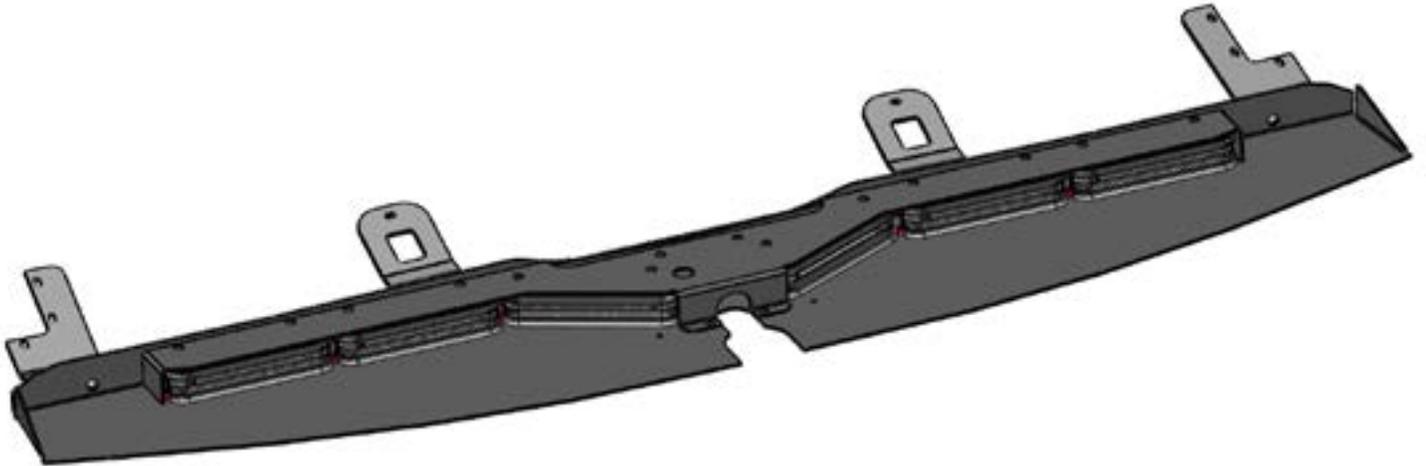


INSTALLATION & OPERATION MANUAL



SuperVisor-MC™ - 2011 CHEVY CAPRICE With Multi Color Torus™ Technology Interior Lighting System

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For future reference record your product's serial no. here _____

IMPORTANT:

Read all instructions and warnings before installing and using.

INSTALLER: *This manual must be delivered to the end user of this equipment.*

Introduction

The Multi Color SuperVisor-MC™ (hereafter called "Unit") is an interior lighting system that fits in the visor area near the top of the windshield. The SuperVisor-MC has room for up to (6) Torus Multi Color Light Heads.

Product Features

Torus Multi Color Light Head Options: Red/White, Blue/White, Amber/White, Red/Blue, Red/Amber, Blue/Amber

Size: 44.29" long x 1.50" tall x 6.94" deep-----Weight: 7.5 lbs



The use of this or any warning device does not ensure that all drivers can or will observe or react to an emergency warning signal. Never take the right-of-way for granted. It is your responsibility to be sure you can proceed safely before entering an intersection, driving against traffic, responding at a high rate of speed, or walking on or around traffic lanes. The effectiveness of this warning device is highly dependent upon correct mounting and wiring. Read and follow the manufacturer's instructions before installing or using this device. The vehicle operator should insure daily that all features of the device operate correctly. In use, the vehicle operator should insure the projection of the warning signal is not blocked by vehicle components (i.e.: open trunks or compartment doors), people, vehicles, or other obstructions. This equipment is intended for use by authorized personnel only. It is the user's responsibility to understand and obey all laws regarding emergency warning devices. The user should check all applicable city, state and federal laws and regulations. Code 3, Inc., assumes no liability for any loss resulting from the use of this warning device. Proper installation is vital to the performance of this warning device and the safe operation of the emergency vehicle. It is important to recognize that the operator of the emergency vehicle is under psychological and physiological stress caused by the emergency situation. The warning device should be installed in such a manner as to: A) Not reduce the output performance of the system, B) Place the controls within convenient reach of the operator so that he can operate the system without losing eye contact with the roadway. Emergency warning devices often 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 severe vehicle damage, including fire. Any electronic device may create or be affected by electromagnetic interference. After installation of any electronic device operate all equipment simultaneously to insure that operation is free of interference. 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. **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.**

Unpacking & Pre-installation

Carefully remove the Unit and place it on a flat surface, taking care not to scratch the lenses or damage the cable coming out of the Housing. Examine the unit for transit damage, broken optics, LED's, etc. Report any damage to the carrier and keep the shipping carton.

The Multi Color SuperVisor-MC light bar is built to operate on 12 volt D.C. negative ground (earth). The Unit will not operate properly if you have an electrical system other than 12 volt D.C. negative ground (earth).

