2007 Police Packages

Ford Police Interceptor
Preparation Packages

65U

Ready for the Road
# TABLE OF CONTENTS

**Option Content 65A and 65N Package** .......................................................... 3  
**Option Content 68P and 65W** ..................................................................... 4  
**Option Content 65U—Ready for the Road** .................................................. 5  
**About Crown North America** .................................................................... 6  
**Police Durability and Safety** ...................................................................... 7  
**Package Description** .................................................................................. 8  
  - Strobe Light System .................................................................................. 8  
  - Flashing Rear Deck LED’s ......................................................................... 9  
  - Engine Compartment ............................................................................... 10  
  - Interior Wiring .......................................................................................... 11  
  - Headlight Flasher .................................................................................... 12  
  - Console Mounting Platform ...................................................................... 13  
  - Siren Speaker ........................................................................................... 14  
  - Trunk Wiring ............................................................................................. 15  
  - Rear Communications Sliding Tray ......................................................... 16  
  - Dual Trunk Storage Boxes ....................................................................... 18  
  - Strobe Power Supply ............................................................................... 19  
  - Hidden Manual Door Lock Plungers ....................................................... 20  
  - Trunk Air Circulation Fan ....................................................................... 21  
**Operation** .................................................................................................... 28  
  - Specification ............................................................................................ 31  
  - Default Configuration ............................................................................... 32  
  - Siren Amplifier Features ......................................................................... 33  
**Configuration** .............................................................................................. 34  
  - Configuration Tree .................................................................................. 35  
  - Main Menu ............................................................................................... 36  
  - Level 1 ...................................................................................................... 37  
  - Level 2 ...................................................................................................... 39  
  - Level 3 ...................................................................................................... 46  
  - Level 4 ...................................................................................................... 47  
**Schematics** ................................................................................................... 48  
  - Engine Compartment Fuse Panel ............................................................. 49  
  - Power Connection Placement ................................................................ 50  
  - Power Circuit Placement ........................................................................ 52  
  - Spare Circuit Placement ......................................................................... 54  
  - Ground Circuit Placement ...................................................................... 56  
  - Strobe Power Supply ............................................................................... 58  
  - Alternating Headlight Flasher .................................................................. 60  
  - Horn Ring Siren Transfer ......................................................................... 61  
  - 8-Relay Panel ........................................................................................... 62  
  - Glove box PDB ......................................................................................... 63  
  - Trunk PDB ............................................................................................... 64  
**General Guidelines** ..................................................................................... 66  
**Notes** ............................................................................................................ 72  
**Removal Police Equipment Packages** ......................................................... 73  
**Configuration Worksheet** .......................................................................... 74  
**Configuration Relay Assignment Worksheet** ............................................. 75  
**Contact Information** ................................................................................ 76
### Option Content 65A and 65N Packages

