



Generation II™



SONCELL NORTH AMERICA
A PUBLIC SAFETY COMPANY

INSTRUCTIONS

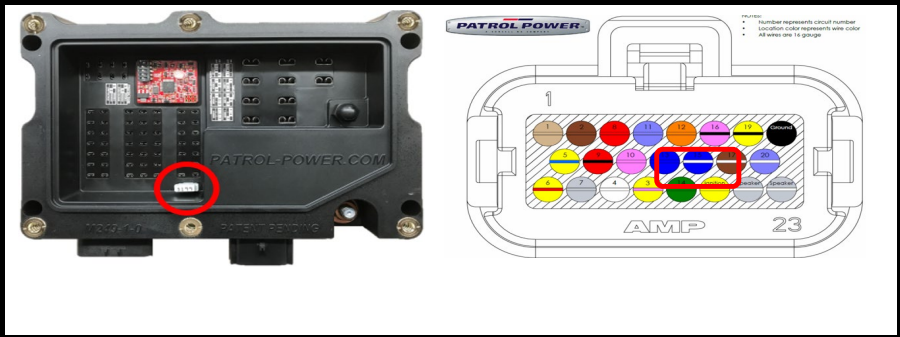
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SUPPLEMENTAL INSTRUCTION SHEET FOR RETROFITTING NEWER GEN II MODULES INTO EXISTING INSTALLATIONS

COMPATIBILITY

We have ceased production GEN II fuse blocks that featured the siren attenuator. The new fuse block has been designed to be backwards compatible with existing installations with the exception of the aforementioned attenuator circuit.

OLDER MODULE IDENTIFYING ATTENUATOR LOCATION & CONNECTOR



HARNESS MODIFICATION

Older fuse panels with the attenuator circuit are clearly identifiable by the attenuator position in the lower, center fuse portion of the fuse block and by the presence of two GRY/WHT wires in the harness (pins 22 & 23 of the 23 pin connector). The wire harness will need to be modified, but only if the siren attenuator loop is being utilized in the vehicle. If the siren attenuator loop is not being utilized, no further modifications will be necessary. If you aren't sure if the siren attenuator is being used, there are a few ways to determine this.

- 1) Is there a fuse or a resistor in the siren attenuator location in the fuse block? If there's a diode or nothing, the attenuator loop isn't being used.
- 2) If the attenuator location has a fuse in it, remove the fuse. If the siren speaker still functions, the attenuator loop isn't being used. If it stops functioning, the attenuator loop is being used and you will need to connect the two GRY/WHT wires to each other on the harness side, not the fuse block side. Refer to diagram to right.

HARNESS MODIFICATION REQUIRED IF ATTENUATOR IS BEING USED

Cut both GRY/WHT wires in 23 position connector and connect the two wires on the harness side to each other. The two wires on the fuse block side can be cleanly taped/insulated and integrated back into the harness and the splice can be hidden.