Test the unit before installation. To test, touch the black wire to the ground (earth) and the other wires to +12 volts D.C., in accordance with the instructions attached to the cable and as shown in the Multi Color SuperVisor Internal Wiring Diagram at the top of page 8 of this manual (an automotive battery is preferable for this test). A battery charger may be used, but note that some electronic options may not operate normally when powered by a battery charger. If problems occur at this point, contact the factory.

WARNING!



Utilizing non-factory supplied screws and/or mounting brackets and/or the improper number of screws may result in loss of warranty coverage on the equipment.

Mounting Hardware - All mounting hardware is packed in a small bag inside the main carton. There are four brackets used to mount the SuperVisor to the vehicle. These are discussed in detail later.

Installation Instructions-All Figures are shown on Pages 4, 5 & 6

Step-1 Remove the vehicle's plastic rear view mirror wiring cover by sliding the upper sleeve portion down and forward to disengage it from the vehicle's headliner (see Figure 1), then pull the cover off of the rear view mirror mounting bracket (see Figure 2). Discard or store away the vehicle's plastic rear view mirror wiring cover as desired as it will not be reused for mounting the SuperVisor.

Step-2 With a small thin screw driver, remove the plastic fastening wedges that retain the vehicles's plastic inner visor clips, as shown in Figure 3, then remove the plastic visor clips, plastic visor clip detent, and the detent spring from the vehicle's sheet metal bracket (see Figure 4). The two inner visor clip areas of the vehicle should now look as shown in Figure 5.

Step-3 Position the supplied Sheet Metal Drilling Template over the vehicle's sheet metal visor clip bracket as shown in Figure 6. **Caution: Make absolutely certain that the Sheet Metal Drilling Template is centered over the vehicle's sheet metal visor clip bracket in both directions and that it is held parallel to the bracket (See Figure 7 for correct and incorrect positioning). It is very important that the Drilling Template does not move while drilling the holes! It is highly recommended that you have an assistant hold the template so that it doesn't move while you drill the holes and to keep the holes from being drilled crooked or out of location.** While holding the Drilling Template so that it does not move, drill (2) 9/64" diameter holes one at each end of the slot in the Drilling Template through the headliner material and through the first layer of the Caprice's headliner sheet metal. (see Figure 7 again, also see Figures 8 and 9). **Caution: Only drill through the first layer of the vehicle's sheet metal. Be very careful not to drill all the way through the vehicle's roof!**

Step-4 Loop a piece of wire through the vehicle's sheet metal visor clip bracket to prevent it from accidentally popping up into the hole in the headliner and using a pair of plyers compress the (4) side retention tabs of the vehicles sheet metal visor clip bracket and pull the bracket down out of the hole in the headliner (see Figure 10). Repeat this step for both of the brackets. Discard or store away the vehicle's inner visor clip assembly as desired as it will not be reused for mounting the SuperVisor.

Step-5 Position the supplied Sheet Metal Drilling Template against the vehicle's plastic outer visor pivot brackets as shown in Figure 11-Driver Side and Figure 12-Passenger Side. **Caution: Make absolutely certain that the Sheet Metal Drilling Template is held tight against the vehicle's plastic outer visor pivot brackets in both directions as shown and noted in Figures 11 and 12. Again as stated in Step-3, it is very important that the Drilling Template does not move while drilling the holes. Again, it is highly recommended that you have an assistant hold the template so that it doesn't move while you drill the holes and to keep the holes from being drilled crooked or out of location!** While holding the SuperVisor's Drilling Template so that it does not move, drill (3) 9/64" diameter holes at each of the (3) hole locations indicated in Figures 11 and 12 (see Figures 13,14, and 15-Drivers Side Shown).

Step-6 Position the supplied Plastic Inner Visor Clips into the rectangular hole in the supplied Inner Mounting Brackets as shown in Figure 16, then position the Inner Mounting Brackets with the Plastic Inner Visor Clips over the rectangular hole in the vehicle's headliner, align the slotted holes in the Inner Mounting Brackets and the holes in the Plastic Inner Visor Clips with the holes drilled in Step-3 and thread (2) supplied Black Oxided #8 X 1" Phillips Truss Head Sheet Metal Screws as shown in Figures 17 and 18. Only thread the screws in about half way to get them started so that they will screw in and out easily for adjustment later, do not tighten the screws at this time.

Step-7 Position the supplied Driver and Passenger Side Outer Mounting Brackets as shown in Figure 19 (Driver Side Shown), align the slotted holes in the Mounting Brackets with the holes drilled in Step-5, and thread the (3) supplied Black Oxided #8 X 1" Phillips Truss Head Sheet Metal Screws through the (3) slotted holes in each of the Outer Mounting Brackets and into the holes that were drilled in the vehicle in Step 5. Only thread the screws in about half way to get them started so that they will screw in and out easily for adjustment later. Do not tighten the screws at this time (again see Figure 19).