<table>
<thead>
<tr>
<th>Description</th>
<th>Base Package (65A)</th>
<th>Base Visibility Package (65N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two (2) Front Strobe Bulbs and Two (2) Rear Strobe Bulbs, installed in marker light and taillight lenses. Strobe Power Supply required to flash Strobe Bulbs.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Wiring Harness including the following items:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Six (6) Strobe Cables - Shielded and Grounded pre-run to the front marker lights, taillight lenses and two (2) to the front grill. Strobe Cables are now industry standard gender and color configuration for connection to customer supplied aftermarket Strobe Power Supplies.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Glove Box Power Distribution Center 50 amps, fused in the engine compartment. Five (5) power and ground wires for customer use. Five (5) fuses - Two (2) battery and three (3) ignition powered.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Trunk Power Distribution Center 50 amps, fused in the engine compartment. Five (5) power and ground wires for customer use. Five (5) fuses - Two (2) battery and three (3) ignition powered.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>50 amp battery circuit and ground accessible at console base only.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>50 amp battery circuit and ground accessible at console base or trunk.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>- Available in trunk from pigtail harness (utilized by Options 65N / 65W / 65U).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two (2) 50 amp battery circuit and ground accessible at trunk only.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>50 amp battery circuit and battery ground accessible at console base or trunk, for radio communications.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>30 amp ignition circuit accessible at trunk only. Available in trunk from pigtail harness (utilized by Options 65N / 65W / 65U).</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Sirenspeaker wiring pre-run to front of vehicle with waterpack connector. Available in trunk from pigtail harness (utilized by Ready for the Road Package 65U).</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Two (2) Extra circuits pre-run to front of vehicle accessible at console or trunk.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Horn/Chime relay circuit accessible at console base or trunk (utilized by Ready for the Road Package 65U).</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Four (4) Extra circuits pre-run from the engine compartment to console base. One circuit is heavy gauge for additional battery or ground connection.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Four (4) Extra circuits pre-run from the console base to trunk.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Alternating Headlight/Flasher with control wire accessible at console for optional connection to customer supplied positive control switch box. Extra relay and control wire available for overriding alternating headlight flasher at night when headlights are in use.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Console Mounting Platform, secured using existing mounting points. The powder-coated aluminum mounting plate is pre-drilled for the addition of equipment. (Without Arms).</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Rear Fixed Trunk Tray, holds supplied lighting components, spare tire located in original Ford position.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Strobe Power Supply, Six (6) outlets with front shutdown. Additional control wire accessible at trunk for connection to customer supplied positive control switch box. *Required to flash strobe bulbs.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Two High Intensity Flashing Rear Deck LED Lights, with matching interior color housings (Dark Charcoal, Medium Parchment, Light Flint). Red &amp; Blue color configuration is standard. Additional control wire accessible at trunk for connection to customer supplied positive control switch box.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Visor Switch Panel, including four (4) position slide switch and four (4) rocker switches. Controls strobes, flashing LED lights and alternating headlight flasher. Capable of controlling up to eight (8) light bar or other lighting functions. Installed with bracket to Console Mounting Platform.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Lighting Relay Center, for use with the Visibility switch panel - Fused at 150 amps delivered through eight (8) relays. Holds eight (8) fuses. Outputs accessible at trunk for connection of customer supplied lighting.</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Ford Warranty is 3 years / 36,000 miles on all components except the following:

- Strobe Lights 1 year / 36,000 miles (Front Strobe Bulbs & Rear Strobe Bulbs)

- Indicates included in option
- Indicates utilized by option and not available for customer use.
OPTION CONTENT 68P AND 65W PACKAGES

<table>
<thead>
<tr>
<th>Option Description</th>
<th>Complete Police Prep Package 68P</th>
<th>Visibility Package 65W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two (2) Front Strobe Bulbs and Two (2) Rear Strobe Bulbs, installed in marker light and taillight boxes. Strobe Power Supply required to flash Strobe Bulbs.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Wiring harness including the following items:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 amp battery circuit and ground accessible at console base only.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>50 amp battery circuit and ground accessible at console base or trunk. Available in trunk from pigtail harness (utilized by Options 66N / 65W / 65U).</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>50 amp battery circuit and ground accessible at console base or trunk, for radio communications.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Alternating Headlight Flasher with control wire accessible at console for optional connection to customer supplied positive control switch box. Extra relay and control wire available for overriding alternating headlight flasher at night when headlights are in use.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Center Wiring Conduit, 2&quot;, 4&quot; opening. For ease of installation, the conduit will house and protect any additional wiring from the center console to the trunk. Accommodates communication wires and connectors. Modified for Fire Suppression option.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Fold Down Manual Door Lock Plunger - located in both rear doors, forward door frame. Option disconnects rear locks and rear window from operation (Option 948 can be ordered in conjunction to maintain window operation from driver and front passenger switches only).</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Lighting Circulation Fan, pulls air from passenger area and exhausting through trunk, stabilizing climate for equipment. Helps control moisture, dust and humidity. Grounded to reduce electro magnetic interference.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Permanent Rubber Tie Down Strap, for securing trunk when carrying large items like a bicycle.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Dual Trunk Storage Boxes, maximize trunk space, provide equipment mounts and relocates jack. Clear view for quick reference.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Trunk Communications Service Tray, slides on heavy duty tracks. Stripped with secured spare tire.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Strobe Power Supply, Six (6) outlets with front shut down. Additional control wire accessible at trunk for connection to customer supplied positive control switch box. <strong>Required</strong> to flash strobe bulbs.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Two-High Intensity Flashing Rear Deck LED Lights, with matching interior color housings (Dark Charcoal, Medium Parchment, Light Flint). Red &amp; blue color configuration is standard. Additional control wire accessible at trunk for connection to customer supplied positive control switch box.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Visibility Switch Panel, including four (4) position side switch and four (4) rocker switches. Controls strobes, flashing LED lights and alternating headlight flasher. Capable of controlling up to eight (8) light bar or other lighting functions, installed with bracket to Console Mounting Platform.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Lighting Supply Center, for use with the Visibility switch panel - fused at 150 amps delivered through eight (8) relays. Holds eight (8) fuses. Outputs accessible at trunk for connection of customer supplied lighting.</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Ford Warranty is 3 years / 36,000 miles on all components except the following:
- Strobe Lights 1 year / 36,000 miles (Front Strobe Bulbs & Rear Strobe Bulbs)
- Indicates included in option
- Indicates utilized by option and not available for customer use
## Option Content 65U

