BATTERY HOT
D 30amp BATTERY HOT
F702
F703
4 way X 2 ATO fuse holder
C703 3 way WP
Interface Box
Containment Box
Signal Master interface
Vision interface
POWER
BAT
G801
right deck lid hinge area
P1
4 ground
3 power
2 ground
1 lights
for deck
other relays
K5 vis.
K7 sig.
Relay closes when either the "CODE 3" or the second push of "F-RED" buttons are activated. (the S810 radio control needs to turned on first.)
Wago
DB-9
C501 AMP center console
K6 vis
K1 sig
HEAD
CHP BB REV 1.00
P2
7-11Volts
INTERFACE BOX
J702 Ground Junction Block
C709
C701 3 way WP
C702 6 way WP
Eight Conductor Cable
C416 6 way WP
C502 3 way WP
C103
C402 6 way WP
7 Cond Isolated Gnd Cable
G101 Split Bolt
Negative Battery Terminal
12V when the "WAIL MAN" button has been pushed
S810 Rangr Radio Control Head
ignition
battery
Both switches close if the S810 Control Head is on and then either the ignition switch or an Emergency Warning Light function is activated.
Integrated Circuit
Enable
serial data
J5-2
J5-1
Control Head Data Cable
Interface Data Cable
goes HI when "code 3" or second push of "F red" button is activated
HRS
ground
J1-2
J1-1
J1-3
J1-9
C413 A
.8 YEL /PUR
J3-3
wail
C413 B
.35 ORN /GRN
J3-2
tap II
J801 C
13 BLK
To Siren Disable Relay and Siren Amplifier. See "Horn and Siren Disable (two of two) schematic
Factory Horn Relay
Factory Horn Circuit
Factory fuse #32 "horns"
BATTERY HOT
25 A
in convenience center near left kick panel on the bulk head
other components
grounds through steering column
Factory steering wheel horn contacts
Factory Horns
high note
low note
left front lower fender
C102
MTS cuts the factory horn feed wire
left front inner fender
C104
K101 CHP Horn Relay
left front fender
Factory Wiring
CHP Wiring


B6 2amp IGNITION HOT
CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
F401
PUR/BLK
when the ignition key and the transmission is in park or neutral the relay activates and opesn the contacts 30-87A
K403 Siren Disable Relay
inside center console
+86
30
85
87
87A
C413 Metri Pack 150
6" from the S810 radio control head
.8 WHT/RED
.8 WHT/BLU
.8 YEL/PUR
wail
.35 ORN/GRN
tap II
J3-3
J3-2
To S810 Radio Control Head see "HORN and Siren Disable (one of two)" schematic
Radio Ground Junction Block
on the radio board in the trunk
.8 BLK
G101
BLK
wires are inside the Radio Cable
WHT/GRN
C415
3 way WP
above left kick panel
C B A
.35 YEL/PUR
if either one of these lines go low you will get a Wail or a Yelp siren depending which line went low
10 amp BATTERY HOT
F801 Single Inline Glass Fuse Holder
on radio board
Siren Amplifier Federal Signal PA500M-CHP2
on the radio board in the trunk
WHT/GRN
just right of the steering column
S101
factory PCM & deck lid release
.35 ORN /BLK
siren speaker
BLK rip
BLK rip
S104
C101
RED
TB2
gnd
pos battery
com
HI pwr 100W
LO pwr 58W
amplifier
12
2 PTT
11
15 gnd
3 gnd
1 mic audio
17 gnd
J4
yelp
wail
6V
C1
P
R
N
D
1
2
A
Factory Back Up, Transmission Position Sensor
on the transmission
Siren sounds when either line goes low
Tap II (yelp)
Wail
YEL
BRN
Rangr Radio
on radio board
solderd and taped connections are inside the radio connector cover
radio cable
J4 AMP
.8 BLK /WHT
H16
.8 BLK /WHT
Factory Wiring
CHP Wiring

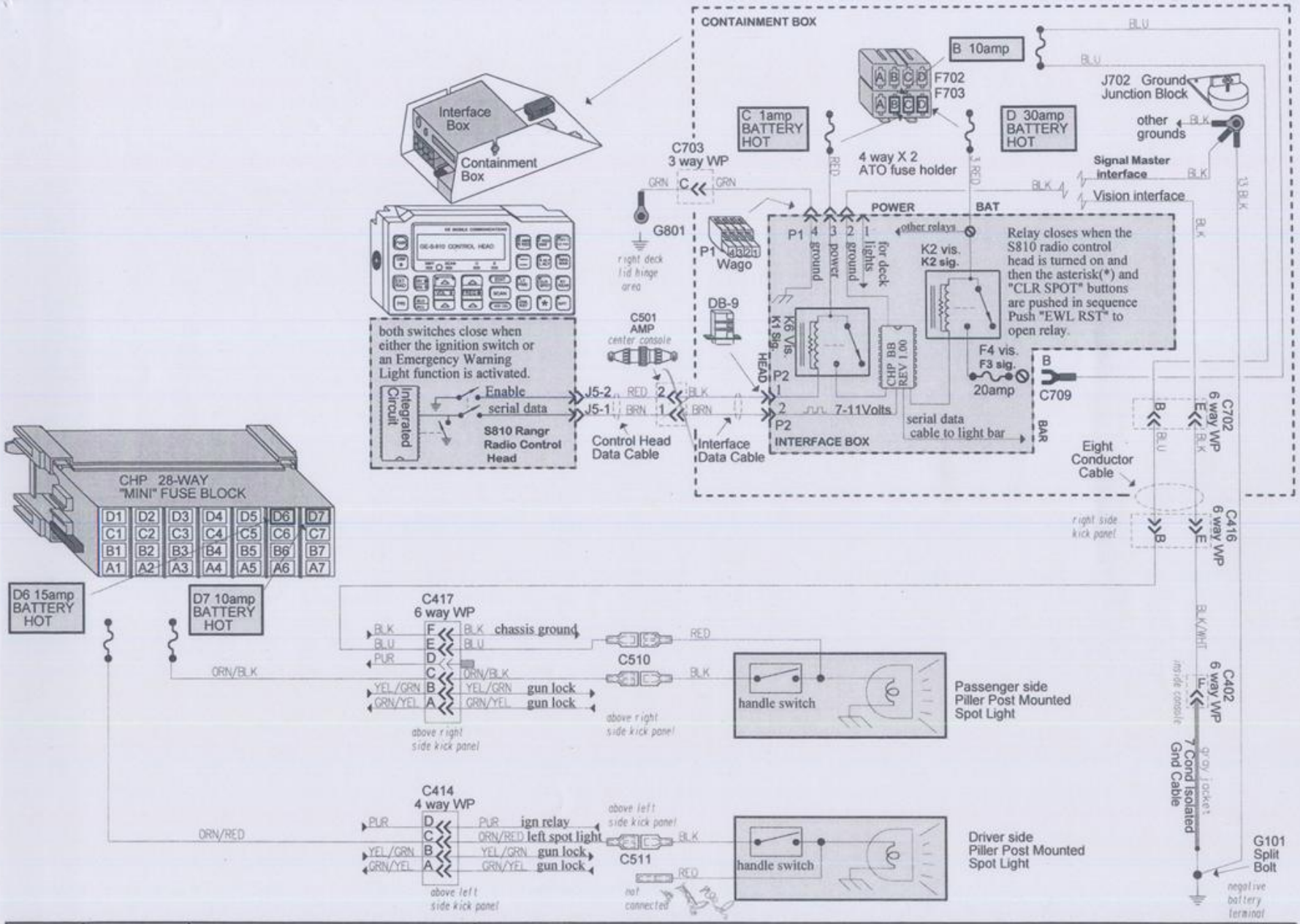


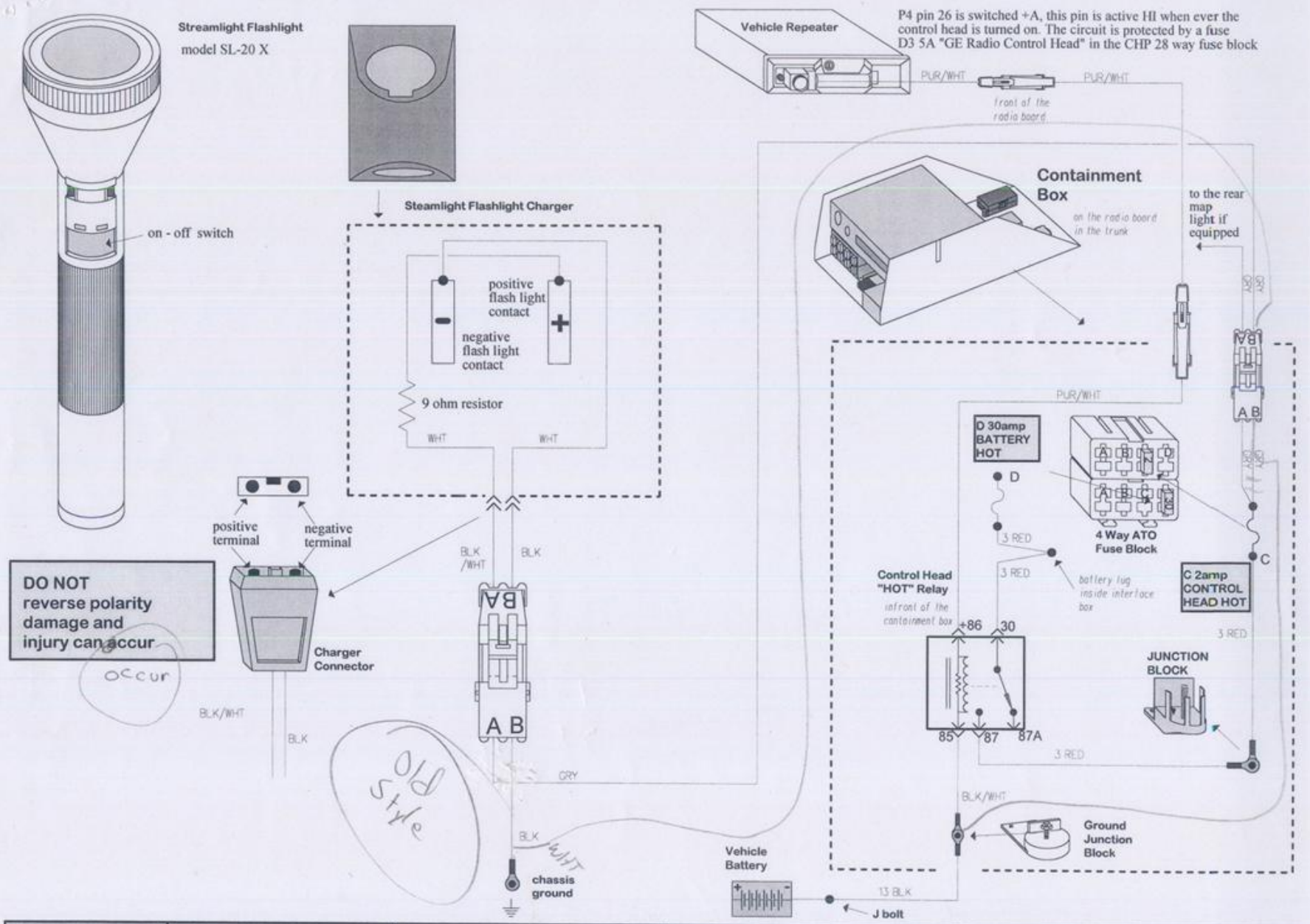
03/29/96	version 1.2	vehicle\1995\caprice\wig-wag.CAD	WIG WAG (solid state alternating head light flasher)	PAGE 13


CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
B5 10 amp IGNITION HOT
A6 2 amp IGNITION HOT
Interface Box
Containment Box
CONTAINMENT BOX
C 1amp BATTERY HOT
D 30amp BATTERY HOT
F702
F703
4 way X 2 ATO fuse holder
J702 Ground Junction Block
other grounds
Signal Master interface
Vision interface
C703 3 way WP
G801
right deck lid hinge area
POWER
BAT
P1 Wago
other relays
Relay closes for about 8 seconds when the asterisk (*) and the "WAIL MAN" buttons are pushed in sequence. (Both the S810 radio control head and the ignition key need to turned on first.)
K3 vis. K5 sig.
K6 Vis. K1 Sig.
DB-9
C501 AMP center console
both switches close when either the ignition switch or an Emergency Warning Light function is activated.
Integrated Circuit
Enable
serial data
Rangr Radio Control Head
Control Head Data Cable
Interface Data Cable
Interface Box
7-11Volts
serial data cable to light bar
F5 vis. F4 sig
10amp
C709
C702 6 way WP
Eight Conductor Cable
C412 6 way WP
right side kick panel
C417 6 way WP
chassis ground
right spot
C503 Right Underdash Switch
above right side kick panel
C414 4 way WP
ign relay
left spot light
C504 Left Underdash Switch
C508
C505 Floor Switch
above left side kick panel
next to the left side kick panel
Gun Lock Tub
between seats
back of gun tub
Gun Lock Chime
Radio Shack 273-066
Santa Cruz Shot Gun Lock
J501 Kulka Terminal Block 699-GP-2
C506
SC-2 shot gun
Heat Shrink
C507
optional AR-15 Santa Cruz rifle lock SC2AR
C402 6 way WP
17 Cond Isolated Gnd Cable
C404
Power
8 sec Output
Trigger
Ground
inside center console
C404 4 way WP
C403 6 way WP
S401
S402
Alerte Systems eight second gun lock timer
power
8 sec output
trigger
ground
spk
not used at this time
radio spk
C424
C423
driver 's side
other grounds
G401 Console ground
G101 Split Bolt
negative battery terminal

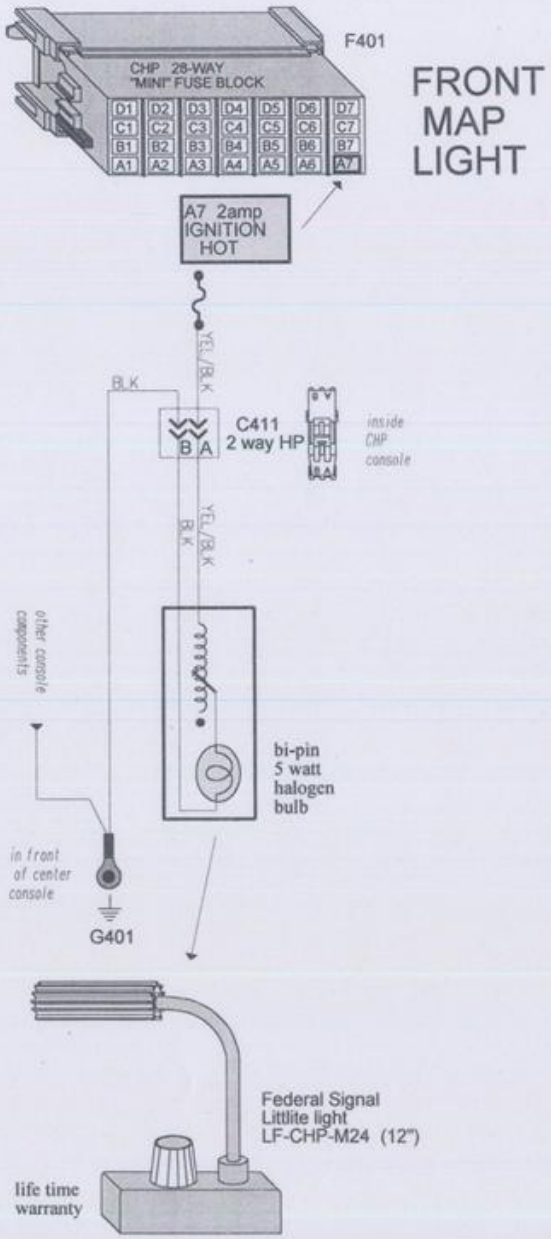


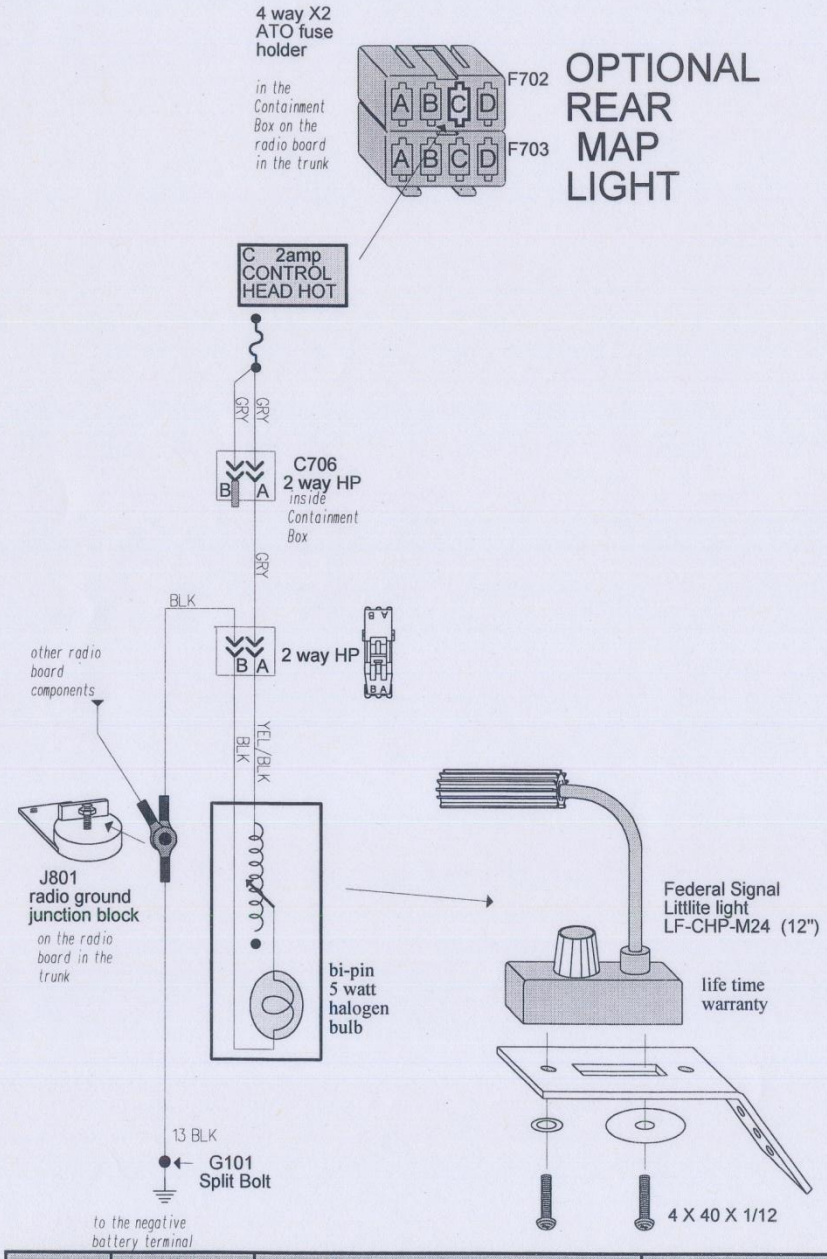
03/20/96	version 1.2	vehicle\1995\caprice\trnk-rel.CAD	TRUNK RELEASE	PAGE 15

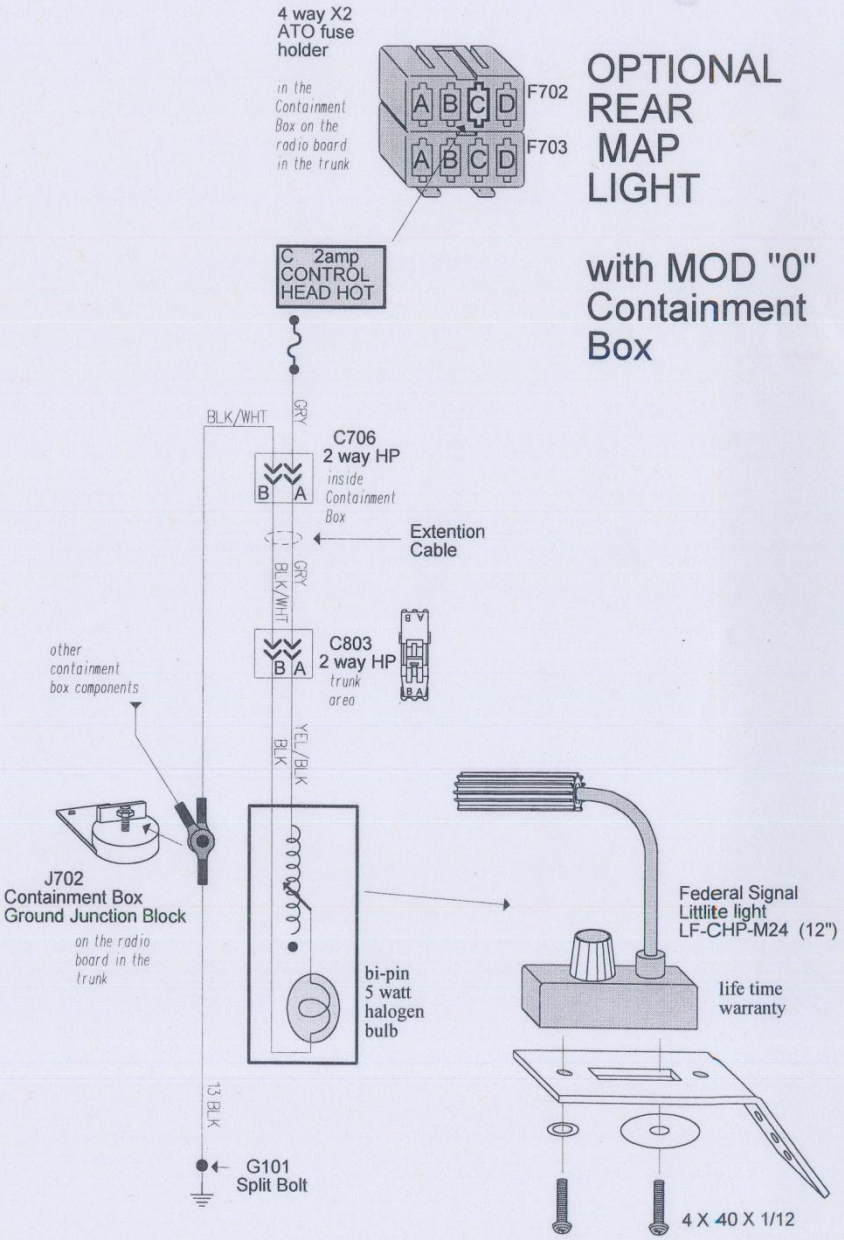

CONTAINMENT BOX
B 10amp
F702
F703
J702 Ground Junction Block
C 1amp BATTERY HOT
D 30amp BATTERY HOT
other grounds
Signal Master interface
Vision interface
4 way X 2 ATO fuse holder
C703 3 way WP
G801
right deck lid hinge area
POWER
BAT
P1
Wago
other relays
K2 vis.
K2 sig.
Relay closes when the S810 radio control head is turned on and then the asterisk(*) and "CLR SPOT" buttons are pushed in sequence Push "EWL RST" to open relay.
DB-9
C501 AMP
center console
K6 Vis.
K1 Sig.
F4 vis.
F3 sig.
20amp
C709
both switches close when either the ignition switch or an Emergency Warning Light function is activated.
Integrated Circuit
Enable
serial data
S810 Rangr Radio Control Head
J5-2
J5-1
Control Head Data Cable
Interface Data Cable
7-11Volts
INTERFACE BOX
serial data cable to light bar
Eight Conductor Cable
C702 6 way WP
C416 6 way WP
right side kick panel
Interface Box
Containment Box
CHP 28-WAY "MINI" FUSE BLOCK
D6 15amp BATTERY HOT
D7 10amp BATTERY HOT
C417 6 way WP
chassis ground
gun lock
gun lock
C510
above right side kick panel
handle switch
Passenger side Piller Post Mounted Spot Light
C414 4 way WP
ign relay
left spot light
gun lock
gun lock
above left side kick panel
C511
not connected
handle switch
Driver side Piller Post Mounted Spot Light
C402 6 way WP
7 Cond Isolated Gnd Cable
G101 Split Bolt
negative battery terminal