Step-8 Route the SuperVisor's cable to the desired side of the vehicle and through the cable slot at the end of the Outer Panel. Make sure the cable will not interfere with the vehicle's headliner and windshield as you position the SuperVisor up to the headliner and in front of the Inner Mounting Brackets (see Figure 20). Thread the supplied 1/4"-20 screws and internal tooth lock washers through the slots in the Inner Mounting Brackets and into the Outer Panel (see Figure-21). Thread the supplied 1/4"-20 screws and internal tooth lock washers through the slots in the Outer Mounting Brackets and into the Outer Panel (see Figure-22-Drivers Side Shown). Thread all (4) of the 1/4"-20 screws up to minimize the slack between the Mounting Brackets and the SuperVisor but do not fully tighten the screws at this time. A small amount of slack is needed for adjustment later.

Installation Instructions Cont.

Step-9 While making sure the SuperVisor is centered in the vehicle tighten all of the Black Oxided #8 X 1" Phillips Truss Head Sheet Metal Screws (see Figures 17, 18, and 19). Tighten each of the screws a little at a time so that they are all tightened somewhat simultaneously, this will help keep the SuperVisor centered.

Step-10 While pushing the SuperVisor very tightly up against the headliner, tighten the (2) 1/4"-20 Inner Mounting Bracket screws as shown in Figure 23 then tighten the (2) 1/4"-20 Outer Mounting Bracket screws as shown in Figure 24. The idea is to slightly crush the SuperVisor's Sheet Metal Headliner Flange into the vehicle's headliner fabric to prevent light from flashing through into the Driver's eyes. **Note: It is best to have an assistant push up on the SuperVisor while you tighten each of the the screws to assure that it is tight against the vehicle's headliner.**

Step-11 Tighten the Vehicle's Driver and Passenger Side #8 Torx outer pivot bracket mounting screws as shown in Figures 25 and 26.

Step-12 Route the SuperVisor's Cable as desired.



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4



FIGURE 5



FIGURE 6

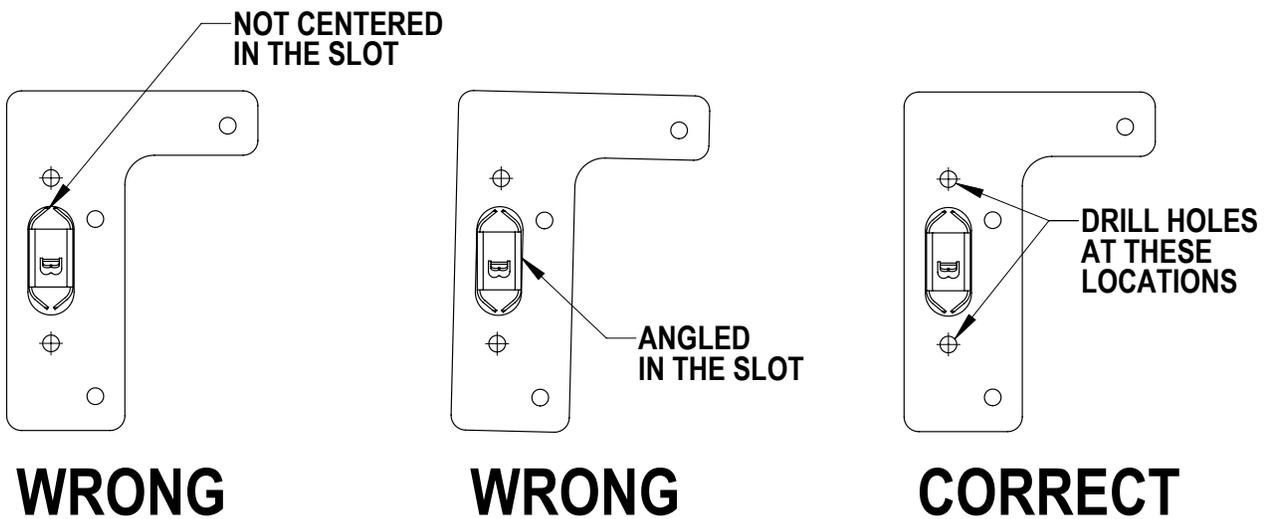


FIGURE 7

Installation Instructions Cont.



FIGURE 8



FIGURE 9



FIGURE 10

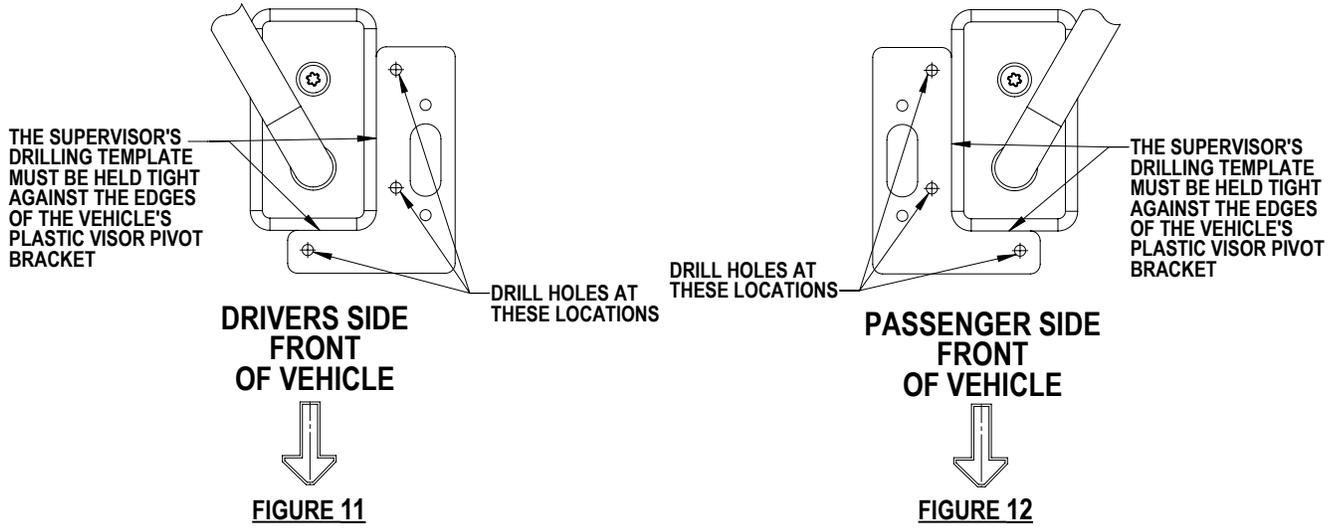


FIGURE 13-DRIVER SIDE SHOWN



FIGURE 14-DRIVER SIDE SHOWN



FIGURE 15-DRIVER SIDE SHOWN



FIGURE 16



FIGURE 17



FIGURE 18



FIGURE 19-DRIVER SIDE SHOWN



FIGURE 20



FIGURE 21

Installation Instructions Cont.



FIGURE 22



FIGURE 23



FIGURE 24



FIGURE 25-DRIVER SIDE



FIGURE 26-PASSENGER SIDE

Caution: Drilling into the housing of the light bar could damage wiring or other internal components.

Wiring Instructions

Finish routing the cable as desired. It is advisable to leave an extra loop of cable when installing the light bar to allow for future changes or reinstallations. For wiring of the Multi Color SuperVisor, see pages 7 & 8.

LED Fusing Considerations

NOTE: The Components of the Multi Color SuperVisor System are circuit protected by the Multi Color SuperVisor System CC Board so the individual wires in the System do not require fusing.



WARNING!

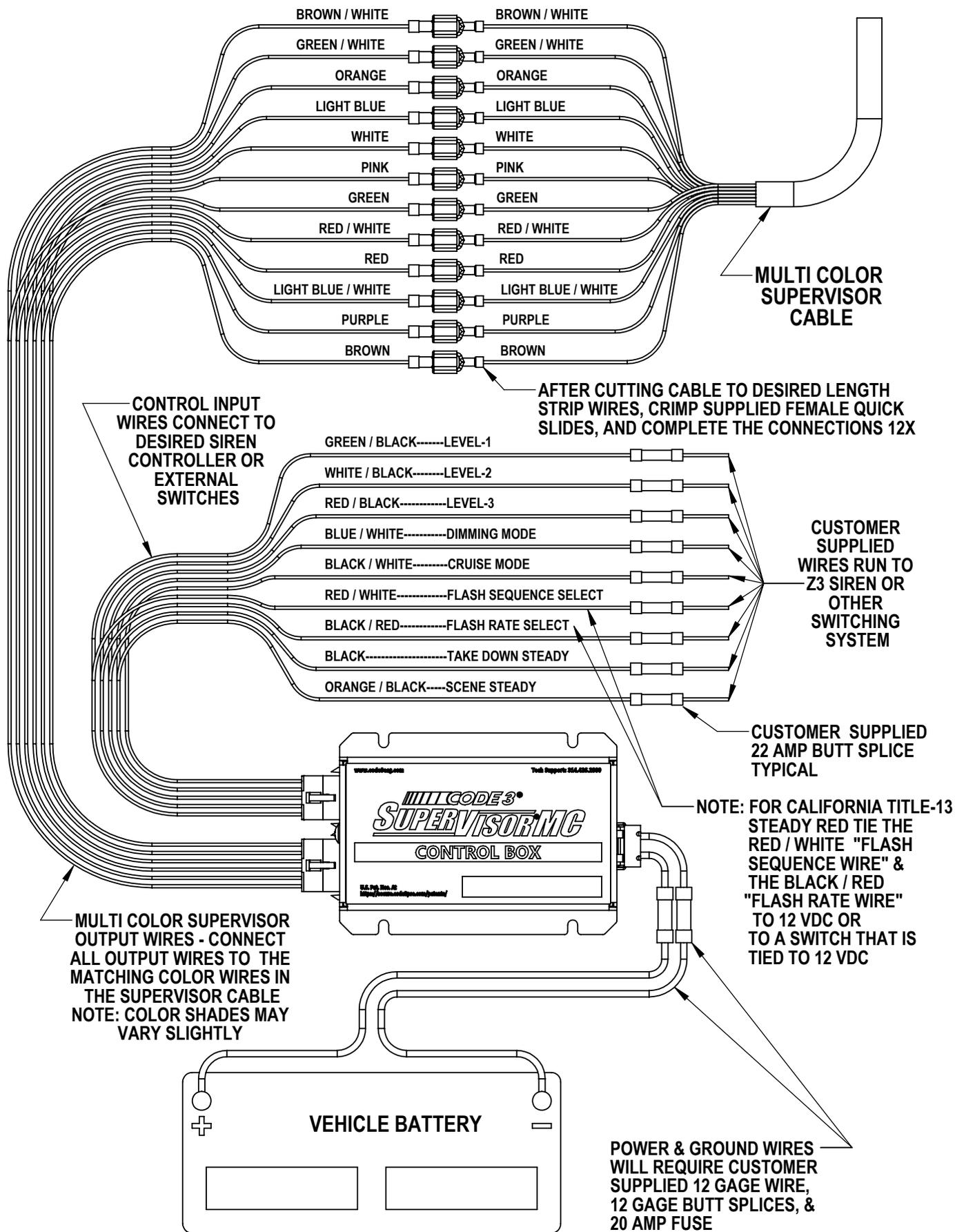
DO NOT APPLY 12 VOLTS DIRECTLY TO THE SUPERVISOR WIRES AFTER IT IS CONNECTED TO THE SUPERVISOR MULTI COLOR CC BOX. THE MULTI COLOR SUPERVISOR CC BOARD OR THE LIGHT HEADS COULD BE DAMAGED BY APPLYING 12 VOLTS TO THE CC OUTPUTS!