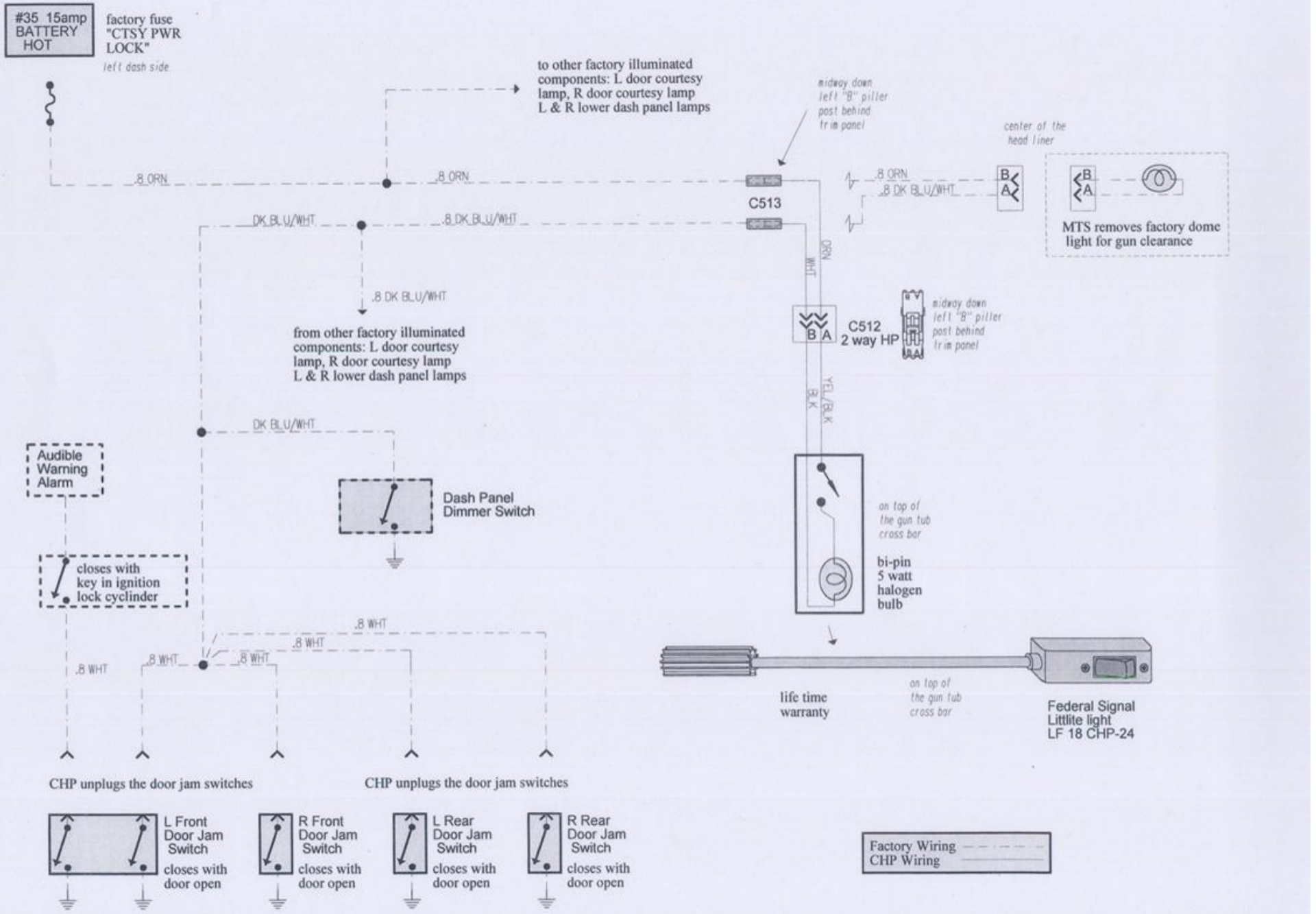


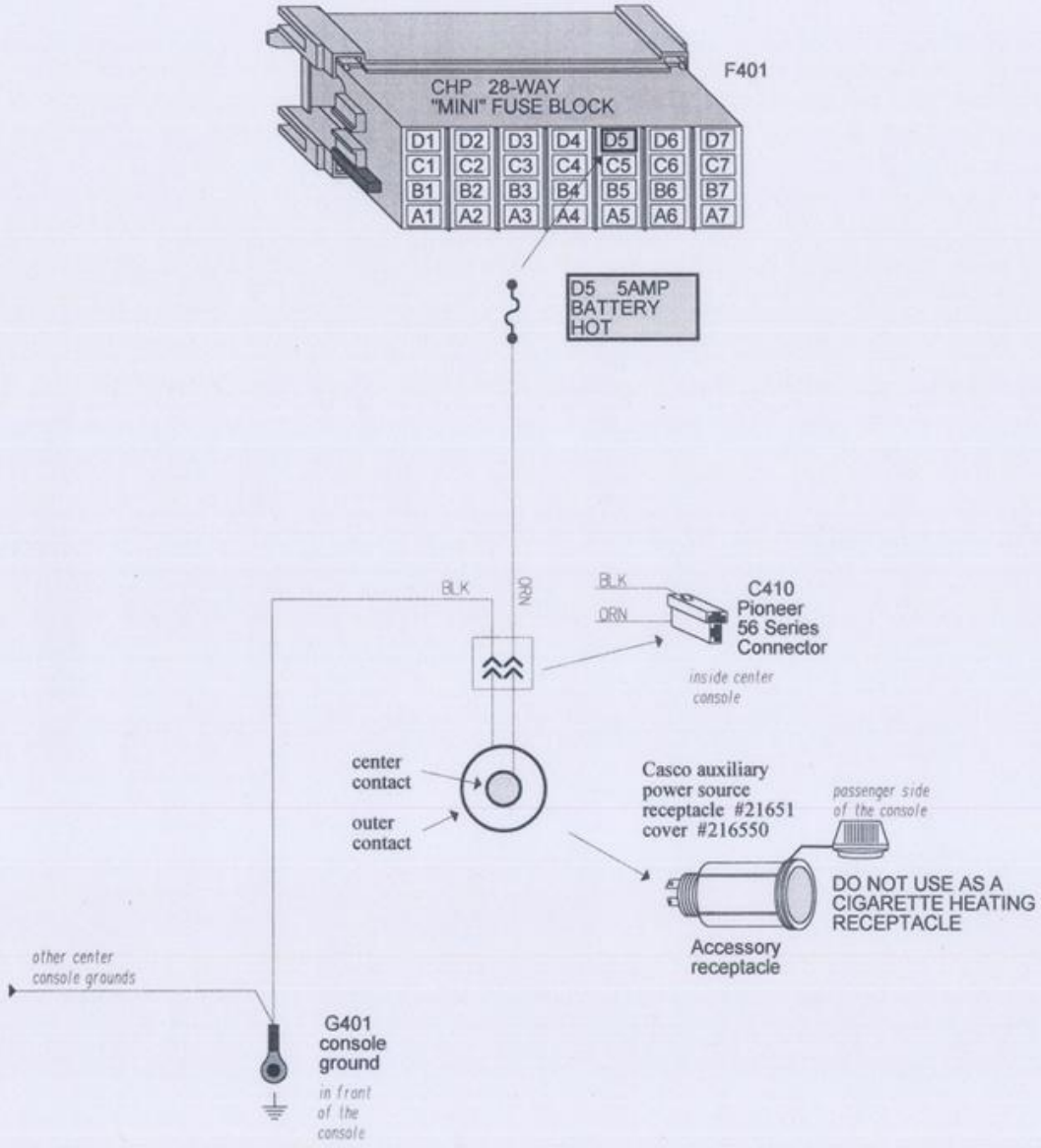
Thursday 6/1/95 3:49	cad\1995\caprice\flash-lt.CAD	1995 Chevrolet Caprice Classic "E" Class	STREAMLIGHT FLASHLIGHT with CHARGER	PAGE 16

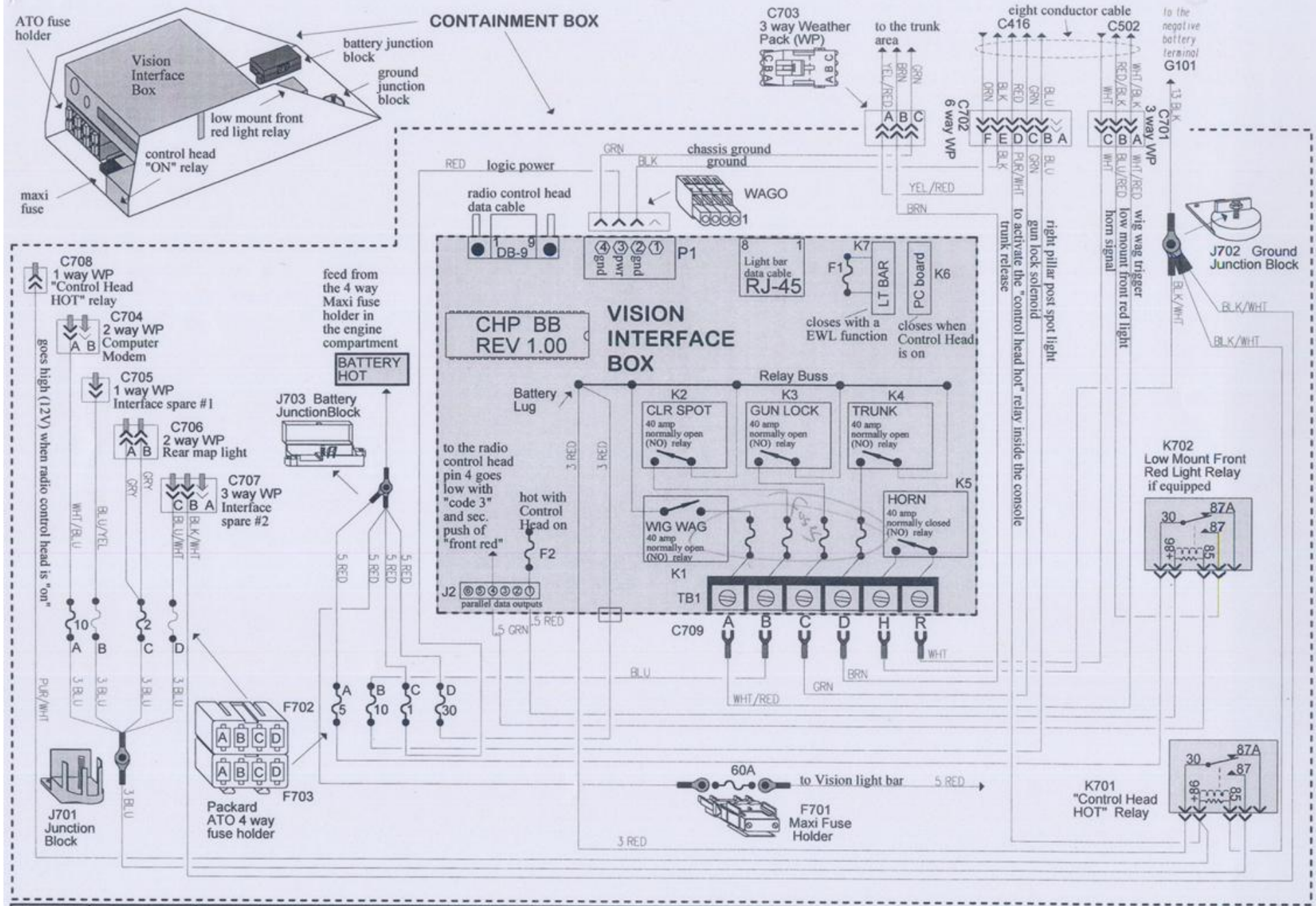

F401
CHP 28-WAY
"MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
FRONT
MAP
LIGHT
A7 2amp
IGNITION
HOT
YEL/BLK
BLK
C411
2 way HP
B A
inside
CHP
console
YEL/BLK
BLK
other console
components
bi-pin
5 watt
halogen
bulb
in front
of center
console
G401
Federal Signal
Littlite light
LF-CHP-M24 (12")
life time
warranty

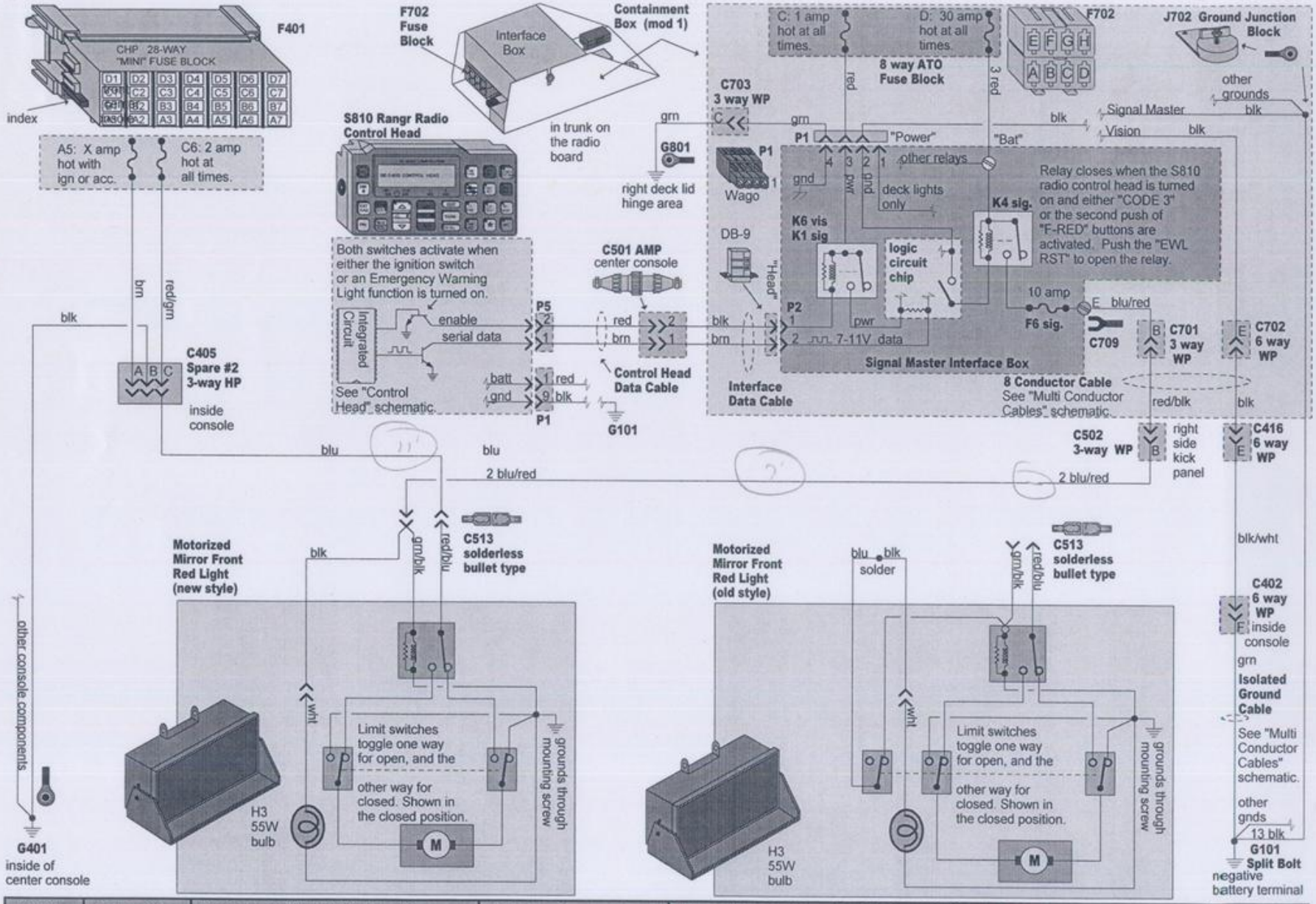

4 way X2
ATO fuse
holder
in the
Containment
Box on the
radio board
in the trunk
F702
F703
A B C D
OPTIONAL
REAR
MAP
LIGHT
C 2amp
CONTROL
HEAD HOT
GRY
C706
2 way HP
inside
Containment
Box
BLK
2 way HP
other radio
board
components
YEL/
BLK
J801
radio ground
junction block
on the radio
board in the
trunk
bi-pin
5 watt
halogen
bulb
Federal Signal
Littlite light
LF-CHP-M24 (12")
life time
warranty
13 BLK
G101
Split Bolt
to the negative
battery terminal
4 X 40 X 1/12

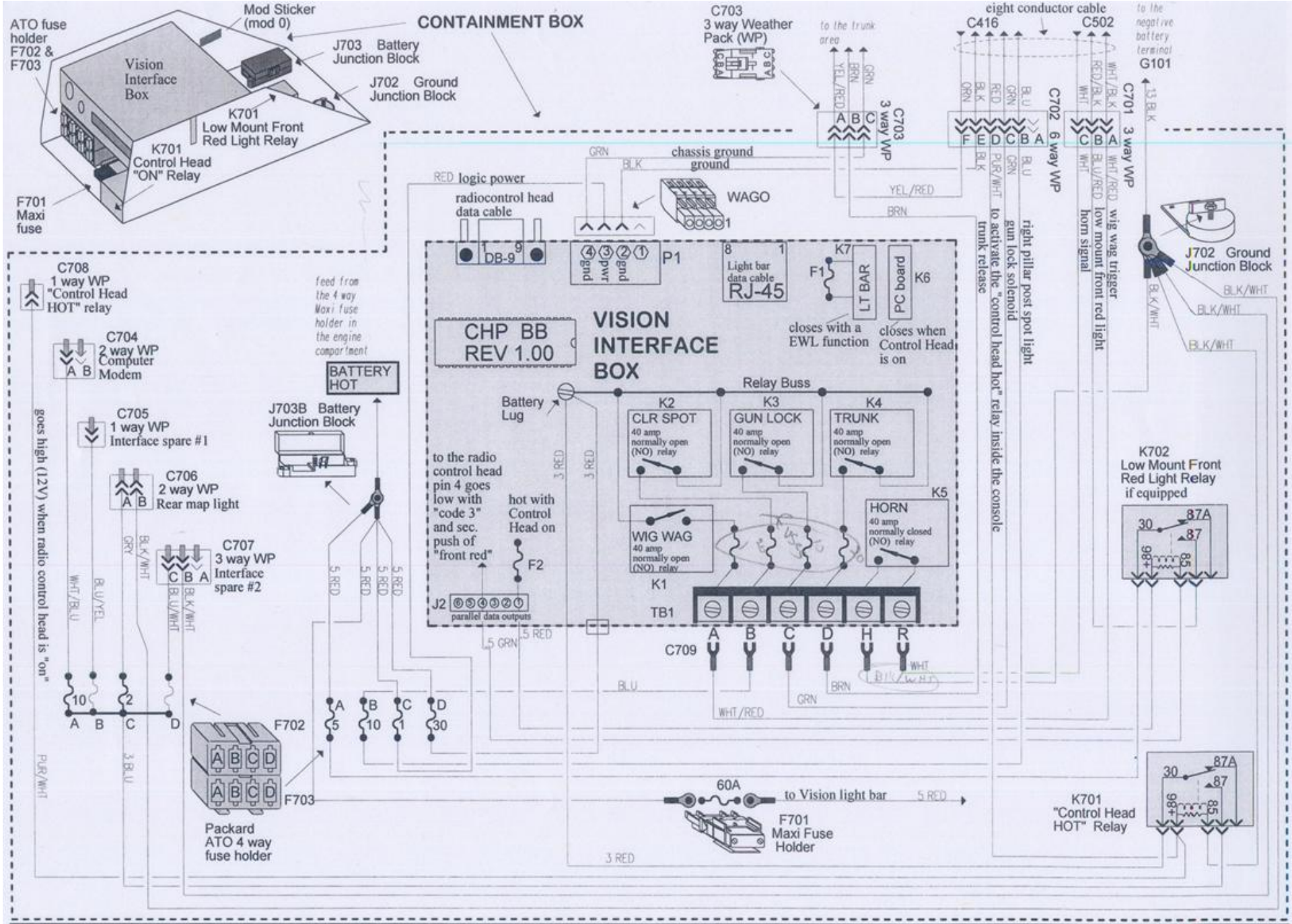

4 way X2
ATO fuse
holder
in the
Containment
Box on the
radio board
in the trunk
F702
F703
A B C D
OPTIONAL
REAR
MAP
LIGHT
with MOD "0"
Containment
Box
C 2amp
CONTROL
HEAD HOT
BLK/WHT
GRY
C706
2 way HP
inside
Containment
Box
Extention
Cable
C803
2 way HP
trunk
area
other
containment
box components
YEL/
BLK
J702
Containment Box
Ground Junction Block
on the radio
board in the
trunk
bi-pin
5 watt
halogen
bulb
Federal Signal
Littlite light
LF-CHP-M24 (12")
life time
warranty
13 BLK
G101
Split Bolt
4 X 40 X 1/12