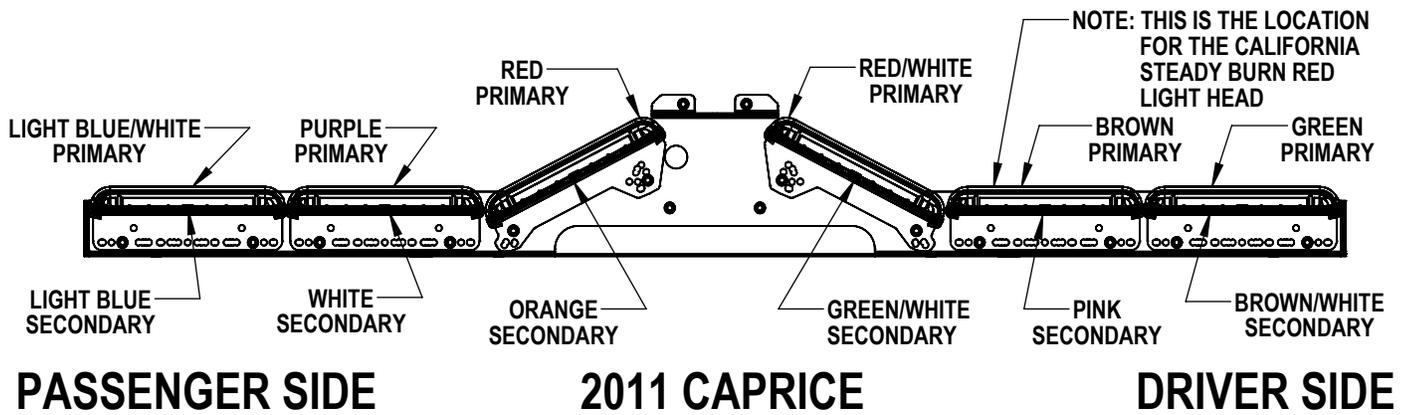
WARNING!

Larger wires and tight connections will provide longer service life for components. For high current wires it is highly recommended that terminal blocks or soldered connections be used with shrink tubing to protect the connections. Do not use insulation displacement connectors (e.g. 3M® Scotchlock type connectors). Route wiring using grommets and sealant when passing through compartment walls. Minimize the number of splices to reduce voltage drop. High ambient temperatures (e.g. under hood) will significantly reduce the current carrying capacity of wires, fuses, and circuit breakers. Use "SXL" type wire in engine compartment. All wiring should conform to the minimum wire size and other recommendations of the manufacturer and be protected from moving parts and hot surfaces. Looms, grommets, cable ties, and similar installation hardware should be used to anchor and protect all wiring. Fuses or circuit breakers should be located as close to the power takeoff points as possible and properly sized to protect the wiring and devices. Particular attention should be paid to the location and method of making electrical connections and splices to protect these points from corrosion and loss of conductivity. Ground terminations should only be made to substantial chassis components, preferably directly to the vehicle battery. The user should install a fuse sized to approximately 125% of the maximum Amp capacity in the supply line to protect against short circuits. For example, a 30 Amp fuse should carry a maximum of 24 Amps. **DO NOT USE 1/4" DIAMETER GLASS FUSES AS THEY ARE NOT SUITABLE FOR CONTINUOUS DUTY IN SIZES ABOVE 15 AMPS.** Circuit breakers are very sensitive to high temperatures and will "false trip" when mounted in hot environments or operated close to their capacity.

MULTI COLOR SUPERVISOR & CC WIRING DIAGRAM



MULTI COLOR SUPERVISOR INTERNAL WIRING DIAGRAM



WARNING!



This Product contains high intensity LED devices. To prevent eye damage, DO NOT stare into light beam at close range.

Changing Flash Rates and Lighting Sequences

To change Multi Color SuperVisor Light Head flash rates, momentarily touch the Black Wire with Red Stripe (Flash Rate Control Wire) to 12 VDC Power (+ Positive). By holding the wire to + Positive for (1) second it will advance the flash rate by one, by holding the wire to + Positive for (3) seconds it will move the flash rate back by one. Holding the wire to + Positive for (5) seconds will set the flash rate back to the factory default setting. See Flash Rate Chart Below! Changing the flash Sequence works the same way except you use the Red Wire with White Stripe (Flash Sequence Control Wire). See Sequence Chart below!

Light Head Flash Sequences

LEFT / RIGHT (DEFAULT) PRIMARY & SECONDARY
PRIMARY ONLY - **LEVEL - 1 DEFAULT**
SECONDARY ONLY
PRIMARY W / WHITE POPS - **LEVEL - 3 DEFAULT**
PRIMARY W / WHITE RANDOM

EVEN / ODD PRIMARY & SECONDARY
PRIMARY ONLY - **LEVEL - 2 DEFAULT**
SECONDARY ONLY
PRIMARY W / WHITE POPS
PRIMARY W / WHITE RANDOM

IN / OUT PRIMARY & SECONDARY
PRIMARY ONLY
SECONDARY ONLY
PRIMARY W / WHITE POPS
PRIMARY W / WHITE RANDOM

RANDOM PRIMARY & SECONDARY
PRIMARY ONLY
SECONDARY ONLY
PRIMARY W / WHITE POPS
PRIMARY W / WHITE RANDOM

CYCLE SEQUENCE RANDOM PRIMARY & SECONDARY
PRIMARY ONLY
SECONDARY ONLY
PRIMARY W / WHITE POPS
PRIMARY W / WHITE RANDOM

ALL ON RANDOM PRIMARY & SECONDARY

SWEEP LEFT / RIGHT PRIMARY & SECONDARY
PRIMARY ONLY
SECONDARY ONLY
PRIMARY W / WHITE POPS
PRIMARY W / WHITE RANDOM

Light Head Flash Rates

Double Flash-75 - **LEVEL - 2 DEFAULT**
Triple Flash-75
Quad Flash-75
Quint Flash-75
Double Flash-150 - **LEVEL - 3 DEFAULT**
Triple Flash-150 - **LEVEL - 1 DEFAULT**
Quad Flash-150
Quint Flash-150
Triple Pop Flash-150
Quad Pop Flash-150
Single Flash-375
Cycle Rates

INSTALLER NOTE:

FLASH RATE + FLASH SEQUENCE = FLASH PATTERN

Cruise is configurable to any symetric setting.
TD Steady is configurable to any symetric setting.

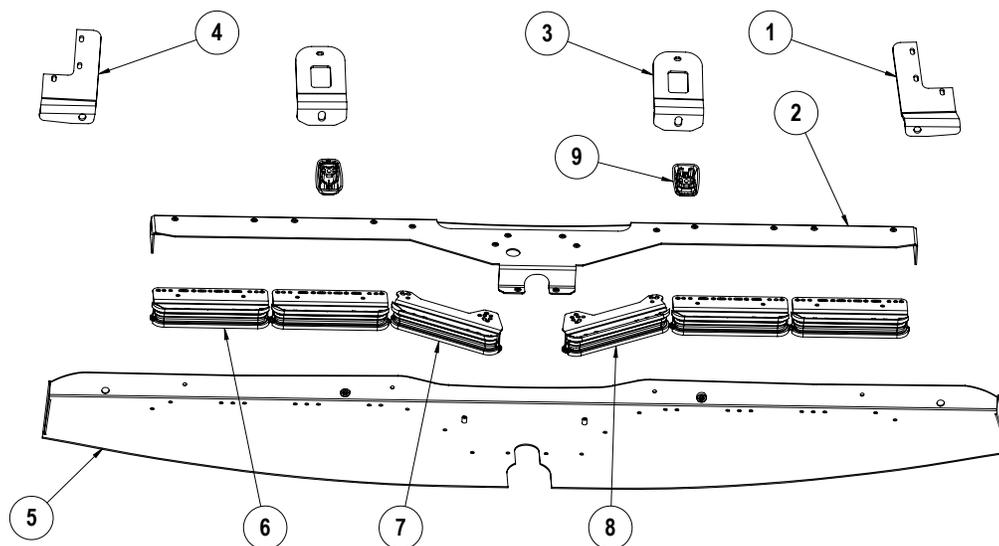
<u>Cruise</u>	<u>TD Steady</u>	<u>Scene Steady</u>
2 Outer Secondary Steady	2 Inner Secondary	All 6 Secondary
2 Outer Secondary Flicker	2 Middle Secondary	
4 Outer Secondary Steady	2 Outer Secondary	
4 Outer Secondary Flicker	4 Inner/Middle Secondary	
6 Outer Secondary Steady	4 Outer/Middle Secondary	
6 Outer Secondary Flicker	4 Inner/Outer Secondary	