#35 15amp BATTERY HOT
factory fuse "CTSY PWR LOCK"
left dash side
to other factory illuminated components: L door courtesy lamp, R door courtesy lamp L & R lower dash panel lamps
midway down left "B" piller post behind trim panel
center of the head liner
.8 ORN
.8 DK BLU/WHT
C513
MTS removes factory dome light for gun clearance
DK BLU/WHT
from other factory illuminated components: L door courtesy lamp, R door courtesy lamp L & R lower dash panel lamps
C512 2 way HP
Audible Warning Alarm
Dash Panel Dimmer Switch
closes with key in ignition lock cyclinder
.8 WHT
on top of the gun tub cross bar
bi-pin 5 watt halogen bulb
life time warranty
Federal Signal Littlite light LF 18 CHP-24
CHP unplugs the door jam switches
CHP unplugs the door jam switches
L Front Door Jam Switch closes with door open
R Front Door Jam Switch closes with door open
L Rear Door Jam Switch closes with door open
R Rear Door Jam Switch closes with door open
Factory Wiring
CHP Wiring

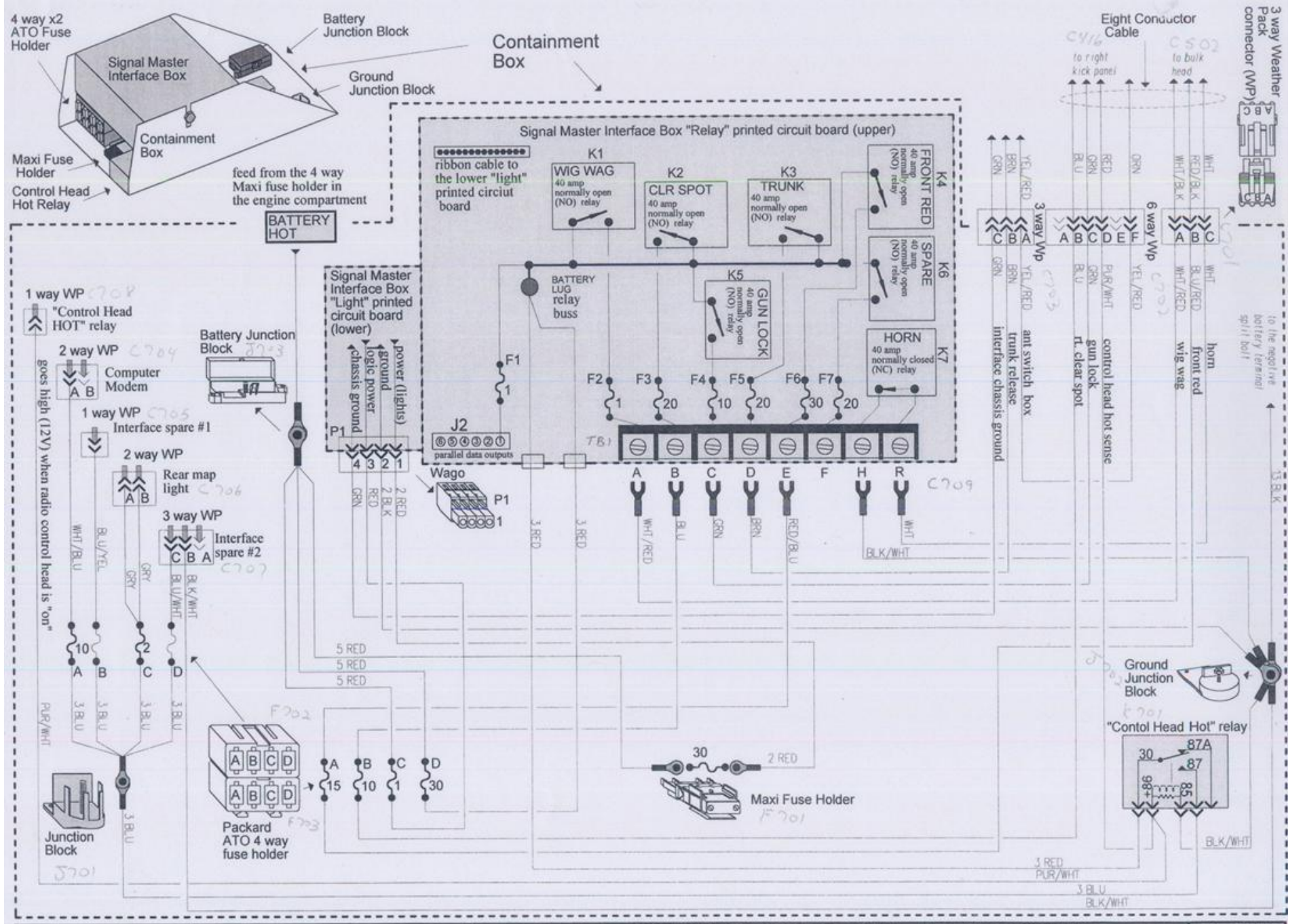

F401
CHP 28-WAY
"MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
D5 5AMP
BATTERY
HOT
BLK
ORN
BLK
ORN
C410
Pioneer
56 Series
Connector
inside center
console
center
contact
outer
contact
Casco auxiliary
power source
receptacle #21651
cover #216550
passenger side
of the console
DO NOT USE AS A
CIGARETTE HEATING
RECEPTACLE
Accessory
receptacle
other center
console grounds
G401
console
ground
in front
of the
console


CONTAINMENT BOX
ATO fuse holder
Vision Interface Box
battery junction block
ground junction block
low mount front red light relay
control head "ON" relay
maxi fuse
C703 3 way Weather Pack (WP)
to the trunk area
eight conductor cable
C416
C502
to the negative battery terminal
G101
C702 6 way WP
C701 3 way WP
radio control head data cable
logic power
chassis ground
ground
WAGO
DB-9
P1
Light bar data cable
RJ-45
K7
F1
LT BAR
PC board
K6
closes with a EWL function
closes when Control Head is on
CHP BB REV 1.00
VISION INTERFACE BOX
Relay Buss
Battery Lug
K2
CLR SPOT
40 amp normally open (NO) relay
K3
GUN LOCK
K4
TRUNK
K5
HORN
40 amp normally closed (NO) relay
WIG WAG
K1
TB1
C709
to the radio control head pin 4 goes low with "code 3" and sec. push of "front red"
hot with Control Head on
F2
J2
parallel data outputs
to activate the "control head hot" relay inside the console trunk release
right pillar post spot light
gun lock solenoid
horn signal
low mount front red light
wig wag trigger
J702 Ground Junction Block
K702 Low Mount Front Red Light Relay if equipped
C708 1 way WP "Control Head HOT" relay
C704 2 way WP Computer Modem
C705 1 way WP Interface spare #1
C706 2 way WP Rear map light
C707 3 way WP Interface spare #2
goes high (12V) when radio control head is "on"
feed from the 4 way Maxi fuse holder in the engine compartment
BATTERY HOT
J703 Battery JunctionBlock
J701 Junction Block
F702
F703
Packard ATO 4 way fuse holder
60A
to Vision light bar
F701 Maxi Fuse Holder
K701 "Control Head HOT" Relay

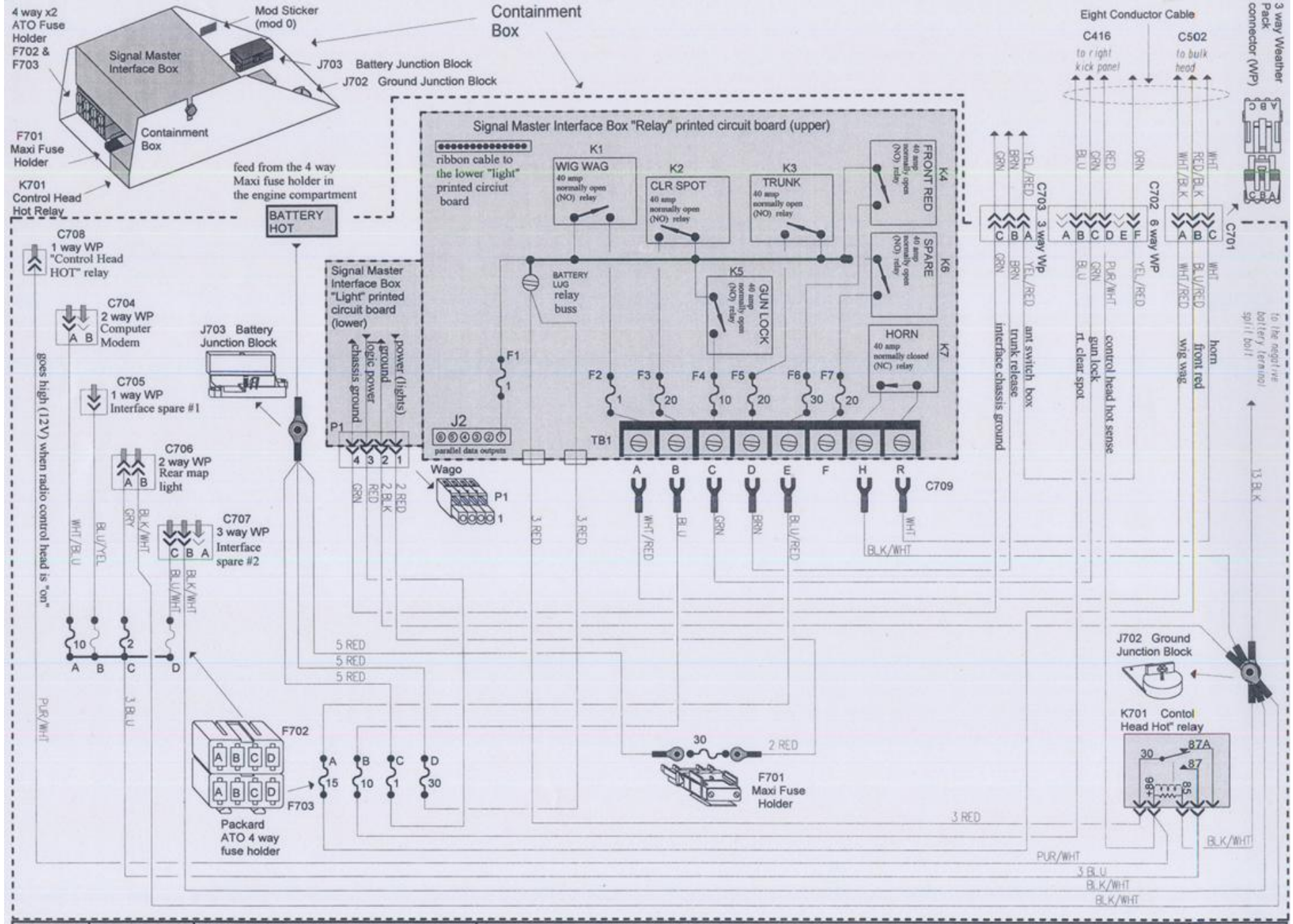

F401
CHP 28-WAY "MINI" FUSE BLOCK
index
A5: X amp hot with ign or acc.
C6: 2 amp hot at all times.
F702 Fuse Block
Interface Box
Containment Box (mod 1)
in trunk on the radio board
S810 Rangr Radio Control Head
G801
right deck lid hinge area
C: 1 amp hot at all times.
D: 30 amp hot at all times.
8 way ATO Fuse Block
F702
J702 Ground Junction Block
other grounds
C703 3 way WP
Signal Master
Vision
"Power"
"Bat"
other relays
deck lights only
Wago
P1
K6 vis
K1 sig
K4 sig.
logic circuit chip
Relay closes when the S810 radio control head is turned on and either "CODE 3" or the second push of "F-RED" buttons are activated. Push the "EWL RST" to open the relay.
DB-9
"Head"
10 amp
F6 sig.
C709
C701 3 way WP
C702 6 way WP
Both switches activate when either the ignition switch or an Emergency Warning Light function is turned on.
Integrated Circuit
enable
serial data
See "Control Head" schematic.
C501 AMP center console
Control Head Data Cable
Interface Data Cable
Signal Master Interface Box
8 Conductor Cable
See "Multi Conductor Cables" schematic.
C405 Spare #2 3-way HP
inside console
C502 3-way WP
right side kick panel
C416 6 way WP
2 blu/red
C513 solderless bullet type
Motorized Mirror Front Red Light (new style)
Motorized Mirror Front Red Light (old style)
Limit switches toggle one way for open, and the other way for closed. Shown in the closed position.
grounds through mounting screw
H3 55W bulb
C402 6 way WP
Isolated Ground Cable
See "Multi Conductor Cables" schematic.
other gnds
G101 Split Bolt
negative battery terminal
G401
inside of center console
other console components



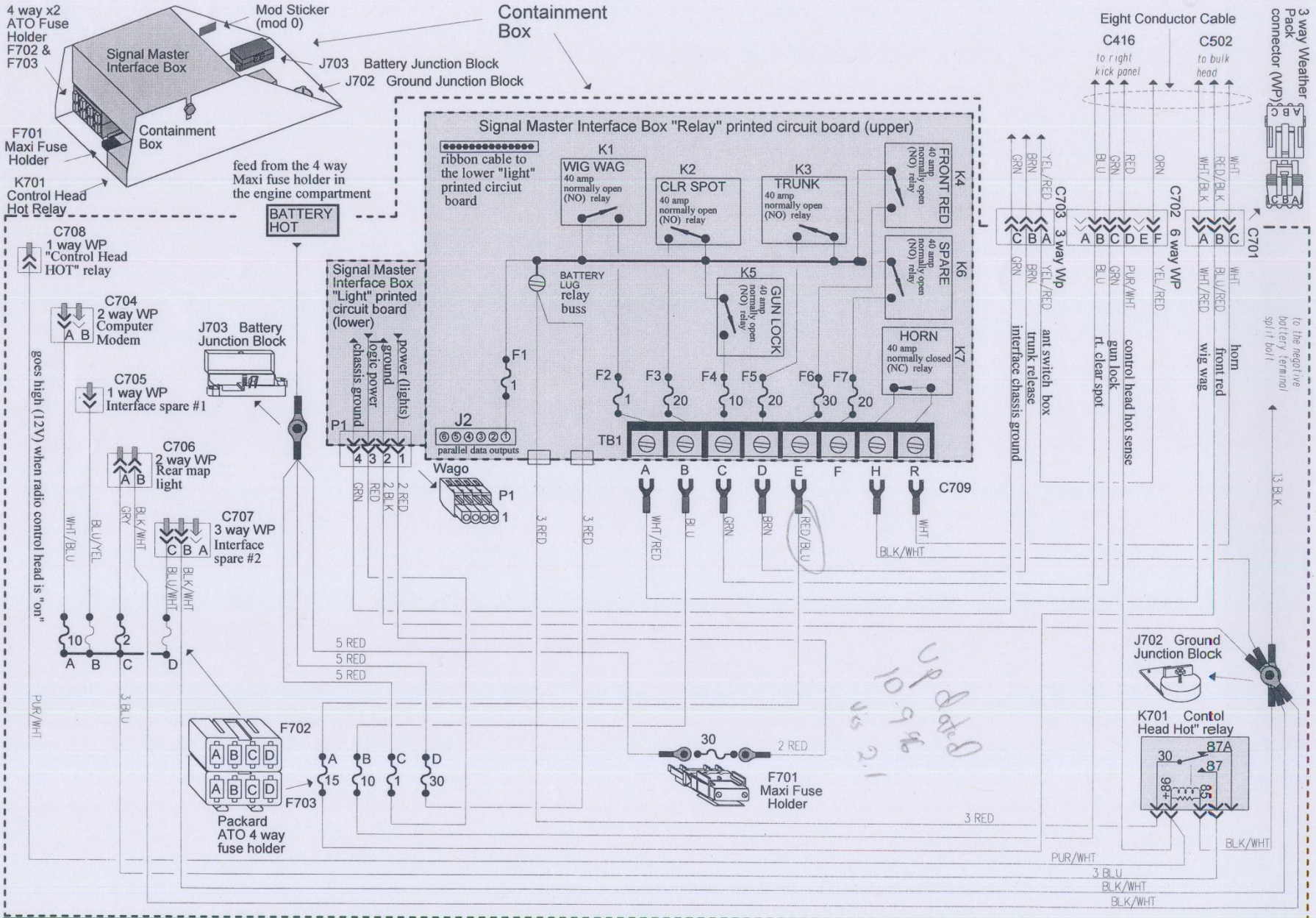
1/31/96	version 2.2	vehicle\1995\caprice\contanv2.CAD	CONTAINMENT BOX for the VISION LIGHT BAR at MOD "0" (built after March)	PAGE 22

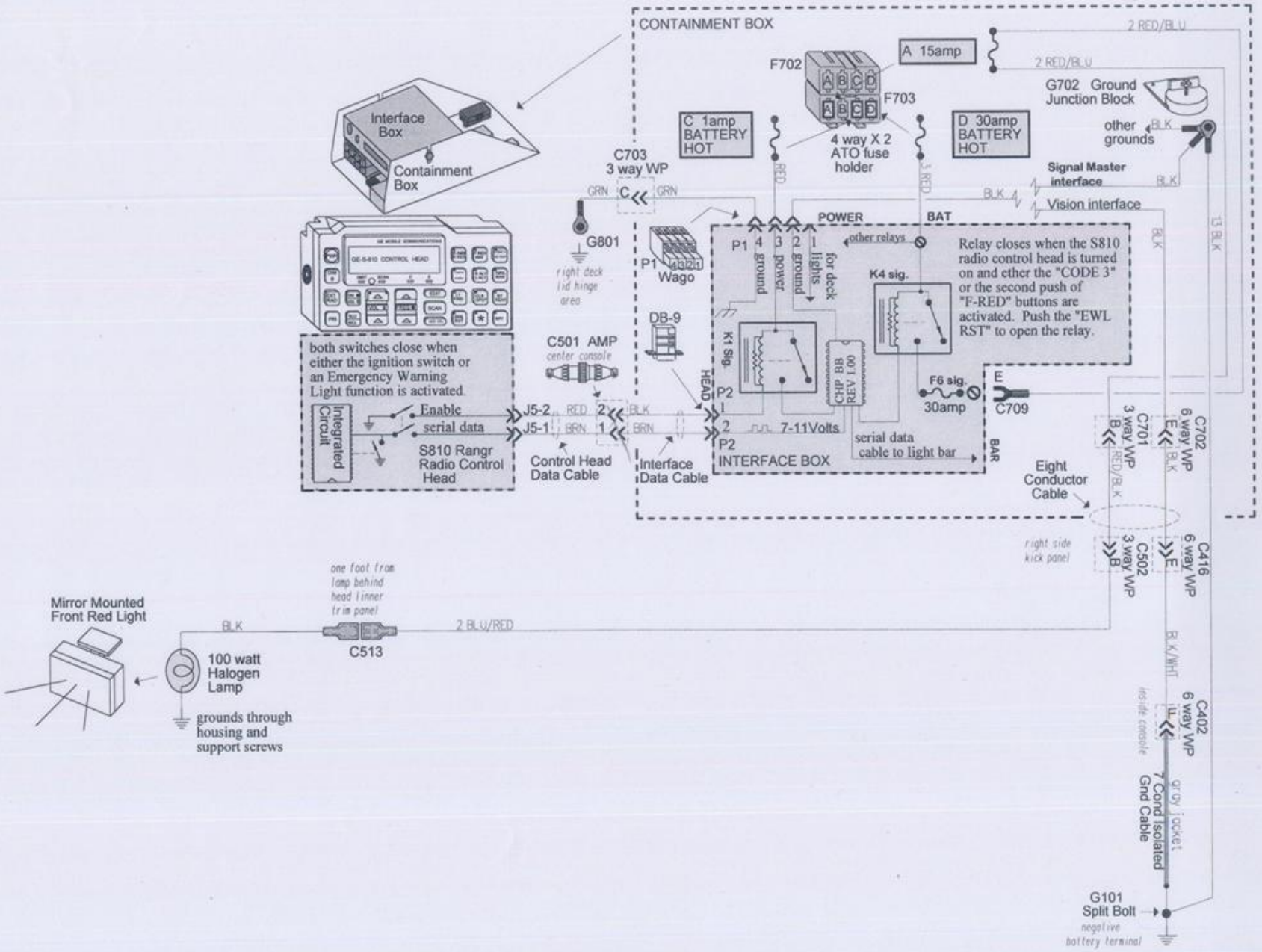


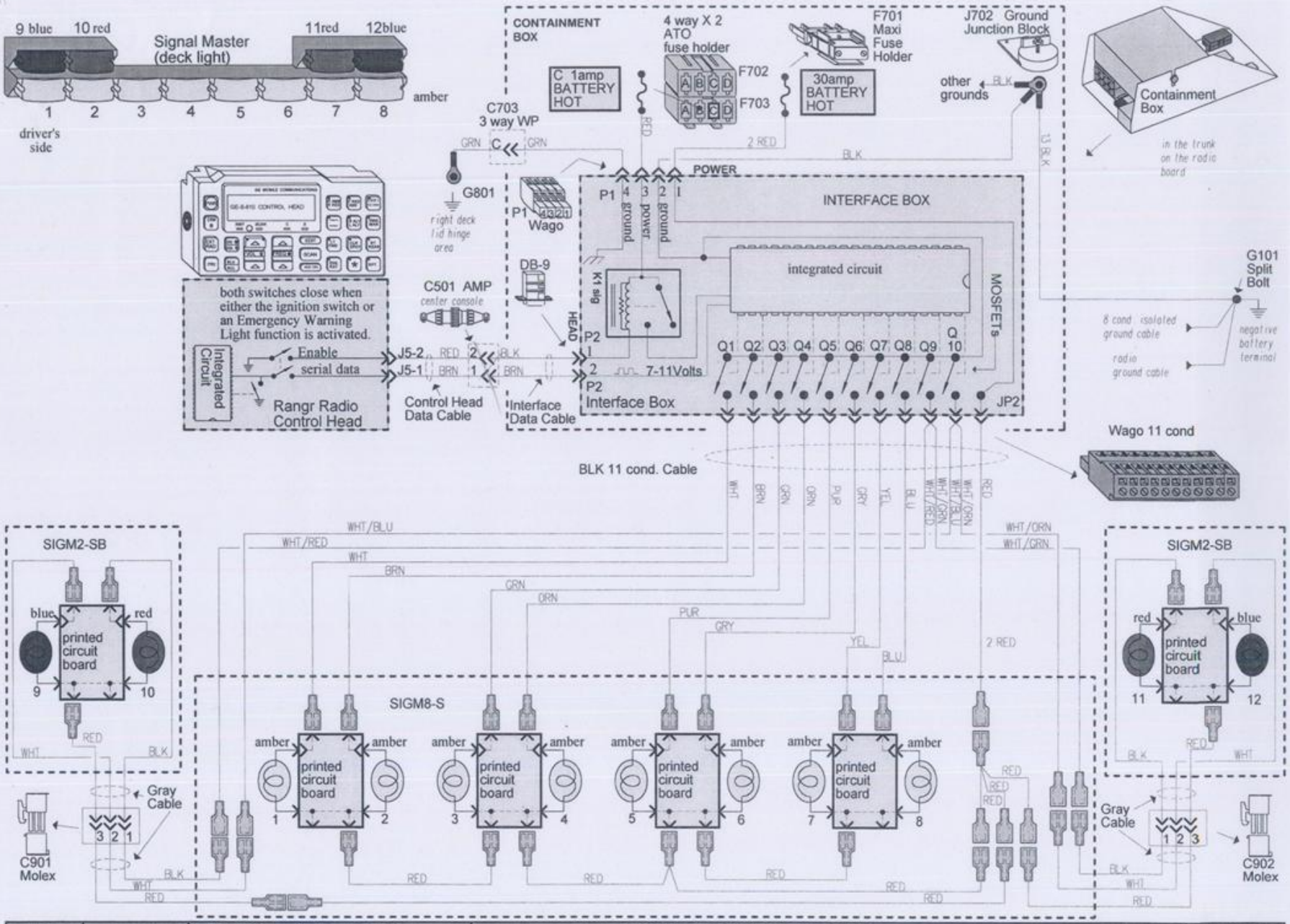
1/03/96	version 1.0	vehicle\1995\caprice\contains.CAD	CONTAINMENT BOX for the SIGNAL MASTER DECK LIGHT	PAGE 23