Cruise is lowest priority and will not work when any other feature is enabled. Different combinations of lights can be used as Cruise by tapping the Sequence wire to +12V while **only the Cruise** is turned on.

TD Steady will work with or without Level 1, 2, or 3 lights engaged. Different combinations of lights can be used as the TD by tapping the Sequence wire to +12V while only the TD Steady is turned on.

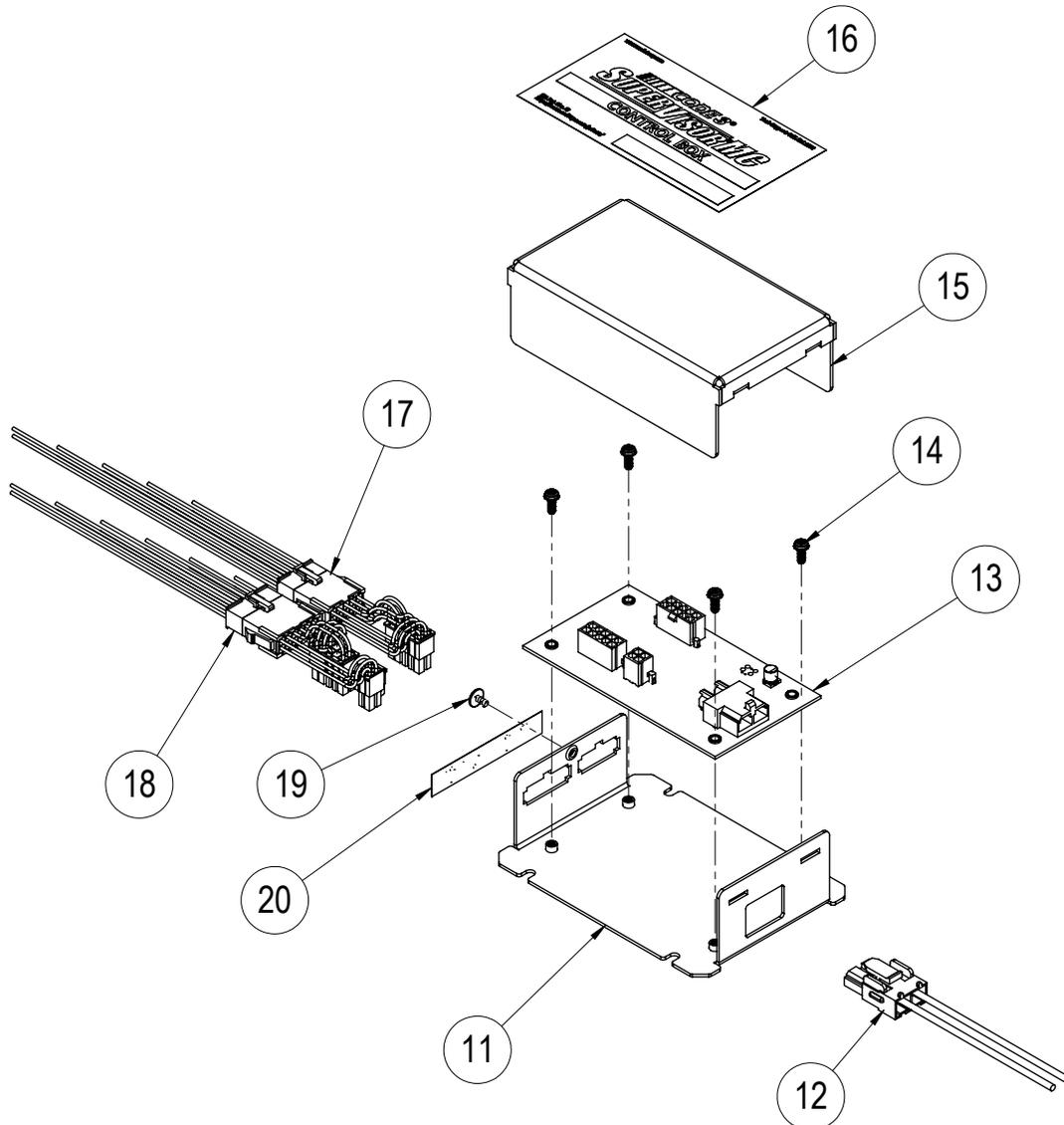
Scene Steady overrides all other functions.