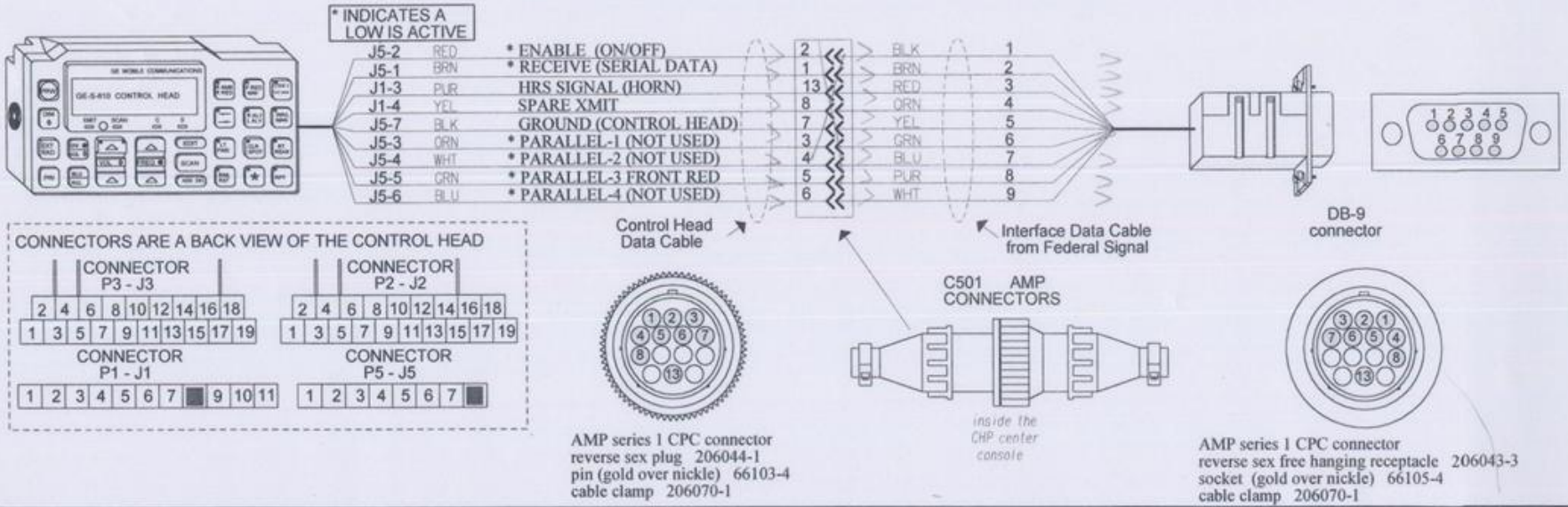
10/9/96	version 2.1	vehicle\1995\caprice\contans2.CAD	CONTAINMENT BOX for the SIGNAL MASTER DECK LIGHT at MOD "0"	PAGE 24


4 way x2 ATO Fuse Holder F702 & F703
Mod Sticker (mod 0)
Containment Box
Signal Master Interface Box
J703 Battery Junction Block
J702 Ground Junction Block
F701 Maxi Fuse Holder
Containment Box
K701 Control Head Hot Relay
feed from the 4 way Maxi fuse holder in the engine compartment
BATTERY HOT
Signal Master Interface Box "Relay" printed circuit board (upper)
ribbon cable to the lower "light" printed circuit board
K1 WIG WAG 40 amp normally open (NO) relay
K2 CLR SPOT 40 amp normally open (NO) relay
K3 TRUNK 40 amp normally open (NO) relay
K4 FRONT RED 40 amp normally open (NO) relay
K6 SPARE 40 amp normally open (NO) relay
K5 GUN LOCK 40 amp normally open (NO) relay
K7 HORN 40 amp normally closed (NC) relay
BATTERY LUG relay buss
F1 F2 F3 F4 F5 F6 F7
J2 parallel data outputs
TB1
Signal Master Interface Box "Light" printed circuit board (lower)
chassis ground
logic power
ground
power (lights)
P1
Wago
C708 1 way WP "Control Head HOT" relay
C704 2 way WP Computer Modem
C705 1 way WP Interface spare #1
C706 2 way WP Rear map light
C707 3 way WP Interface spare #2
J703 Battery Junction Block
goes high (12V) when radio control head is "on"
C709
Eight Conductor Cable
C416 to right kick panel
C502 to bulk head
C703 3 way Wp
C702 6 way WP
C701
3 way Weather Pack connector (WP)
ant switch box
trunk release
interface chassis ground
rt. clear spot
gun lock
control head hot sense
wig wag
front red
horn
to the negative battery terminal split bolt
F702
F703
Packard ATO 4 way fuse holder
F701 Maxi Fuse Holder
J702 Ground Junction Block
K701 Contol Head Hot" relay
Updated 10.9.96 vs 2.1


CONTAINMENT BOX
Interface Box
Containment Box
F702
F703
A 15amp
2 RED/BLU
G702 Ground Junction Block
other grounds
C 1amp BATTERY HOT
D 30amp BATTERY HOT
4 way X 2 ATO fuse holder
C703 3 way WP
GRN
Signal Master interface
Vision interface
POWER
BAT
G801
right deck lid hinge area
P1 4 3 2 1 Wago
P1 4 ground
3 power
2 ground
1 lights
for deck
other relays
K4 sig.
Relay closes when the S810 radio control head is turned on and ether the "CODE 3" or the second push of "F-RED" buttons are activated. Push the "EWL RST" to open the relay.
DB-9
C501 AMP
center console
K1 Sig.
HEAD
P2
F6 sig.
30amp
C709
C701 3 way WP
C702 6 way WP
C416 6 way WP
C502 3 way WP
C402 6 way WP
both switches close when either the ignition switch or an Emergency Warning Light function is activated.
Integrated Circuit
Enable
serial data
S810 Rangr Radio Control Head
J5-2
J5-1
RED
BRN
BLK
Control Head Data Cable
Interface Data Cable
7-11Volts
serial data cable to light bar
INTERFACE BOX
BAR
Eight Conductor Cable
right side kick panel
Mirror Mounted Front Red Light
one foot from lamp behind head liner trim panel
C513
2 BLU/RED
100 watt Halogen Lamp
grounds through housing and support screws
7 Cond Isolated Gnd Cable
G101 Split Bolt
negative battery terminal

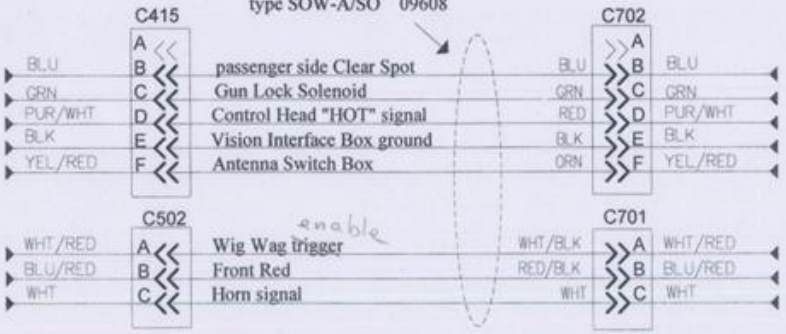

9 blue
10 red
Signal Master (deck light)
11red
12blue
amber
1
2
3
4
5
6
7
8
driver's side
CONTAINMENT BOX
4 way X 2 ATO fuse holder
F702
F703
F701 Maxi Fuse Holder
J702 Ground Junction Block
C 1amp BATTERY HOT
30amp BATTERY HOT
other grounds
BLK
Containment Box
in the trunk on the radio board
C703 3 way WP
GRN
C
2 RED
BLK
POWER
G801
right deck lid hinge area
P1
4321
Wago
P1 4 ground
3 power
2 ground
1
INTERFACE BOX
integrated circuit
MOSFETs
K1 sig
DB-9
C501 AMP
center console
HEAD
P2
1
2
7-11Volts
Q1 Q2 Q3 Q4 Q5 Q6 Q7 Q8 Q9 Q
10
JP2
Interface Box
G101 Split Bolt
8 cond. isolated ground cable
radio ground cable
negative battery terminal
both switches close when either the ignition switch or an Emergency Warning Light function is activated.
Integrated Circuit
Enable
serial data
J5-2
J5-1
RED
BRN
BLK
Rangr Radio Control Head
Control Head Data Cable
Interface Data Cable
Wago 11 cond
BLK 11 cond. Cable
WHT
BRN
GRN
ORN
PUR
GRY
YEL
BLU
WHT/BLU
WHT/RED
WHT/ORN
WHT/GRN
SIGM2-SB
blue
red
printed circuit board
9
10
WHT
RED
BLK
SIGM8-S
amber
1
2
3
4
5
6
7
8
Gray Cable
C901 Molex
C902 Molex
11
12

CONTROL HEAD and INTERFACE DATA CABLES



EIGHT CONDUCTOR CABLE

Carol Wire Super Vu-Tron
type SOW-A/SO 09608



6 way Pioneer Weather Pack Connectors (WP)

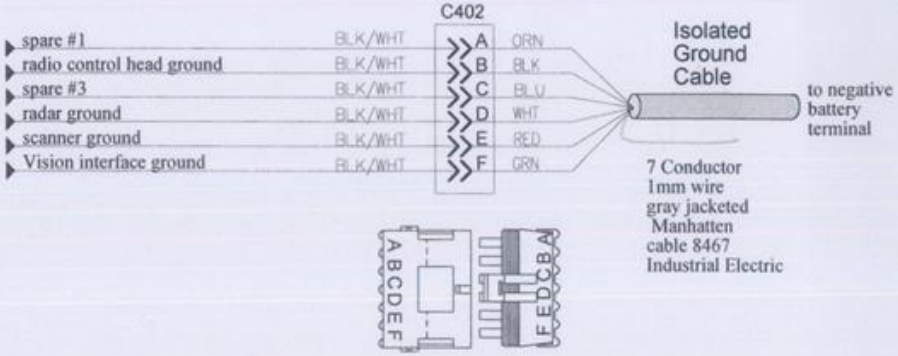
left side front kick panel

6 way Pioneer Weather Pack Connectors (WP)

in Containment Box in the trunk

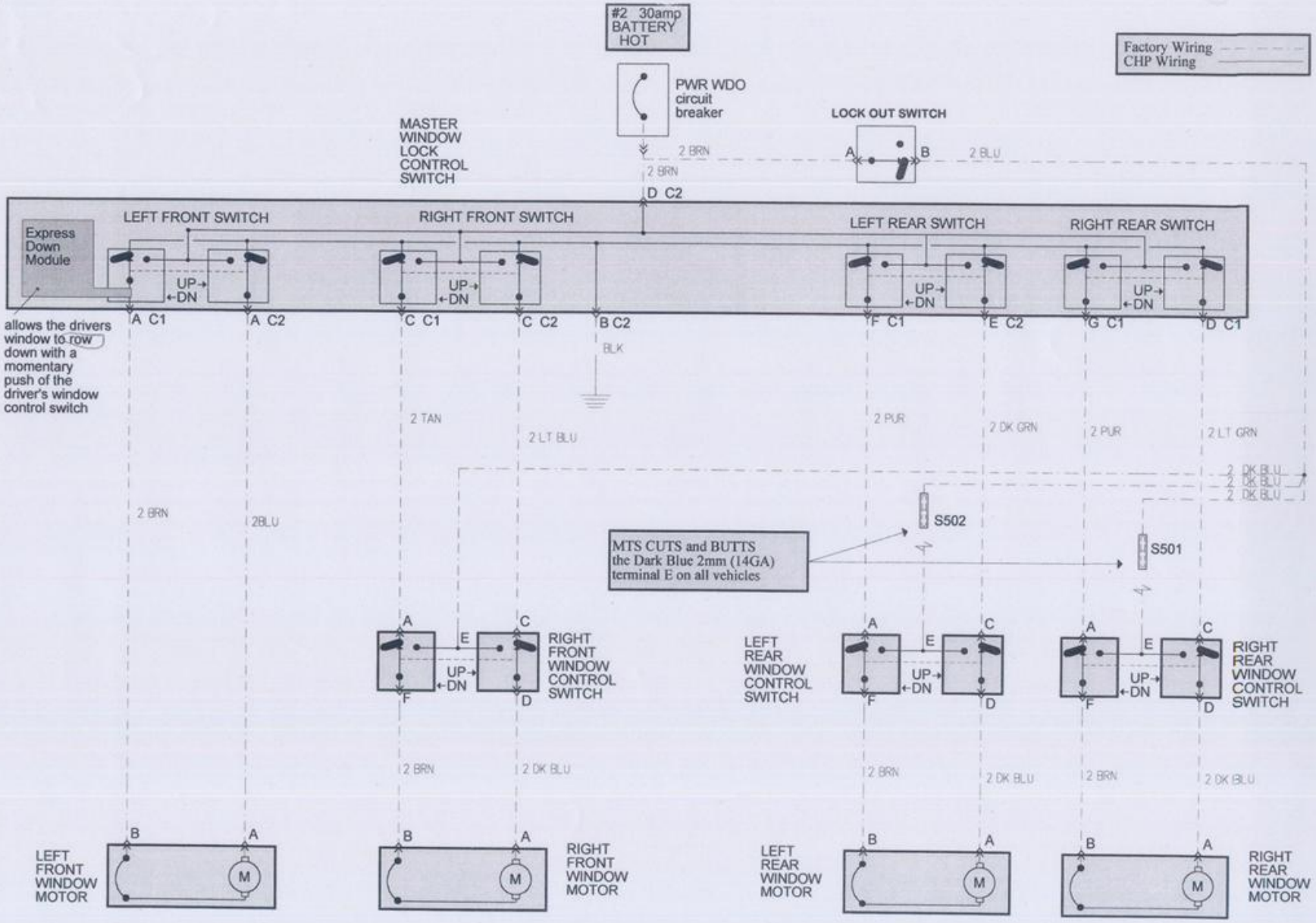
SIX CONDUCTOR ISOLATED GROUND CABLE

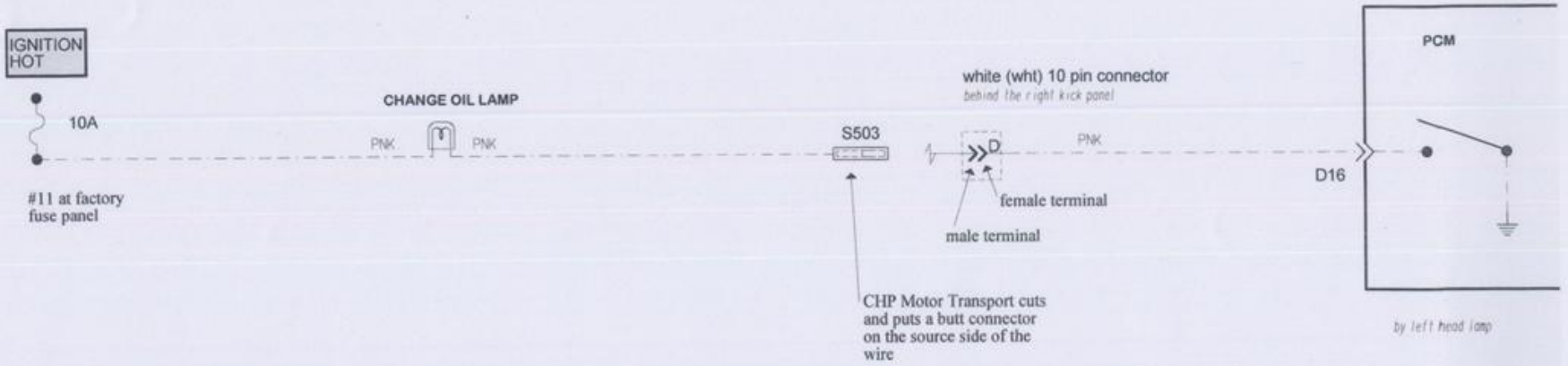
Seven



6 way Pioneer Weather Pack Connectors (WP)

inside the CHP center console


#2 30amp BATTERY HOT
PWR WDO circuit breaker
Factory Wiring
CHP Wiring
MASTER WINDOW LOCK CONTROL SWITCH
LOCK OUT SWITCH
2 BRN
2 BLU
D C2
Express Down Module
LEFT FRONT SWITCH
RIGHT FRONT SWITCH
LEFT REAR SWITCH
RIGHT REAR SWITCH
UP
DN
A C1
A C2
C C1
C C2
B C2
F C1
E C2
G C1
D C1
allows the drivers window to row down with a momentary push of the driver's window control switch
BLK
2 TAN
2 LT BLU
2 PUR
2 DK GRN
2 PUR
2 LT GRN
2 DK BLU
2 DK BLU
2 DK BLU
2 BRN
2BLU
S502
S501
MTS CUTS and BUTTS the Dark Blue 2mm (14GA) terminal E on all vehicles
RIGHT FRONT WINDOW CONTROL SWITCH
LEFT REAR WINDOW CONTROL SWITCH
RIGHT REAR WINDOW CONTROL SWITCH
2 BRN
2 DK BLU
2 BRN
2 DK BLU
2 BRN
2 DK BLU
LEFT FRONT WINDOW MOTOR
RIGHT FRONT WINDOW MOTOR
LEFT REAR WINDOW MOTOR
RIGHT REAR WINDOW MOTOR



Any CHP owned and operated 1994 Chevrolet Caprice vehicles built at Motor Transport after 1-8-95 will have the "CHANGE OIL LAMP CIRCUIT" disconnected.

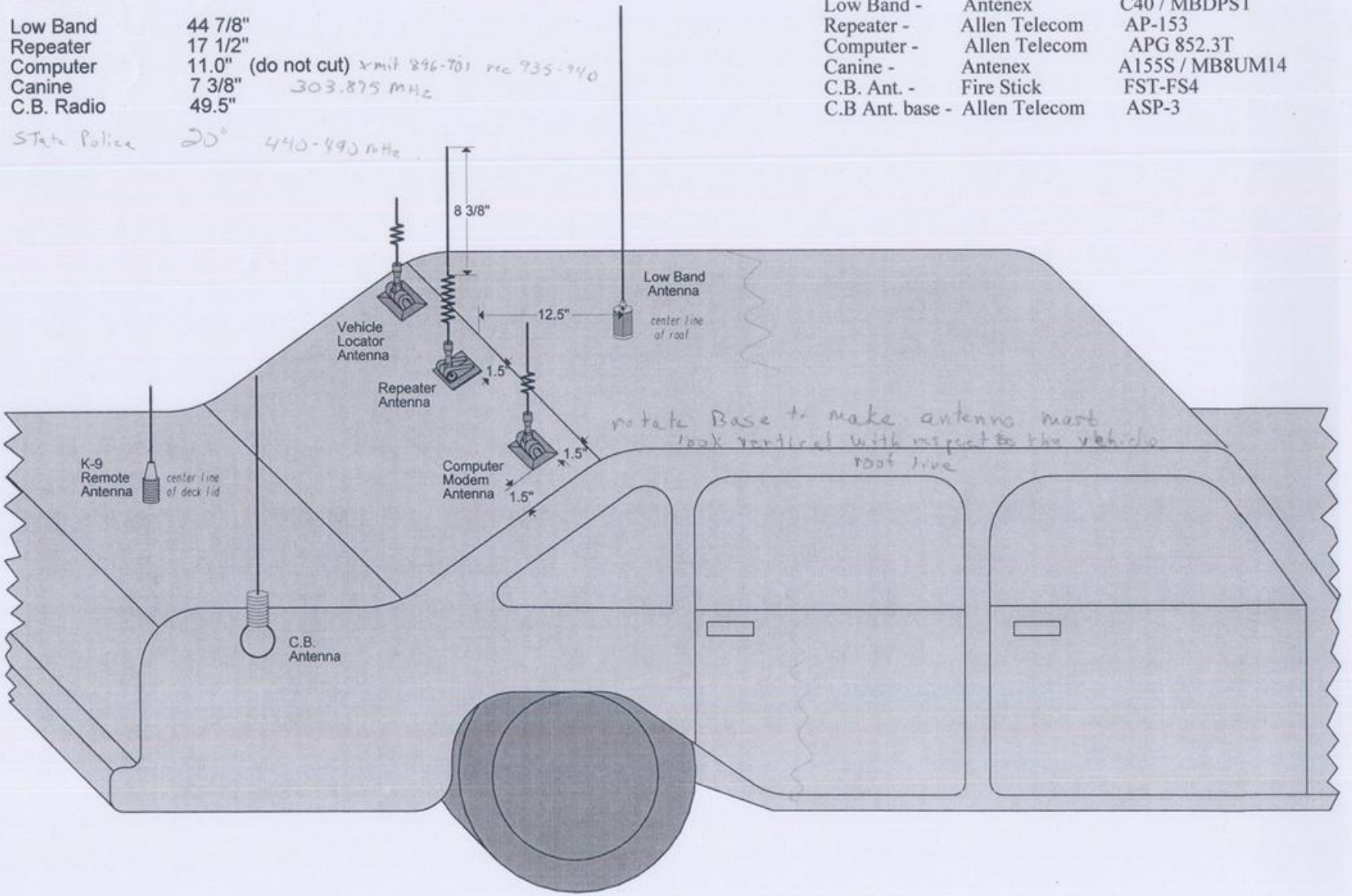
Factory Wiring - - - -
CHP Wiring ——

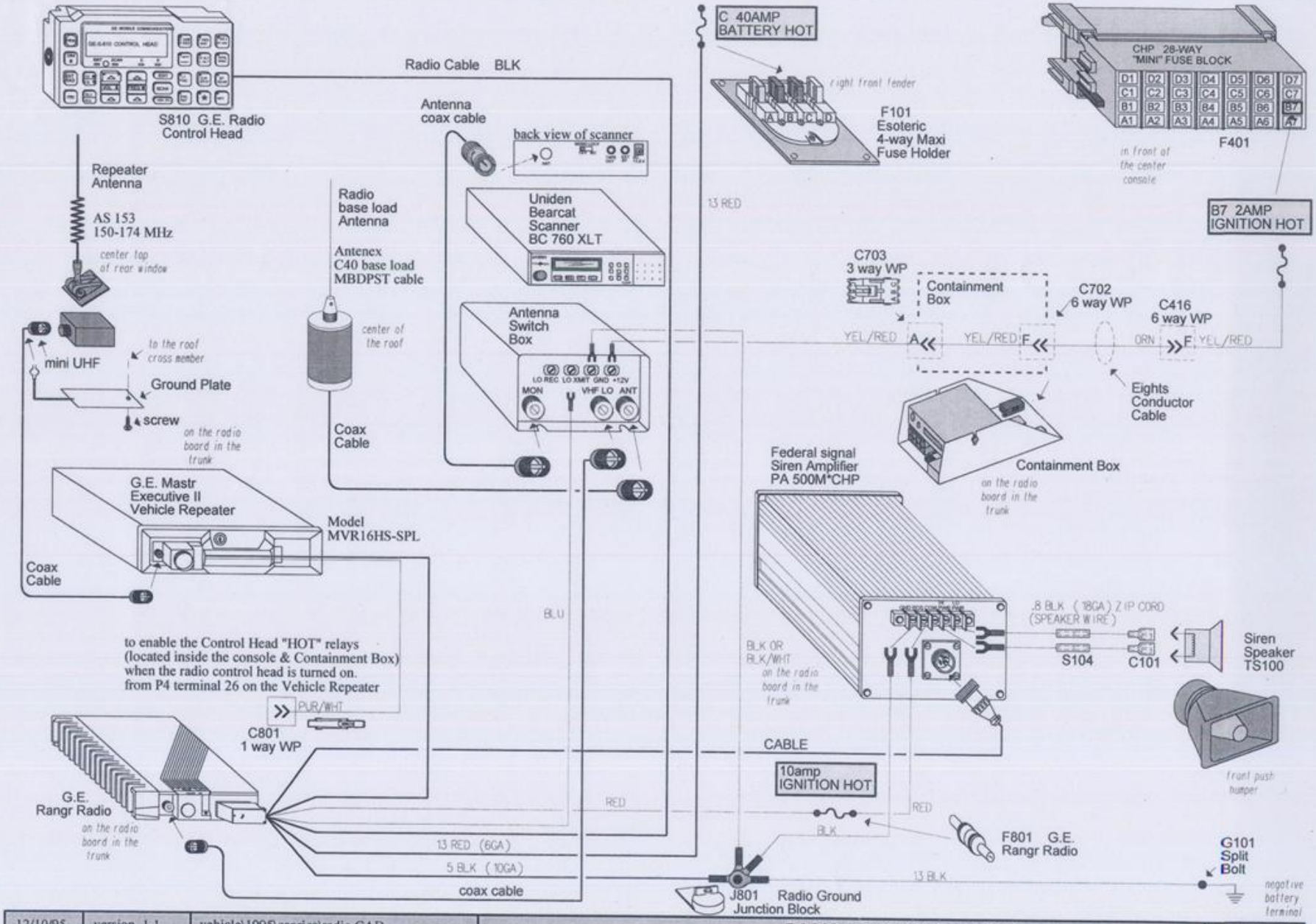
Appoximate Over All Antenna Lengths

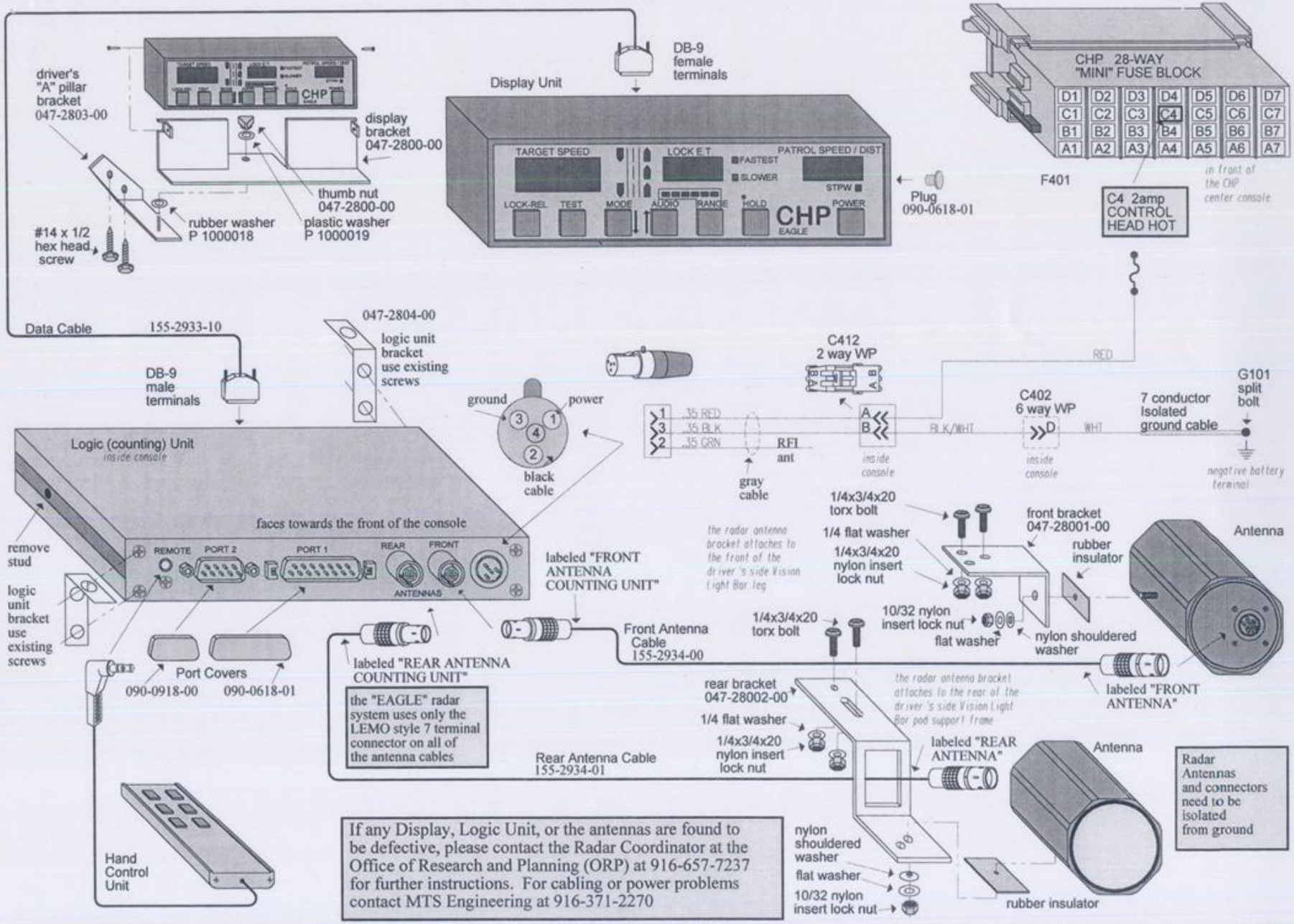
Low Band	44 7/8"
Repeater	17 1/2"
Computer	11.0" (do not cut) xmit 896-901 rec 935-940
Canine	7 3/8" 303.875 MHz
C.B. Radio	49.5"

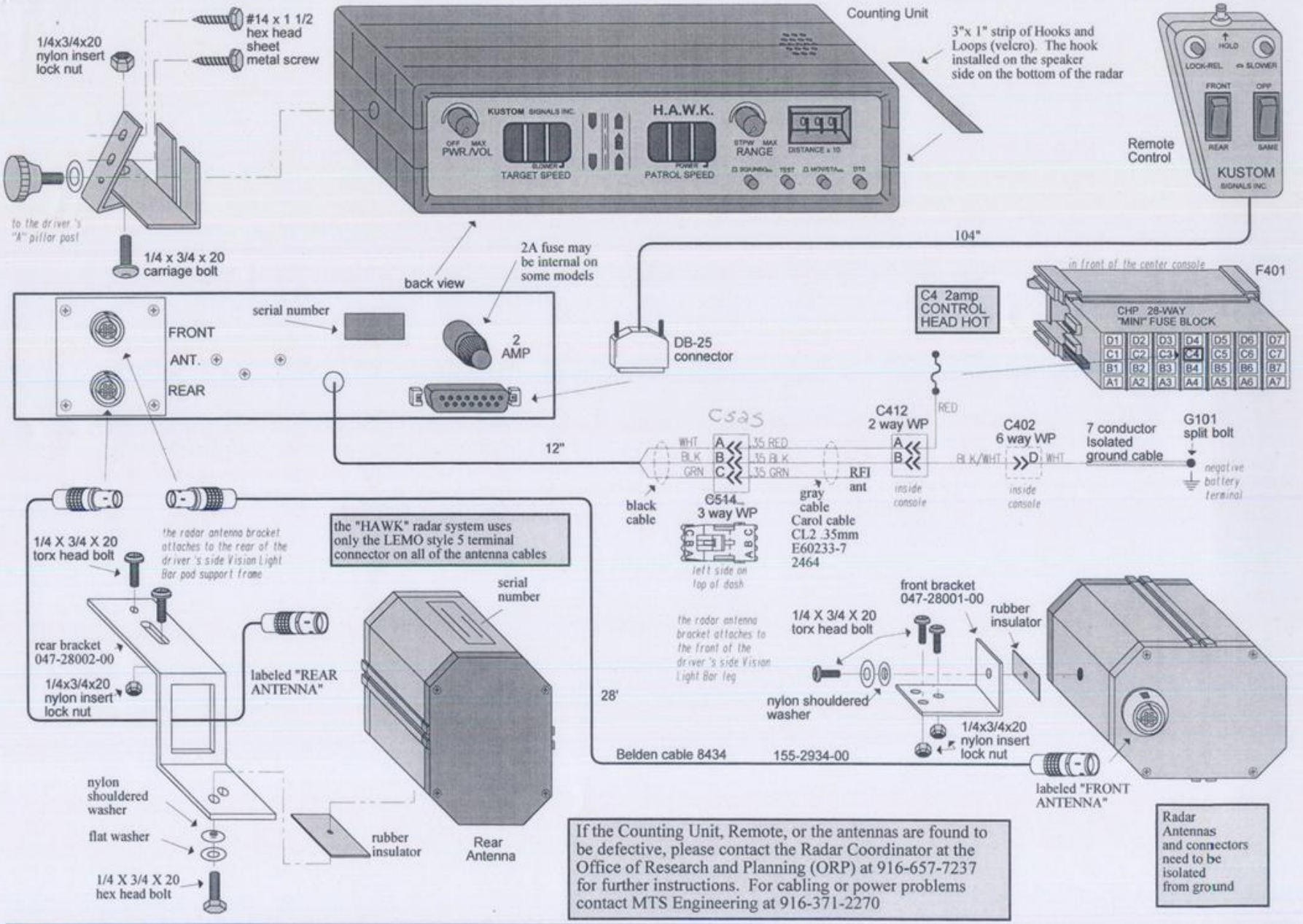
State Police 20° 440-490 mHz

Low Band -	Antenex	C40 / MBDPST
Repeater -	Allen Telecom	AP-153
Computer -	Allen Telecom	APG 852.3T
Canine -	Antenex	A155S / MB8UM14
C.B. Ant. -	Fire Stick	FST-FS4
C.B Ant. base -	Allen Telecom	ASP-3




S810 G.E. Radio Control Head
Radio Cable BLK
C 40AMP BATTERY HOT
right front fender
F101 Esoteric 4-way Maxi Fuse Holder
CHP 28-WAY "MINI" FUSE BLOCK
F401
in front of the center console
B7 2AMP IGNITION HOT
Repeater Antenna
AS 153 150-174 MHz
center top of rear window
mini UHF
to the roof cross member
Ground Plate
screw
on the radio board in the trunk
Antenna coax cable
back view of scanner
Uniden Bearcat Scanner BC 760 XLT
Radio base load Antenna
Antenex C40 base load MBDPST cable
center of the roof
Coax Cable
Antenna Switch Box
LO REC LO XMIT GND +12V
MON VHF LO ANT
13 RED
C703 3 way WP
Containment Box
C702 6 way WP
C416 6 way WP
YEL/RED
ORN
Eights Conductor Cable
Containment Box
on the radio board in the trunk
G.E. Mastr Executive II Vehicle Repeater
Model MVR16HS-SPL
Coax Cable
Federal signal Siren Amplifier PA 500M*CHP
.8 BLK (18GA) 2 I/P CORD (SPEAKER WIRE)
S104
C101
Siren Speaker TS100
front push bumper
BLK OR BLK/WHT
on the radio board in the trunk
BLU
to enable the Control Head "HOT" relays (located inside the console & Containment Box) when the radio control head is turned on. from P4 terminal 26 on the Vehicle Repeater
PUR/WHT
C801 1 way WP
CABLE
10amp IGNITION HOT
G.E. Rangr Radio
on the radio board in the trunk
RED
BLK
F801 G.E. Rangr Radio
13 RED (6GA)
5 BLK (10GA)
coax cable
13 BLK
G101 Split Bolt
negative battery terminal
J801 Radio Ground Junction Block


driver's "A" pillar bracket 047-2803-00
display bracket 047-2800-00
thumb nut 047-2800-00
plastic washer P 1000019
rubber washer P 1000018
#14 x 1/2 hex head screw
DB-9 female terminals
Display Unit
TARGET SPEED
LOCK E T
PATROL SPEED / DIST
FASTEST
SLOWER
STPW
LOCK-REL
TEST
MODE
AUDIO
RANGE
HOLD
POWER
CHP
EAGLE
Plug 090-0618-01
CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
F401
in front of the CHP center console
C4 2amp CONTROL HEAD HOT
Data Cable 155-2933-10
DB-9 male terminals
047-2804-00
logic unit bracket use existing screws
ground
power
black cable
C412 2 way WP
RED
G101 split bolt
C402 6 way WP
7 conductor Isolated ground cable
negative battery terminal
.35 RED
.35 BLK
.35 GRN
RFI ant
gray cable
inside console
BLK/WHT
WHT
Logic (counting) Unit
inside console
faces towards the front of the console
REMOTE
PORT 2
PORT 1
REAR
FRONT
ANTENNAS
remove stud
logic unit bracket use existing screws
labeled "FRONT ANTENNA COUNTING UNIT"
1/4x3/4x20 torx bolt
1/4 flat washer
1/4x3/4x20 nylon insert lock nut
front bracket 047-28001-00
rubber insulator
Antenna
the radar antenna bracket attaches to the front of the driver's side Vision Light Bar leg
Front Antenna Cable 155-2934-00
10/32 nylon insert lock nut
flat washer
nylon shouldered washer
labeled "FRONT ANTENNA"
Port Covers
090-0918-00
090-0618-01
labeled "REAR ANTENNA COUNTING UNIT"
the "EAGLE" radar system uses only the LEMO style 7 terminal connector on all of the antenna cables
rear bracket 047-28002-00
the radar antenna bracket attaches to the rear of the driver's side Vision Light Bar pod support frame
1/4 flat washer
1/4x3/4x20 nylon insert lock nut
labeled "REAR ANTENNA"
Antenna
Rear Antenna Cable 155-2934-01
Radar Antennas and connectors need to be isolated from ground
Hand Control Unit
If any Display, Logic Unit, or the antennas are found to be defective, please contact the Radar Coordinator at the Office of Research and Planning (ORP) at 916-657-7237 for further instructions. For cabling or power problems contact MTS Engineering at 916-371-2270
nylon shouldered washer
flat washer
10/32 nylon insert lock nut
rubber insulator


#14 x 1 1/2 hex head sheet metal screw
1/4x3/4x20 nylon insert lock nut
to the driver 's "A" pillar post
1/4 x 3/4 x 20 carriage bolt
Counting Unit
3"x 1" strip of Hooks and Loops (velcro). The hook installed on the speaker side on the bottom of the radar
KUSTOM SIGNALS INC.
H.A.W.K.
PWR./VOL
TARGET SPEED
PATROL SPEED
RANGE
DISTANCE x 10
Remote Control
HOLD
LOCK-REL
SLOWER
FRONT
REAR
SAME
KUSTOM SIGNALS INC.
104"
back view
2A fuse may be internal on some models
FRONT
ANT.
REAR
serial number
2 AMP
DB-25 connector
C4 2amp CONTROL HEAD HOT
in front of the center console
F401
CHP 28-WAY "MINI" FUSE BLOCK
C525
C412 2 way WP
RED
C402 6 way WP
7 conductor Isolated ground cable
G101 split bolt
negative battery terminal
WHT
BLK
GRN
35 RED
35 BLK
35 GRN
RFI ant
inside console
BLK/WHT
12"
black cable
C514 3 way WP
left side on top of dash
gray cable Carol cable CL2 .35mm E60233-7 2464
the "HAWK" radar system uses only the LEMO style 5 terminal connector on all of the antenna cables
1/4 X 3/4 X 20 torx head bolt
the radar antenna bracket attaches to the rear of the driver 's side Vision Light Bar pod support frame
rear bracket 047-28002-00
1/4x3/4x20 nylon insert lock nut
labeled "REAR ANTENNA"
serial number
nylon shouldered washer
flat washer
1/4 X 3/4 X 20 hex head bolt
rubber insulator
Rear Antenna
front bracket 047-28001-00
rubber insulator
1/4 X 3/4 X 20 torx head bolt
the radar antenna bracket attaches to the front of the driver 's side Vision Light Bar leg
nylon shouldered washer
1/4x3/4x20 nylon insert lock nut
28'
Belden cable 8434
155-2934-00
labeled "FRONT ANTENNA"
Radar Antennas and connectors need to be isolated from ground
If the Counting Unit, Remote, or the antennas are found to be defective, please contact the Radar Coordinator at the Office of Research and Planning (ORP) at 916-657-7237 for further instructions. For cabling or power problems contact MTS Engineering at 916-371-2270

COMPONENT OPERATION INFORMATION

CHANGE OIL WARNING LAMP: Chevrolet installed this circuitry in all their Caprice vehicles as a reminder to the general public to change the engine oil. The Powertrain Control Module (PCM) monitors the distance the vehicle has traveled, the Engine Coolant Temperature (ECT) and engine RPM to determine when the next service interval is required. The PCM also estimates engine oil temperature based on various inputs. Once these calibrated values are attained the PCM will ground terminal D16 and the "CHANGE OIL " lamp in the instrument cluster will illuminate. The maximum mileage that can be accumulated before the PCM illuminates the "CHANGE OIL" lamp is 7500 miles. However, the lamp may come "ON" sooner depending on engine load and temperature (trailer towing, high ambient temperatures, etc.). The lamp can be reset be cycling the accelerator pedal from closed throttle to Wide Open Throttle (WOT) 3 times within 5 seconds with the ignition key "ON" and the engine "OFF". The California Highway Patrol has an approved oil change intervals, which will allow the lamp to be disabled, the disabling will be done at Motor Transport during the emergency equipment installation process starting on 1/18/95. However, disabling the "CHANGE OIL" lamp circuit will set a diagnostic trouble code (DTC) 95. The DTC 95 will set when the PCM detects wrong voltage potential for 26 seconds on terminal D16 of the PCM. The DTC will be stored in the PCM memory but will **NOT** turn "ON" the Malfunction Indicator Lamp (MIL). All field and service personal should disregard DTC 95 when working on the PCM circuitry.