Parts List - Multi Color SuperVisor-MC



<u>Reference Number</u>	<u>Part Description</u>	<u>Part Number</u>	<u>Quantity</u>
1	Outer Mtg. Brkt. Drivr Side	T15269	1
2	Chassis	T17170	1
3	Inner Mtg. Brkt.	T15267	2
4	Outer Mtg. Brkt. Pass Side	T15270	1
5	Outer Panel	T15271	1
6	Torus Multi Color Forward Facing Lt Head Module	Contact Code 3, Inc for P/N	4
7	Torus Multi Color Passenger Intersection Lt Head Module	Contact Code 3, Inc for P/N	1
8	Torus Multi Color Driver Intersection Lt Head Module	Contact Code 3, Inc for P/N	1
9	Plastic Molded Inner Visor Clip	T15276	2
10	Black Oxided #8 X 1" Phil Truss Hd SMS - NOT SHOWN	T15280	10

Parts List - CC Box - SuperVisor-MC - Multi Color



<u>Reference Number</u>	<u>Part Description</u>	<u>Part Number</u>	<u>Quantity</u>
11	E-Tray - Multi Color SuperVisor	T17164	1
12	Power Ground Cable--Mass State Police Slick Top System	T56637	1
13	PCB Central Controller-Midrange	T57137	1
14	#6-32 X.375 Phil Rd M/S, Stl, Zinc	T04250	4
15	Cover-CC Housing-Multi Color SuperVisor	T17165	1
16	Label-CC Box-Multi Color SuperVisor	T17168	1
17	Input Harness-Multi Color SuperVisor CC Box	T17166	1
18	Output Harness-Multi Color SuperVisor CC Box	T17167	1
19	#8 X .25 SMS Phillips Truss Head Screw-Black Oxided	T89905	1
20	Label-CC Box-Multi Color SuperVisor-INPUT/OUTPUT	T17168	Part of Item 16 Above



WARNING:

This unit must be mounted within the interior passenger compartment of the vehicle only. It is not intended for use in exterior applications. 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.

Troubleshooting

All SuperVisor-MCs are thoroughly tested prior to shipment. However, should you encounter a problem during installation or during the life of the product, follow the guide below for information on repair and troubleshooting. Additional information may be obtained from the factory technical help line at 314-996-2800. Follow the guide below for information on repair and troubleshooting.

TROUBLESHOOTING GUIDE

Note: LED modules must be replaced as a module. There are no user serviceable parts.

PROBLEM	QUESTIONS	POSSIBLE CAUSE	SOLUTION
LED module not operating when powered.	N/A	A. Bad power/ground connection. B. Defective module.	A. Fix connection. B. Replace module

Notes:

WARRANTY

Code 3®, Inc.'s emergency devices are tested and found to be operational at the time of manufacture. Provided they are installed and operated in accordance with manufacturer's recommendations, Code 3®, Inc. guarantees all parts and components except the lamps to a period of 1 year, LED Lighthouse modules to a period of 5 years (unless otherwise expressed) from the date of purchase or delivery, whichever is later. Units demonstrated to be defective within the warranty period will be repaired or replaced at the factory service center at no cost.

Use of lamp or other electrical load of a wattage higher than installed or recommended by the factory, or use of inappropriate or inadequate wiring or circuit protection causes this warranty to become void. Failure or destruction of the product resulting from abuse or unusual use and/or accidents is not covered by this warranty. Code 3®, Inc. shall in no way be liable for other damages including consequential, indirect or special damages whether loss is due to negligence or breach of warranty.

CODE 3®, INC. MAKES NO OTHER EXPRESS OR IMPLIED WARRANTY INCLUDING, WITHOUT LIMITATION, WARRANTIES OF FITNESS OR MERCHANTABILITY, WITH RESPECT TO THIS PRODUCT.

NEED HELP? Call our Technical Assistance HOT LINE - (314) 996-2800

PRODUCT RETURNS

If a product must be returned for repair or replacement*, please contact our factory to obtain a Return Goods Authorization Number (RGA number) before you ship the product to Code 3, Inc. Write the RGA number clearly on the package near the mailing label. Be sure you use sufficient packing materials to avoid damage to the product being returned while in transit.

*Code 3, Inc. reserves the right to repair or replace at its discretion. Code 3, Inc. assumes no responsibility or liability for expenses incurred for the removal and/or reinstallation of products requiring service and/or repair; nor for the packaging, handling, and shipping; nor for the handling of products returned to sender after the service has been rendered.



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