SPEEDOMETER DISPLAY ILLUMINATION BLANKING: Chevrolet has installed in all their standard "Police Package" vehicles a SPEEDOMETER DISPLAY ILLUMINATION BLANKING feature which can be use in surveillance modes to eliminate unwanted back lighting of the driver and vehicle contents. To blank the speedometer display depress the "Bulb OFF" switch located just below the center right air vent duct. To illuminate the speedometer display depress the switch again. Then the Head Light Switch is turned "ON" the SPEEDOMETER DISPLAY BLANKING circuit will be over ridden.

HORN CIRCUIT: When the horn relay (K-7 for the SIGNAL MASTER deck lights or K-5 for the VISION roof lights inside the interface box) is at rest (not activated) the CHP horn relay armature coil is grounded through the "H" (black wire) terminal of the Interface box. Then when the horn contacts at the steering wheel are closed, current will be sent out from the factory's horn relay (blue wire) to our CHP horn relay feed wire (blue/red). Which will close the contacts of our horn relay allowing the factory horns to sound.

When the "CODE-3" button or the second push of the "F-RED" button are activated, the K-7, or K-5 relay inside the interface box will switch from the "H" terminal contact to the "HRS" (horn return signal) terminal contact as requested from the data line. At this point when the horn contacts are closed at the steering wheel, the 12 volts will not be sent to ground through the "H" terminal but instead sent out the "hrs" terminal to the radio control head via. hard wire (red wire of the Interface data line cable then purple wire of the control head data line cable). With the radio control head horn signal circuit being of high impedance there will not be enough current flow through the CHP horn relay armature coil to activate it. But the 12 volts will be enough to tell the control head that the steering wheel horn contacts have been closed and that it can activate the siren.

ALTERNATE HEAD LIGHT FLASHER (WIG WAG): To activate the alternating head light flasher (wig wag) through the GE radio control head either use the first push of "CODE-3" or second push of "F-RED" to activate K-1 relay inside the Interface box. This will send 12 volts out of terminal "A" of the Interface box to the red (enable) wire of the wig wag unit. With 12 volts on the Enable lead (wht/red wire) the wig wag will alternately send out 12 volts on the blue (left high beam head lamp) and yellow (right high beam head lamp) wires at a frequency of 1 to 2 Hertz. If there is a input of 12 volts on the wig wag's

blue wire from the left high beam head lamp (indicating the driver has activated the vehicles high beam circuit) the wig wag unit will then send out a constant 12 volts on the yellow wire only, to activate just the right side head lamp (the left side is all ready turned on by the factory head light switch) and at the same time the wig wag will disable the alternating flash operation. The wig wag operates only on the high beam circuit. All other lighting circuits are not affected by the wig wag unit.

GUN LOCK: There are two ways to activate the gun lock. The primary way is from the General Electric Radio Control Head. The ignition key needs to be on, and then you have to push the "*" (asterisk) and the "WAIL/MAN" buttons in sequence, which then sends serial data to the Interface Box, activating the gun lock relay K-3 (Vision light bar) or K-5 (Signal Master deck lights), This will apply an output of 12 volts through a 10 amp fuse to terminal "C" to the gun lock solenoid and warning alarm for about eight seconds. The secondary or back up way is to also have the ignition key on, then momentarily push either the right dash, left dash or driver's floor switches, this will put 12 volts on the enable line (pin-B yel wire) of the GUN LOCK TIMER .This will activate the timer applying 12 volts out to the gun lock terminal and pulsating piezo alarm for about eight to eleven seconds.

TRUNK RELEASE: To activate the trunk release from the GE radio control head, make sure the ignition key is in the "ON" position, then push the "*" (asterisk) and "Lt./FWD" buttons. This will send serial date to the Interface Box activating the trunk release relay K-4(Vision light bar) or K-3(Signal Master deck light) applying a output of 12 volts for 1 second through a 20 amp fuse to terminal "D" of the interface box , activating the trunk release solenoid. The trunk can also be operated through the factory trunk release switch (button) that is on the driver's side instrument panel. This switch is battery hot (A+) so the trunk can be activated at any time while in park or neutral.

CLEAR SPOT LIGHT: For **Vision roof lights** cars to activate the right side clear spot light from the GE radio control head, push the "*" (asterisk) and the "CLR/SPOT" buttons in sequence.This will, through the data line, activate the relay K-2 inside the INTERFACE BOX, sending 12 volts through a 20 amp fuse and out terminal "B" to the 10amp fuse in the 4-way fuse folder that is located next to the Interface Box. From there the current goes through the eight conductor cable to the right hand side spot light. The second fuse was installed so when the spot light circuit over loads (example: spot light handle loosens up) the 10 amp fuse should blow first which is easily replaced instead of opening up the Interface Box to replace the 20 amp fuse. To shut off press the sequence again or use the "*" (asterisk) then "EWL" (emergency warning light) buttons. For the **Signal Master deck lights** cars you only need to push the "CLR/SPOT" (clear spot) button which will then, through the data line, activate the relay K-2 inside the INTERFACE BOX. This will send 12 volts through a 20 amp fuse and out terminal "B" to the 4-way fuse folder that is located next to the Interface Box. From there the current goes through a 10 amp fuse and to the right hand side spot light. The second fuse was installed so when the spot light circuit over loads (example: spot light handle loosens up) the 10 amp fuse should blow first which is easily replaced instead of opening up the Interface Box to replace the 20 amp fuse. To shut off press the "CLR/SPOT" (clear spot) button again or use "*" (asterisk) then "EWL" (emergency warning light) buttons. The pressing of the "*" then the "CLR/SPOT" buttons will activate K-6 a spare relay which is not used in this car at this time.

FRONT RED SPOT OR FRONT RED MIRROR MOUNTED LIGHT ON DECK LIGHT VEHICLES: Pushing either the "CODE-3" button or the "F-RED" button on the GE radio control head will then, through the data line, activate the relay K-4 inside the INTERFACE BOX. This will send 12 volts

COMPONENT OPERATION INFORMATION continued

through a 30 amp fuse and then out terminal "E" to the 4-way fuse folder that is located next to the Interface Box. From there the current goes through a 15 amp fuse and then to the red light. The second fuse was installed so when the spot light circuit over loads (example: spot light handle loosens up) the 15 amp fuse should blow first, which is easily replaced, instead of opening up the Interface Box to replace the 30 amp fuse. To shut off press the "EWL" (emergency warning light) button, or press the "*" (asterisk) and "EWL" (emergency warning light) buttons in sequence.

Warning light operational sequence: Use the "FIELD OPERATION CARD" booklet that is supplied with every vehicle for further information: SIGNAL MASTER DECK LIGHT, form number 501S from Supply Services with part number 0-501-19. and VISION LIGHT BAR, form number 501V from Supply Services with part number 0-501-22

THEORY OF OPERATION FOR THE VISION LIGHT BAR: The Vision Emergency Light System consists of three major sub assemblies; The GE radio control head, the Interface Box, and the Light Bar. A microprocessor in each assembly (3 total), controls the operation of the subassemblies and sends/receives commands and status information to/from the other subassemblies.

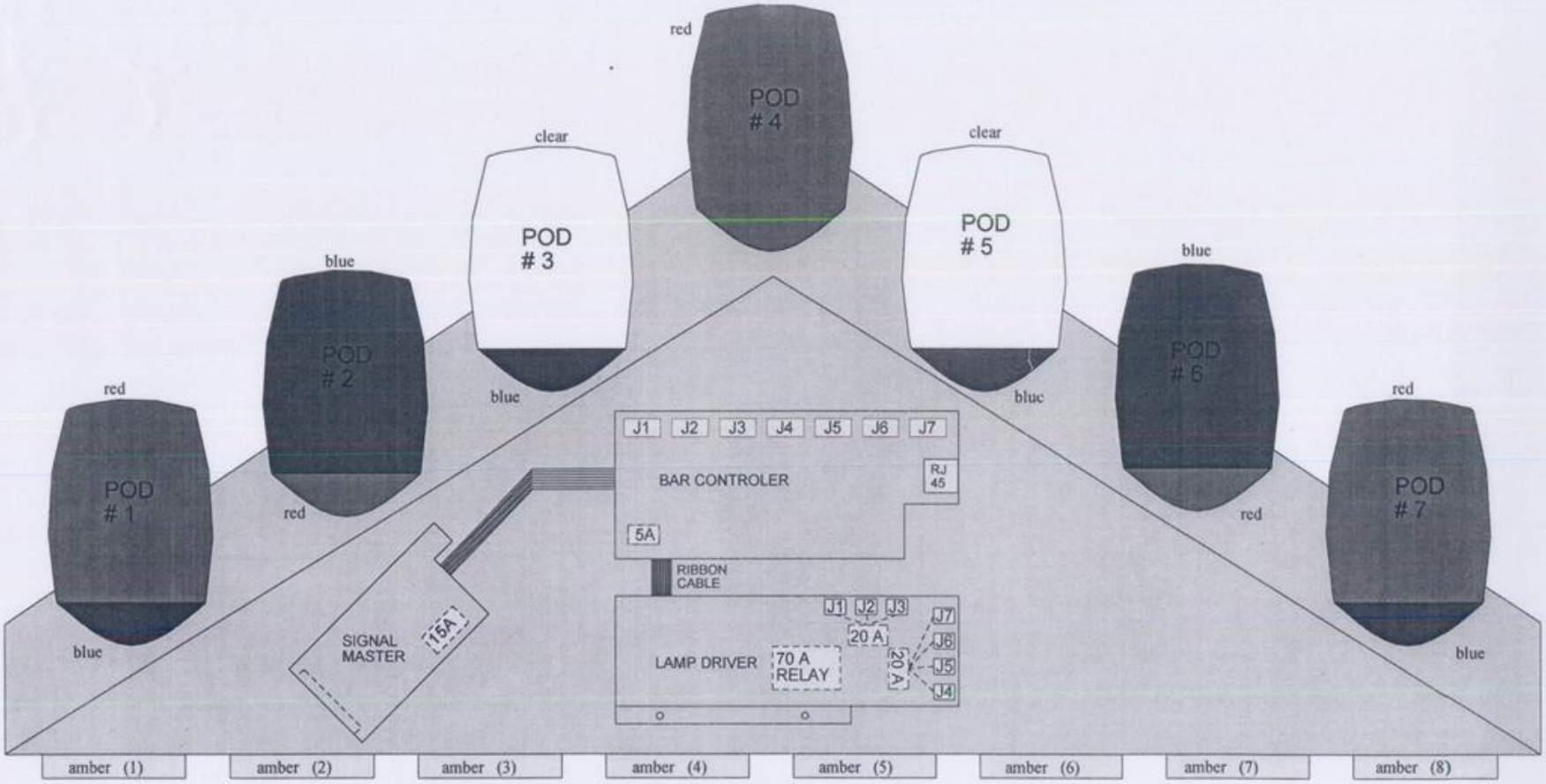
Interface Box: The microprocessor, within the Interface Box, contains the intelligence or the "smarts" required to interpret the operator commands, make decisions based upon user program selections, save these program selections in a special non-volatile (no power required) memory, send commands to activate the Light Bar and other auxiliary relays and in general acts as the "control center" for the entire system.

Light Bar: The Light Bar includes seven "pods" (light Modules) with lamps (4 amp 50 watt halogen) and motors, eight directional signal lights (2 amp 27 watt halogen), a Bar Controller pc (printed circuit) board, a Lamp Driver pc board, and a Signal Master pc board. The Light Bar receives commands from the Interface Box via the RJ-45 data cable and acts upon those commands. This causes the pods and or the Signal Master (directional signal) to execute one of many patterns stored within the microprocessor (Bar Controller) of the Light Bar. The Light Bar will return signals to the Interface Box to indicate receipt of those commands and in general to inform the Interface Box of the Light Bar status.

Bar Controller: A printed circuit board that controls the sequence of the lamps and the sequence and operation of the motors as directed by the Interface Box. The Bar Controller has a microprocessor which provides the intelligence or "smarts" of the light bar. This intelligence gives the bar the ability to execute all of the light patterns the Vision can perform. The Interface Box merely tells the Bar Controller which pattern to perform.

Lamp Driver: A printed circuit board that provides the solid state switches (enhanced metal oxide semiconductor field effect transistor or E-MOSFET) which turn the lamps on or off by control signals from the Bar Controller, again as directed by the Interface Box. The operation of the lamps are of a controlled ground type (the lamps are feed 12 volts and the Lamp Driver controls the ground circuit to activate the lamp.

Signal Master: A printed circuit board that provides the solid state switches for the lamps of the Signal Master. This operation is also of the ground control type.



FEDERAL SIGNALS "VISION" LIGHT BAR

◆ WARNING THE VISION LIGHT BAR SYSTEM CONTAINS ELECTROSTATIC SENSITIVE COMPONENTS

For diagnostic help or any questions contact Motor Transport Engineering Section.

All Federal Signal's Vision Light Bar and Signal Master Deck Lights parts (except bulbs and fuses) are on warranty for 10 (ten) years. All parts, excluding bulbs and fuses (Supply Services have them), are avaliable through Motor Transport Engineering Section. Parts can be acquired by sending a CAL-NET message. The message needs to include: Year, Make, Model, Vehicle number, Mileage, Name of the part needed, and Description of the defect. B.O. is not a proper description. No output of terminal "A" of the Interface Box in "CODE-3" mode, would be a proper description so that the manufacturer and or Motor Transport can properly analyze and repair the defective part.

When the new part arrives there will be an "Broken Component Report" sheet along with it. Fill out the missing data if any then attach it to the defective part and return it to Motor Transport Section attention Engeering Unit If an Area has not returned a part they may not get another light bar part until that outstanding part is turned in.

PROPER VOLTAGES ON A GOOD WORKING FEDERAL SIGNAL INTERFACE BOX

VOLTAGE MEASURED AT THE ORANGE CONNECTOR (P-1)			
PIN 1	12V	RED	SIGNAL MASTER (LAMP FEED WIRE) NOT USED ON THE VISION LIGHT BAR
PIN 2	.0V	BLACK	GROUND
PIN 3	12V	RED	BATTERY
PIN 4	.0V	GREEN	CHASSIS GROUND

CONTROL HEAD----------ON
IGNITION KEY----------OFF
FUNCTIONS----------OFF

VOLTAGE MEASURED AT THE DB-9 CONNECTOR

PIN #	VOLTAGE	FUNCTION
1	12	RELAY ENABLE (LOW)
2	.0	DATA LINE

VOLTAGE MEASURED AT THE RJ-45 CONNECTOR

PIN #	VOLTAGE	FUNCTION
1	0	TRANSMIT (NEGATIVE)
2	0	RECEIVE (NEGATIVE)
3	12	LIGHT BAR ENABLE RELAY (LOW)
4	0	NOT USED
5	0	RECEIVE (POSITIVE)
6	0	GROUND
7	0	SWITCHED 12 VOLT
8	0	TRANSMIT (POSITIVE)

CONTROL HEAD----------ON
IGNITION KEY----------ON (ENGINE RUNNING)
FUNCTIONS----------CODE 3

VOLTAGE MEASURED AT THE DB-9 CONNECTOR

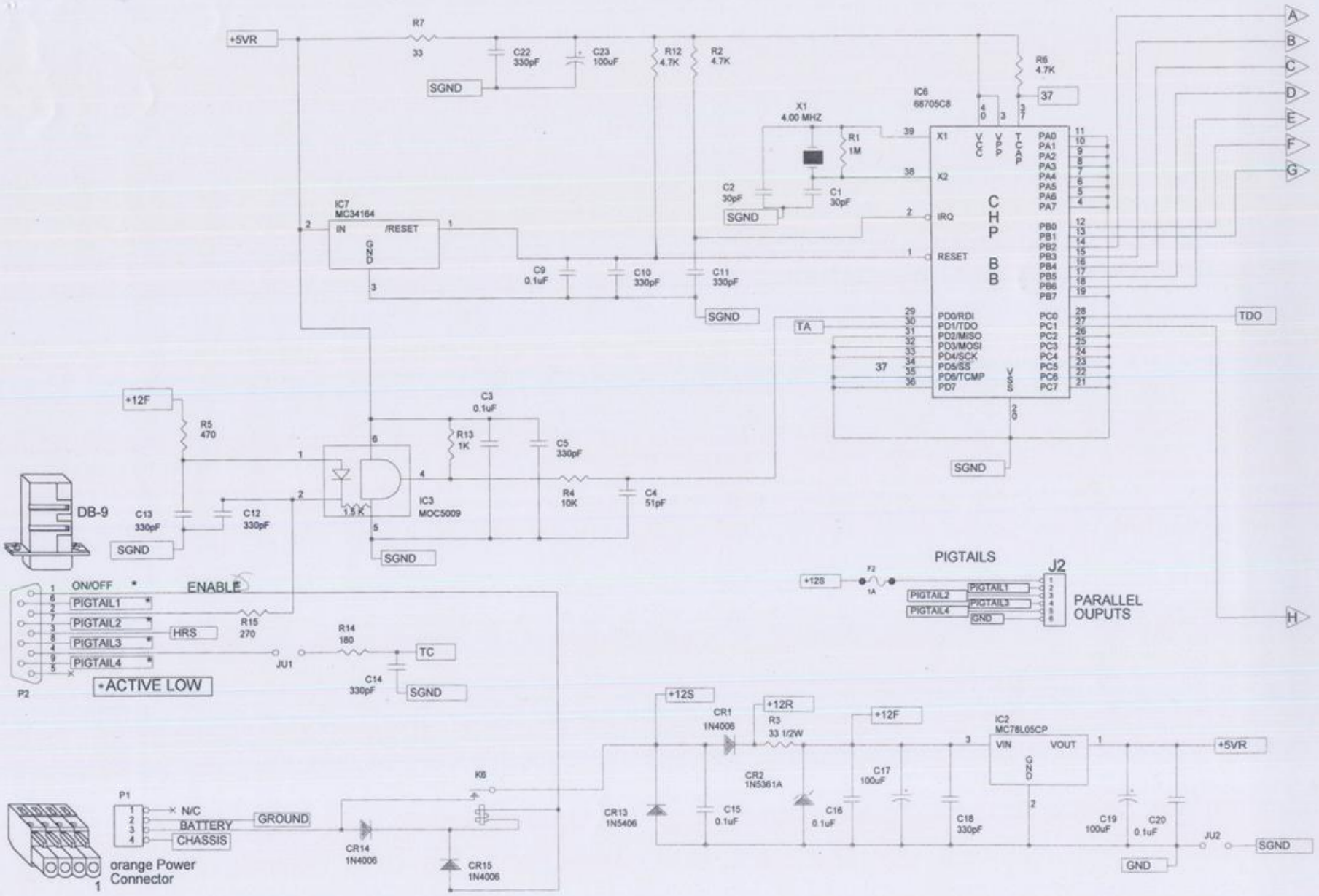
PIN #	VOLTAGE	FUNCTION
1	.8	RELAY ENABLE (LOW)
2	11-8 TOGGLES	DATA LINE

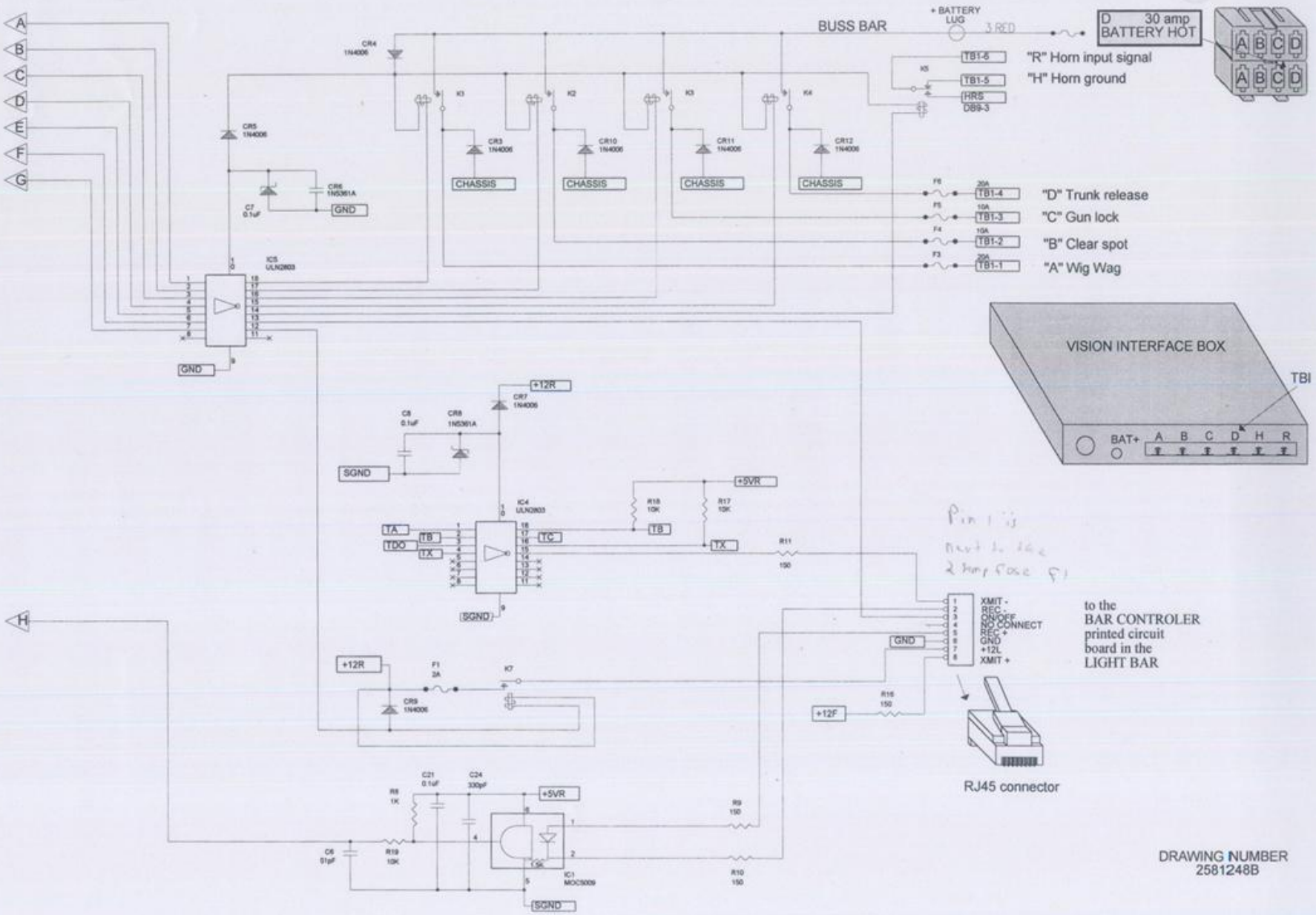
VOLTAGE MEASURED AT THE RJ-45 CONNECTOR

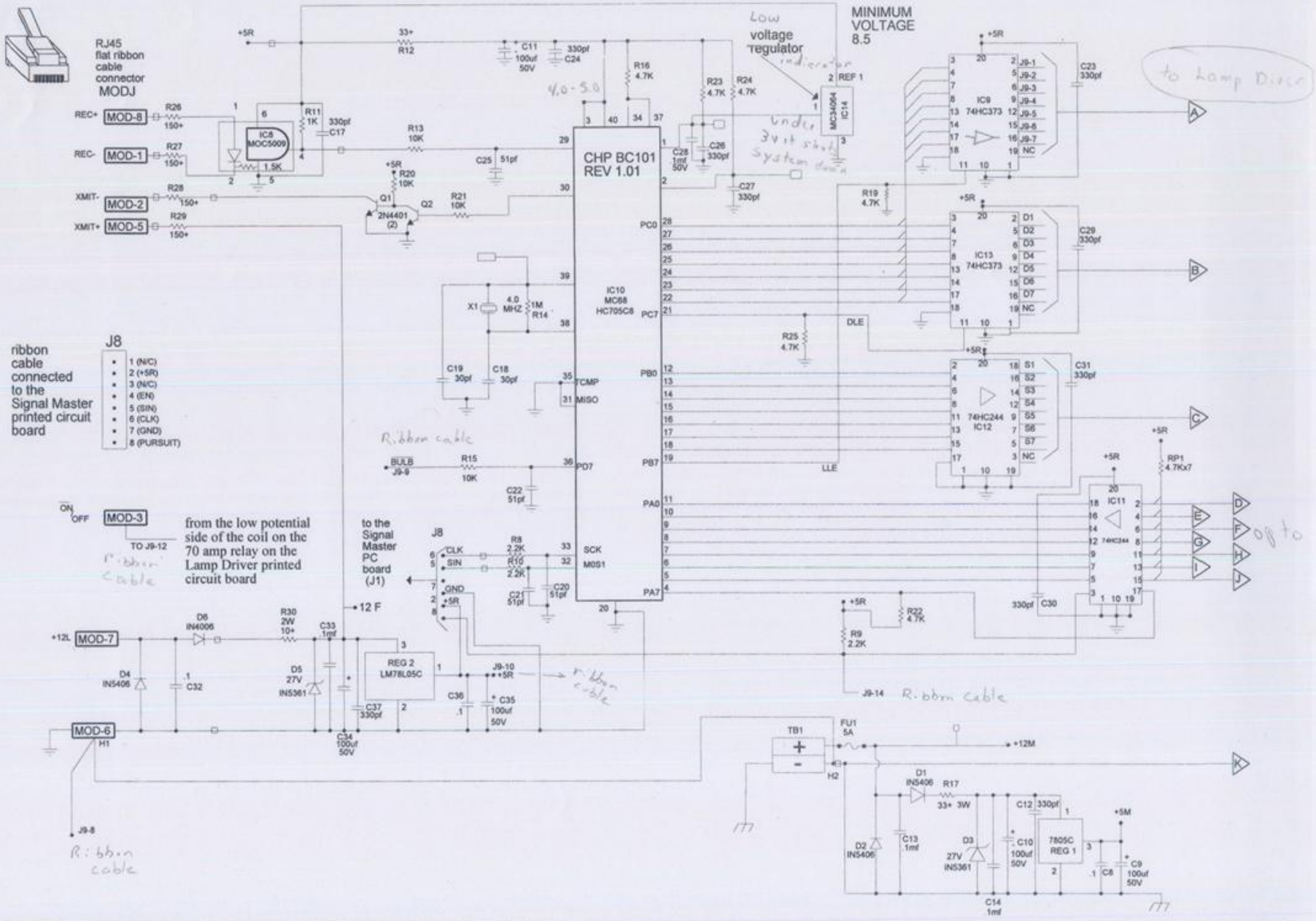
PIN #	VOLTAGE	FUNCTION
1	11.25	TRANSMIT (NEGATIVE)
2	8.4	RECEIVE (NEGATIVE)
3	.65	LIGHT BAR ENABLE RELAY (LOW)
4	0	NOT USED
5	9.2	RECEIVED (POSITIVE)
6	.0	GROUND
7	12	SWITCHED 12 VOLTS
8	11.87	TRANSMIT (POSITIVE)

ALL VOLTAGES ARE MEASURED AT THE INTERFACE BOX WITH ALL WIRES AND CONNECTERS HOOKED UP VOLTAGES TOLERANCE +/- 10% OF SOURCE VOLTAGE MEASURED AT THE CONTAINMENT BOX BATTERY JUNCTION BLOCK

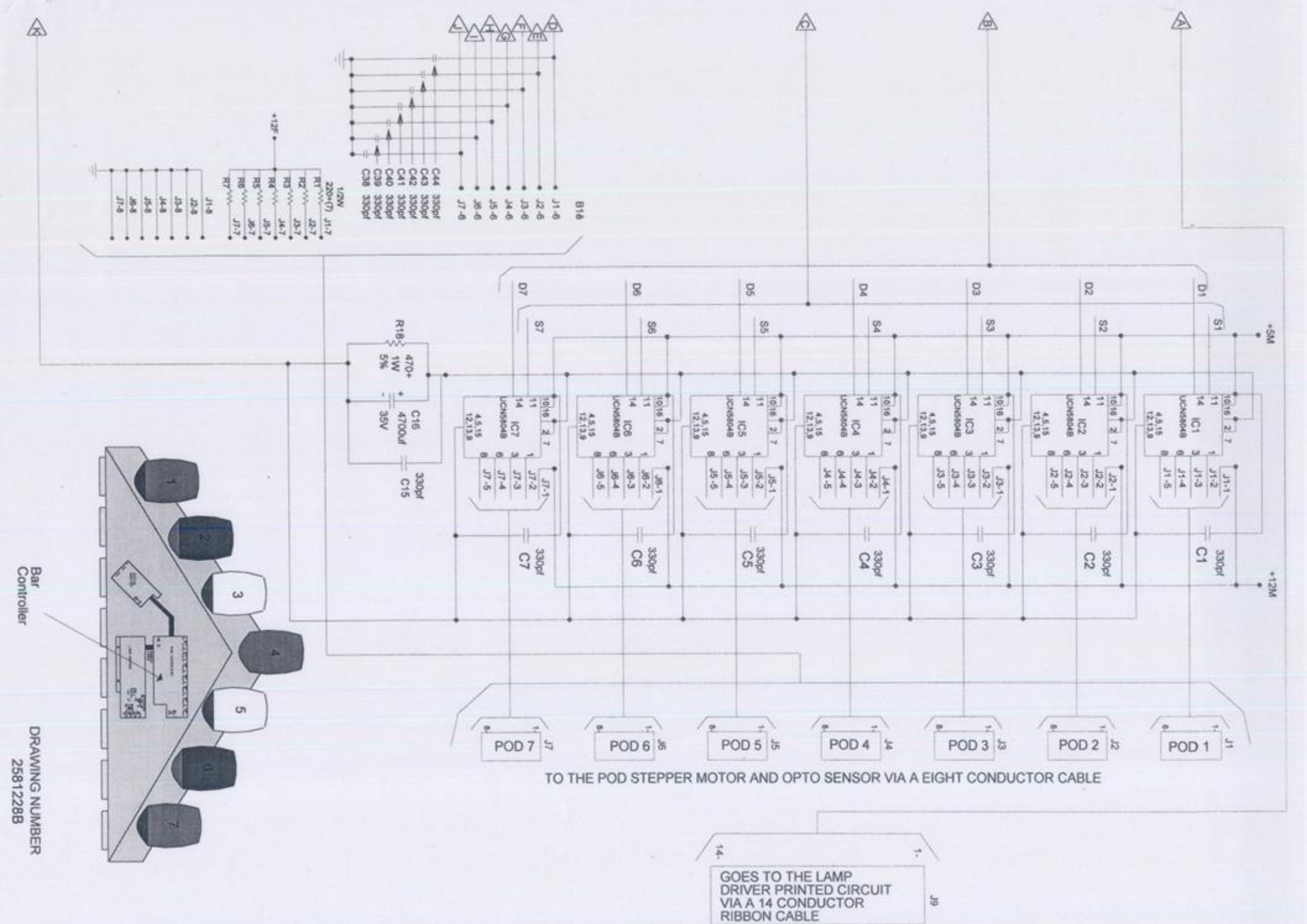
use NC mode on the hand shake bd


+5VR
R7
33
C22
330pF
C23
100uF
SGND
R12
4.7K
R2
4.7K
R6
4.7K
37
IC6
68705C8
X1
4.00 MHZ
R1
1M
C2
30pF
C1
30pF
SGND
IC7
MC34164
IN
/RESET
GND
C9
0.1uF
C10
330pF
C11
330pF
SGND
CHP
BB
X1
VCC
VPP
TCAP
IRQ
RESET
PA0
PA1
PA2
PA3
PA4
PA5
PA6
PA7
PB0
PB1
PB2
PB3
PB4
PB5
PB6
PB7
PD0/RDI
PD1/TDO
PD2/MISO
PD3/MOSI
PD4/SCK
PD5/SS
PD6/TCMP
PD7
PC0
PC1
PC2
PC3
PC4
PC5
PC6
PC7
VSS
TA
TDO
A
B
C
D
E
F
G
H
+12F
R5
470
C3
0.1uF
R13
1K
C5
330pF
R4
10K
C4
51pF
IC3
MOC5009
1.5K
DB-9
C13
330pF
C12
330pF
SGND
PIGTAILS
J2
+12S
F2
1A
PIGTAIL1
PIGTAIL2
PIGTAIL3
PIGTAIL4
GND
PARALLEL
OUPUTS
ON/OFF *
ENABLE
PIGTAIL1 *
PIGTAIL2 *
PIGTAIL3 *
PIGTAIL4 *
HRS
R15
270
JU1
R14
180
TC
C14
330pF
SGND
P2
*ACTIVE LOW
K5
+12S
CR1
1N4006
+12R
R3
33 1/2W
+12F
IC2
MC78L05CP
VIN
VOUT
GND
+5VR
CR2
1N5361A
C17
100uF
CR13
1N5406
C15
0.1uF
C16
0.1uF
C18
330pF
C19
100uF
C20
0.1uF
JU2
SGND
GND
P1
N/C
BATTERY
CHASSIS
GROUND
orange Power
Connector
CR14
1N4006
CR15
1N4006

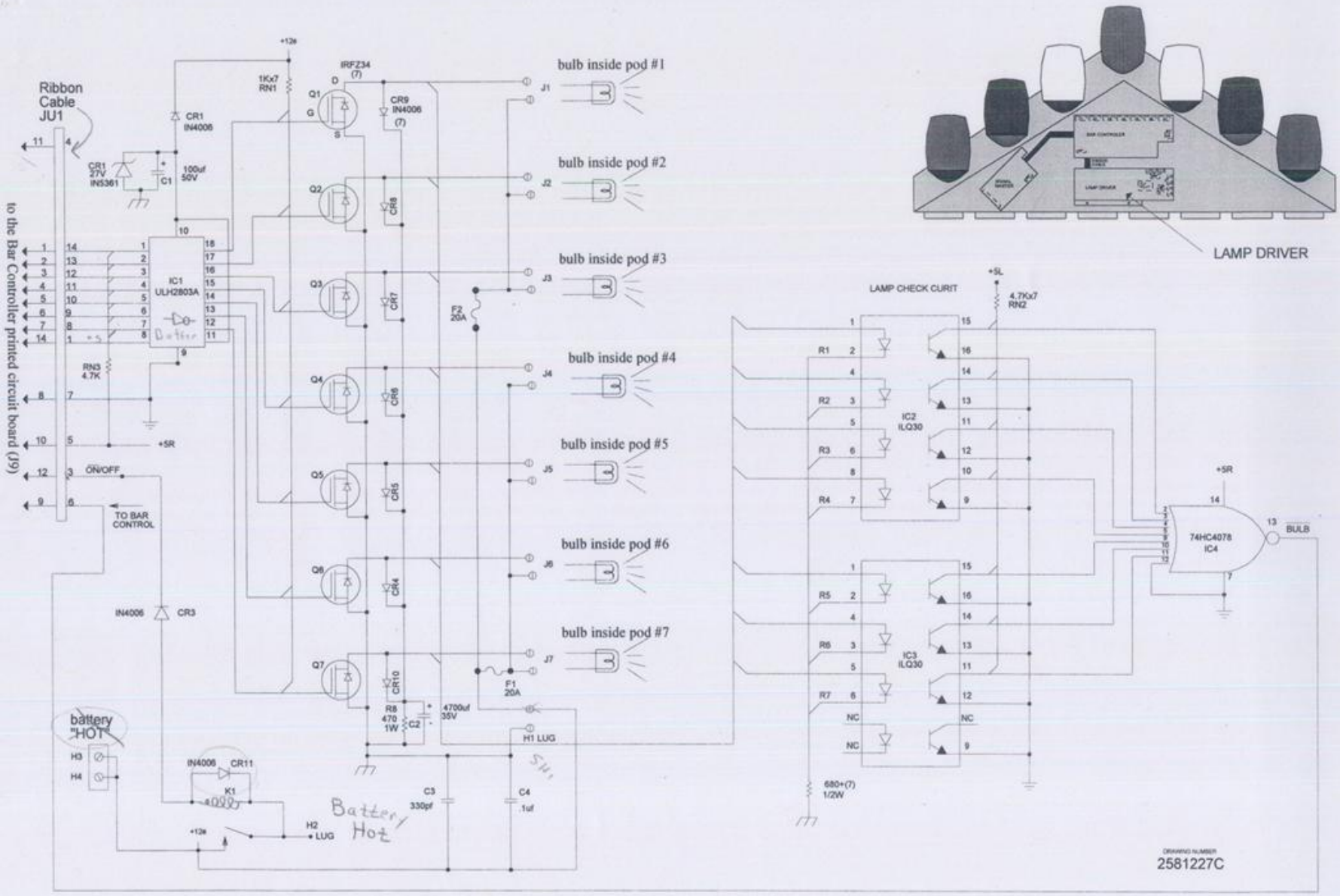

A
B
C
D
E
F
G
H
BUSS BAR
+ BATTERY LUG
3 RED
D 30 amp BATTERY HOT
A B C D
A B C D
"R" Horn input signal
"H" Horn ground
TB1-6
TB1-5
HRS DB9-3
"D" Trunk release
"C" Gun lock
"B" Clear spot
"A" Wig Wag
TB1-4
TB1-3
TB1-2
TB1-1
CHASSIS
GND
SGND
+12R
+5VR
+12F
VISION INTERFACE BOX
TBI
BAT+ A B C D H R
XMIT -
REC -
ON/OFF
NO CONNECT
REC +
GND
+12L
XMIT +
to the BAR CONTROLER printed circuit board in the LIGHT BAR
RJ45 connector
DRAWING NUMBER 2581248B



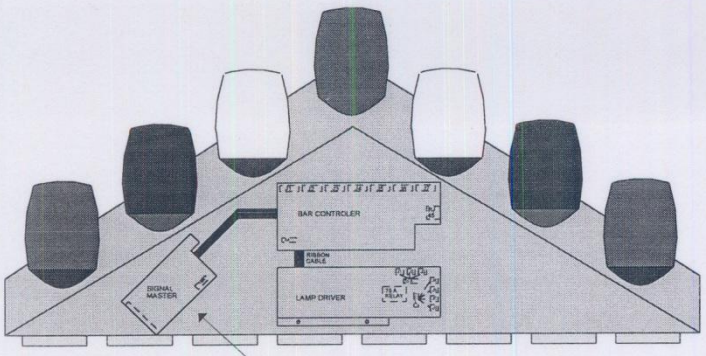
1/30/96	version 1.0	vehicles\1995\caprice\bar-con1.CAD	BAR CONTROLLER (one of two)	PAGE 41



TO THE POD STEPPER MOTOR AND OPTO SENSOR VIA A EIGHT CONDUCTOR CABLE
POD 1
POD 2
POD 3
POD 4
POD 5
POD 6
POD 7
GOES TO THE LAMP DRIVER PRINTED CIRCUIT VIA A 14 CONDUCTOR RIBBON CABLE
J9
Bar Controller
DRAWING NUMBER 2581228B


Ribbon Cable JU1
to the Bar Controller printed circuit board (J9)
IC1 ULH2803A
IC2 ILQ30
IC3 ILQ30
IC4 74HC4078
LAMP CHECK CURIT
LAMP DRIVER
TO BAR CONTROL
ON/OFF
battery "HOT"
bulb inside pod #1
bulb inside pod #2
bulb inside pod #3
bulb inside pod #4
bulb inside pod #5
bulb inside pod #6
bulb inside pod #7
BULB
Batter
Hot
2581227C

DRAWING NUMBER
2581225C



SIGNAL MASTER
CIRCUIT BOARD

"HOT" when
lamp driver's
relay closes

15A

H2

H3

LAMP
COMMON

+5R

5v ref

J1-2

R1
33+
1/4W 5%

1500uf
40V
C3

470+ 1W
R2

RN2
RN3
1Kx5
(2)

CR2
IN4006

IN4006
(10)

CR12

J2

IRFZ34
(10)

Q1

J2-1
WHT

R5

C4

CR11

J1-5
SIN

C1
.33
50V

C2
100uf
50V

27V
CR1

IN5361A

R6

Q2

J2-2
BRN

C5

CR10

R7

Q3

J2-3
GRN

C6

CR9

CLK

J1-6

IC1
74HC164N

IC2
ULN2803A
inverter

R8

C7

Q4

J2-4
ORN

CR8

R9

Q5

J2-5
PUR

C10

CR7

R10

RN1
10Kx5

C11

Q6

J2-6
GRY

CR6

R11

Q7

J2-7
YEL

GND

J1-7

C9

CR5

Q11

2N4401

R4
470+
1/4W

R3
10K
1/4W

Bç

R12

C8

Q8

J2-8
BLU

CR4

5v ref

J1-8

Q9

J2-9

J1-3

C12

CR3

Q10

J2-10

J1-1

C13

Cç

H1

TO CHASSIS
GROUND

to the Bar Controller printed circuit board (J8)

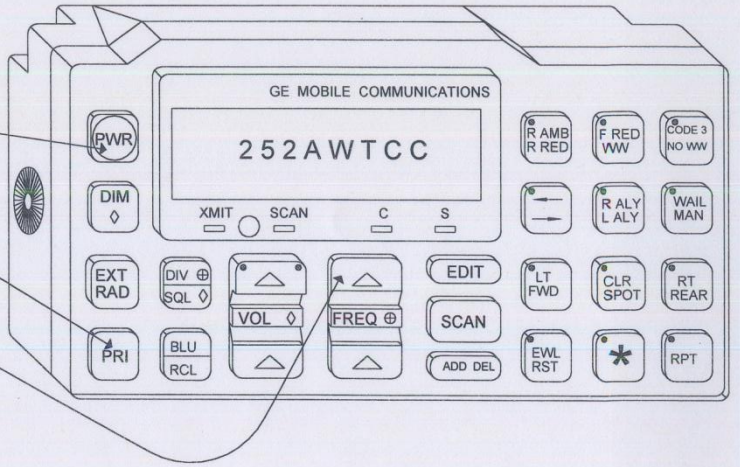
TO THE AMBER LIGHTS

* R5-R12 = 150 +
C4-C13 = .33uf

PERSONALITY READ OUT OF THE GENERAL ELECTRIC S-810 CONTROL HEAD

OPERATION:

1) PRESS THE "PWR" (POWER) BUTTON TO TURN THE CONTROL HEAD ON
2) PRESS THE "PRI" (PRIMARY) BUTTON
3) START PRESSING THE "FREQ" (FREQUENCY) UP BUTTON UNTILL THE PERSONALITY READOUT (DISPLAY) APPEARS



EXAMPLE READOUT

2 5 2 A W T C C

2 5 2 — CHP AREA OFFICE NUMBER

A — AREA SUB PROGRAM LETTER (A-Z)

W — PROGRAM REVISION NUMBER

T — CONTROL HEAD DATA OUTPUT FORMAT

- P = PARALLEL
- S = SERIAL
- T = TANDEM
- M = MOTORCYCLE

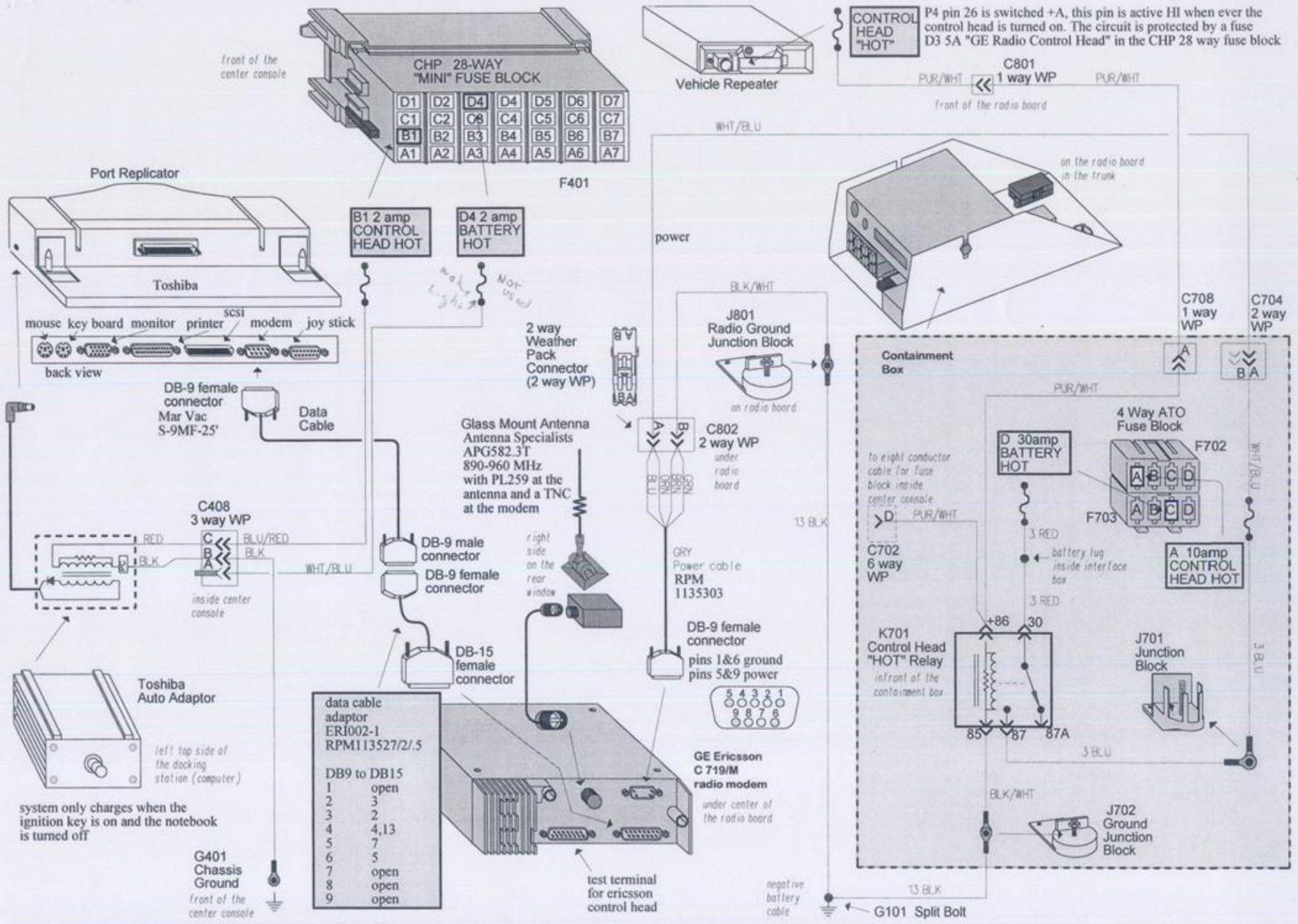
we need to use the TANDEM DATA output in any vehicle that has been built sense 1992

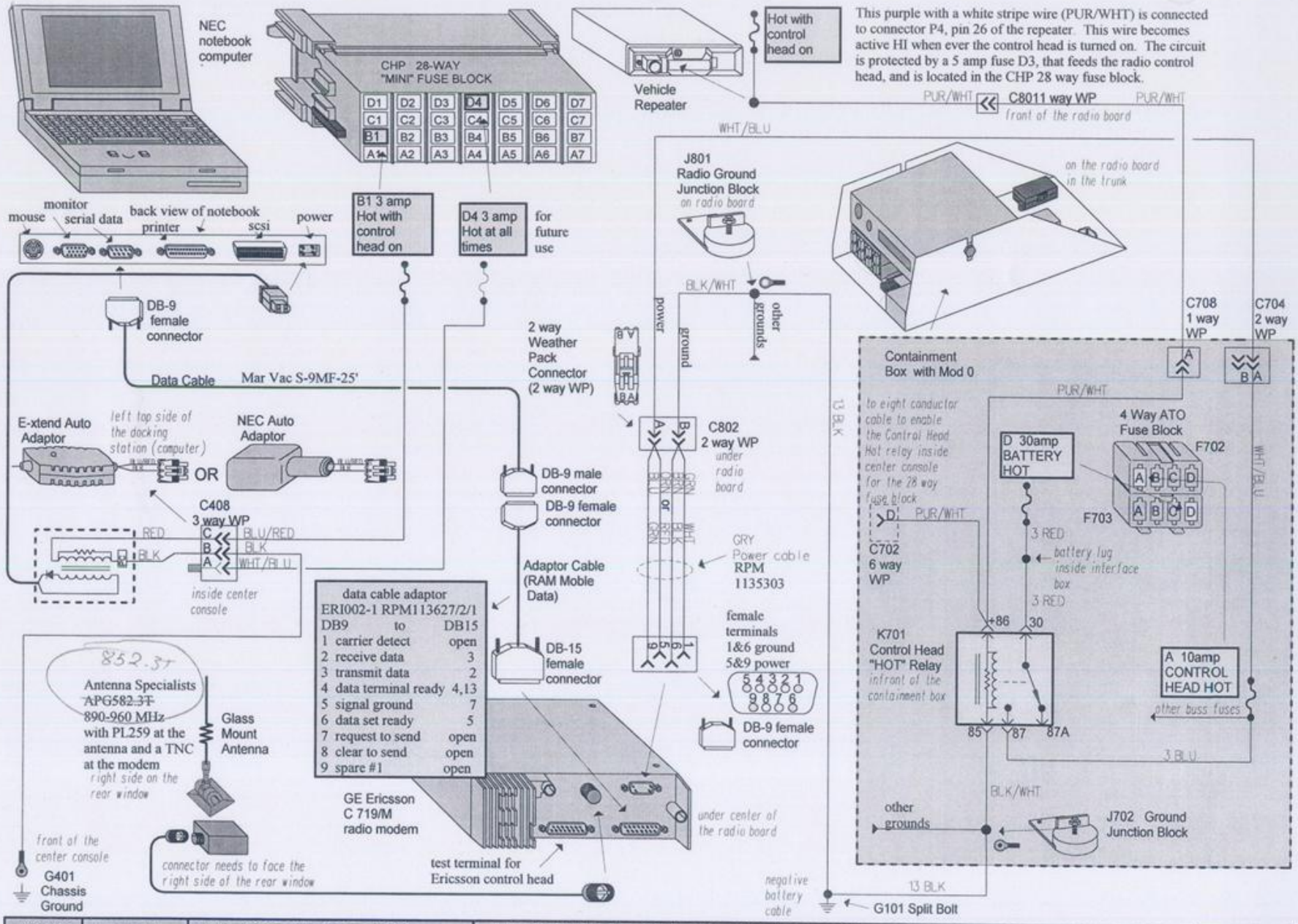
C — VOLUME TABLE

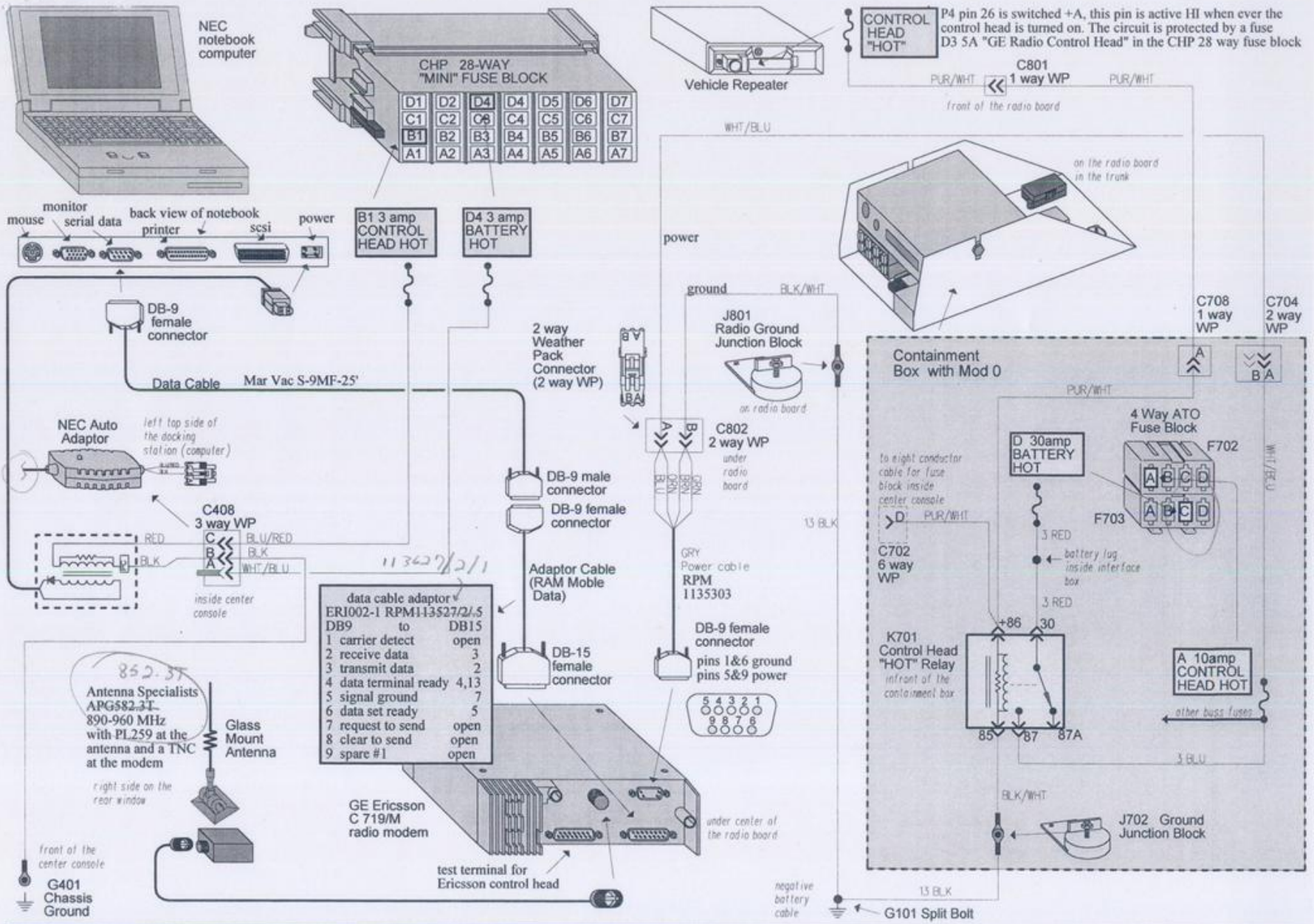
- L = LINEAR
- G = LOGARITHMIC
- C = COMBINATION
  - logarithmic - inside
  - linear - outside
- M = MOTORCYCLE

C — HEAD OPTIONS

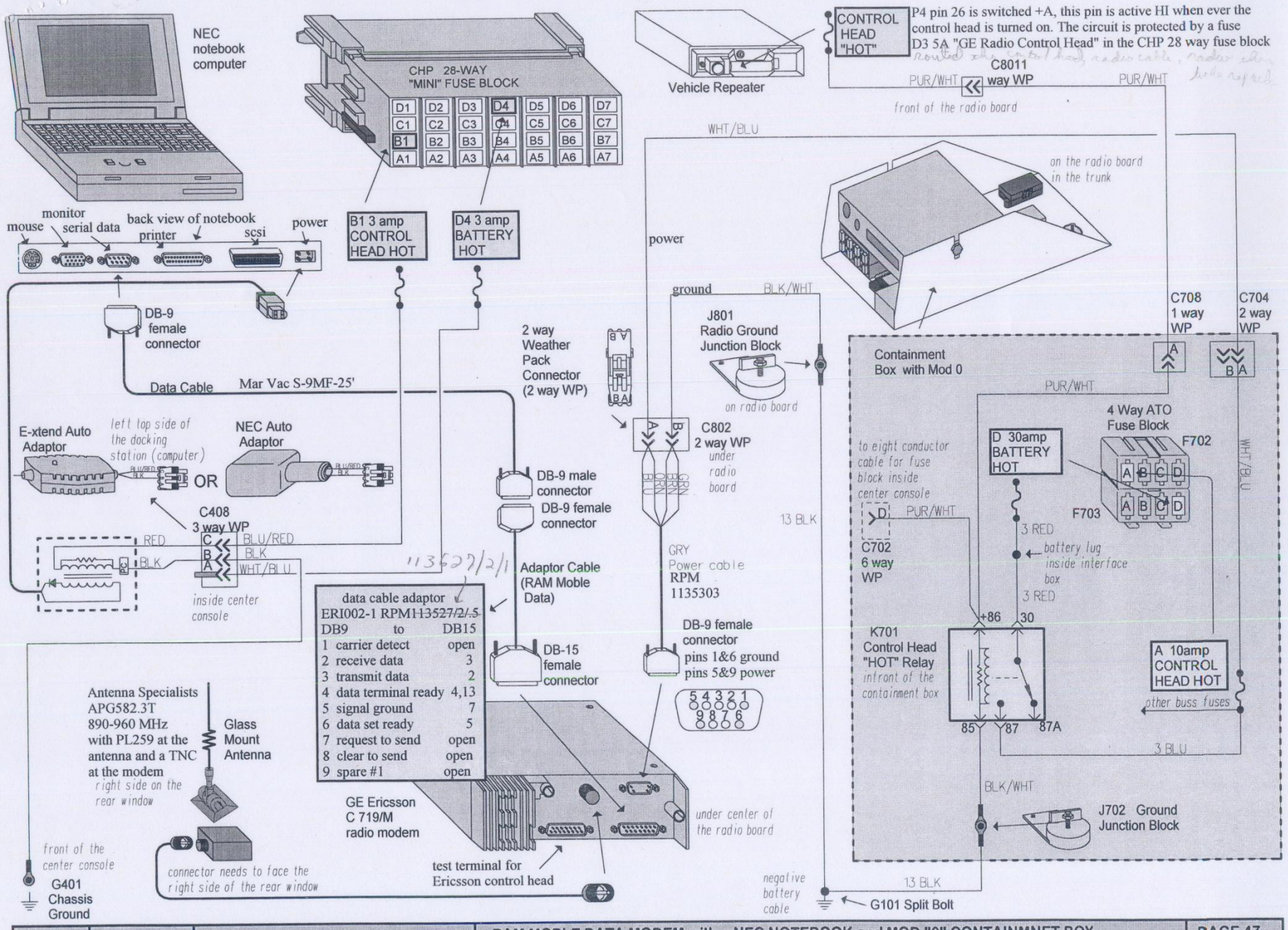
- C = CAR
- M = MOTORCYCLE


front of the center console
CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D4 D4 D5 D6 D7
C1 C2 C8 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
F401
Vehicle Repeater
CONTROL HEAD "HOT"
P4 pin 26 is switched +A, this pin is active HI when ever the control head is turned on. The circuit is protected by a fuse D3 5A "GE Radio Control Head" in the CHP 28 way fuse block
C801 1 way WP
PUR/WHT
front of the radio board
WHT/BLU
Port Replicator
Toshiba
mouse key board monitor printer scsi modem joy stick
back view
B1 2 amp CONTROL HEAD HOT
D4 2 amp BATTERY HOT
power
on the radio board in the trunk
BLK/WHT
J801 Radio Ground Junction Block
on radio board
2 way Weather Pack Connector (2 way WP)
C802 2 way WP
under radio board
C708 1 way WP
C704 2 way WP
Containment Box
PUR/WHT
4 Way ATO Fuse Block
D 30amp BATTERY HOT
F702
F703
to eight conductor cable for fuse block inside center console
C702 6 way WP
3 RED
battery lug inside interface box
A 10amp CONTROL HEAD HOT
DB-9 female connector Mar Vac S-9MF-25'
Data Cable
Glass Mount Antenna Antenna Specialists APG582.3T 890-960 MHz with PL259 at the antenna and a TNC at the modem
right side on the rear window
C408 3 way WP
RED
BLK
BLU/RED
BLK
WHT/BLU
inside center console
DB-9 male connector
DB-9 female connector
DB-15 female connector
GRY
Power cable RPM 1135303
DB-9 female connector
pins 1&6 ground
pins 5&9 power
5 4 3 2 1
9 8 7 6
K701 Control Head "HOT" Relay
infront of the containment box
+86 30
85 87 87A
J701 Junction Block
3 BLU
Toshiba Auto Adaptor
left top side of the docking station (computer)
system only charges when the ignition key is on and the notebook is turned off
data cable adaptor ERI002-1 RPM113527/2/.5
DB9 to DB15
1 open
2 3
3 2
4 4,13
5 7
6 5
7 open
8 open
9 open
GE Ericsson C 719/M radio modem
under center of the radio board
test terminal for ericsson control head
BLK/WHT
J702 Ground Junction Block
G401 Chassis Ground
front of the center console
negative battery cable
13 BLK
G101 Split Bolt


NEC notebook computer
CHP 28-WAY "MINI" FUSE BLOCK
D1 D2 D3 D4 D5 D6 D7
C1 C2 C3 C4 C5 C6 C7
B1 B2 B3 B4 B5 B6 B7
A1 A2 A3 A4 A5 A6 A7
Vehicle Repeater
Hot with control head on
This purple with a white stripe wire (PUR/WHT) is connected to connector P4, pin 26 of the repeater. This wire becomes active HI when ever the control head is turned on. The circuit is protected by a 5 amp fuse D3, that feeds the radio control head, and is located in the CHP 28 way fuse block.
PUR/WHT
C8011 way WP
front of the radio board
PUR/WHT
WHT/BLU
J801
Radio Ground Junction Block
on radio board
on the radio board in the trunk
monitor
mouse
serial data
back view of notebook
printer
scsi
power
B1 3 amp Hot with control head on
D4 3 amp Hot at all times
for future use
DB-9 female connector
Data Cable
Mar Vac S-9MF-25'
2 way Weather Pack Connector (2 way WP)
power
ground
BLK/WHT
other grounds
C708 1 way WP
C704 2 way WP
Containment Box with Mod 0
PUR/WHT
to eight conductor cable to enable the Control Head Hot relay inside center console for the 28 way fuse block
4 Way ATO Fuse Block
F702
F703
D 30amp BATTERY HOT
3 RED
battery lug inside interface box
3 RED
C702 6 way WP
PUR/WHT
E-xtend Auto Adaptor
left top side of the docking station (computer)
OR
NEC Auto Adaptor
C802 2 way WP
under radio board
DB-9 male connector
DB-9 female connector
C408 3 way WP
RED
BLK
BLU/RED
BLK
WHT/BLU
inside center console
GRY
Power cable RPM 1135303
Adaptor Cable (RAM Moble Data)
data cable adaptor
ERI002-1 RPM113627/2/1
DB9 to DB15
1 carrier detect open
2 receive data 3
3 transmit data 2
4 data terminal ready 4,13
5 signal ground 7
6 data set ready 5
7 request to send open
8 clear to send open
9 spare #1 open
DB-15 female connector
female terminals
1&6 ground
5&9 power
5 4 3 2 1
9 8 7 6
DB-9 female connector
K701 Control Head "HOT" Relay
infront of the containment box
+86
30
85
87
87A
A 10amp CONTROL HEAD HOT
other buss fuses
3 BLU
BLK/WHT
other grounds
J702 Ground Junction Block
13 BLK
negative battery cable
G101 Split Bolt
852.3T
Antenna Specialists
APG582.3T
890-960 MHz
with PL259 at the antenna and a TNC at the modem
right side on the rear window
Glass Mount Antenna
front of the center console
G401 Chassis Ground
connector needs to face the right side of the rear window
GE Ericsson C 719/M radio modem
under center of the radio board
test terminal for Ericsson control head



04/02/96	version 2.1	vehicles\1995\caprice\note-nec.CAD	RAM MOBLE DATA MODEM with a NEC NOTEBOOK and MOD "0" CONTAINMNET BOX	PAGE 47



5/10/96	version 2.2	vehicles\1995\caprice\note-nec.CAD	RAM MOBLE DATA MODEM with a NEC NOTEBOOK and MOD "0" CONTAINMNET BOX	PAGE 47

SALES PRICE	DATE	VEHICLE NUMBER	☐ 100B ☐ Sale list
$3,500	1.18.00		

LOCATION OF SALE	COLOR
PS074	WHITE

Paint	$	Tires	$
Mechanical inspection	$	Repair seat	$
Reconditioning	$	Battery	$
Decal removal	$	Other: (describe)	$
Wheel alignment	$		$
Mufflers	$		$
Windshield	$		$
Side moulding	$		$
Pin-striping	$		$
Vinyl top	$	☐ Police special ☐ Black and white ☐ As-is	TOTAL COSTS $
VEHICLE NUMBER	LOOCATION CODE		

MOTOR TRANSPORT SECTION

VEHICLE ASSIGNMENT, TRANSFER & SALE

074-6 (Rev 2-95)

VEHICLE NUMBER: E902389

Sacto

MAY 2 2 1997

SEP 2 8 1999

KEY # 03L2

CREDIT CARD SUB # 7003

COLOR	BUDGET YEAR	PURCHASE ORDER	REPLACEMENT ORDERED	DELIVERY DATE
B&W				

CLASS	MAKE	BODY	VIN	LICENSE NUMBER
E	CHEVY CAPRICE	4DOOR	1G1BL52P2SR181195	E902389

TO REPLACE	REPLACED BY	DATE
E897394	962271	

DATE PLACED IN SERVICE	SURVEY DATE AND REASON
4/17/97	R/O 101,985

VEHICLE NUMBER	YEAR	R.F. COLOR	EQUIPMENT	SCHED. NO.	PR DATE	LOCATION CODE
E902389	95	GE-A 0N18100	MØXLSES	990451	61	801 962271