The Ready for the Road package consists of lighting and siren components with a selection of popular hardware to get your vehicles in service quickly. This turn key system is available from any Ford dealer in one easy step. The Ready for the Road Package is also programmable to offer greater flexibility. Finally the guess work is taken out of mounting siren speakers and grill lights. Factory approved siren speaker and grill lights are installed in this package without compromising driver and occupant safety.

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Included</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2) Front Strobe Bulbs and (2) Rear Strobe Bulbs, installed in marker light and tail light lens.</td>
<td>X</td>
</tr>
<tr>
<td>Wiring Harness including the following items:</td>
<td>X</td>
</tr>
<tr>
<td>- Six (6) Strobe Cables - Shielded and Grounded pre-run to the front marker lights, tail light lenses and two (2) to the front grill strobe lights. Strobe Cables are now industry standard gender and color configuration for connection to customer supplied aftermarket Strobe Power Supplies.</td>
<td>X</td>
</tr>
<tr>
<td>- Grove Box Power Distribution Center 50 amps, fused in the engine compartment. Five (5) power and ground wires for customer use. Five (5) Spins - Two (2) battery and three (3) ignition powered.</td>
<td>X</td>
</tr>
<tr>
<td>- Trunk Power Distribution Center 50 amps, fused in the engine compartment. Four (4) power and ground wires for customer use. Four (4) fuses - Two (2) battery and two (2) ignition powered.</td>
<td>X</td>
</tr>
<tr>
<td>- 50 amp battery circuit and ground accessible at console base only.</td>
<td>X</td>
</tr>
<tr>
<td>- Three (3) 50 amp battery circuit and ground, supplies Lighting Relay Center.</td>
<td></td>
</tr>
<tr>
<td>- 50 amp battery circuit and battery ground accessible at console base or trunk, for radio communications.</td>
<td>X</td>
</tr>
<tr>
<td>- 30 amp ignition circuit, supplies Remote Siren Amplifier.</td>
<td></td>
</tr>
<tr>
<td>- Siren/ speaker wiring pre-run to siren speaker at front of vehicle with waterpack connector. (utilized by Remote Siren Amplifier.)</td>
<td></td>
</tr>
<tr>
<td>- Two (2) Extra circuits pre-run to front of vehicle accessible at console or trunk.</td>
<td>X</td>
</tr>
<tr>
<td>- Horn/flasher relay circuit (utilized by Remote Siren Amplifier.)</td>
<td></td>
</tr>
<tr>
<td>- Four (4) Extra circuits pre-run from the engine compartment to console base. One circuit is heavy gauge for additional battery or ground connection.</td>
<td>X</td>
</tr>
<tr>
<td>- Four (4) Extra circuits pre-run from the console base to trunk.</td>
<td>X</td>
</tr>
<tr>
<td>- Alternating Headlight Flasher, Extra relay and control wire for overriding alternating headlight flasher at night when headlights are in use.</td>
<td>X</td>
</tr>
<tr>
<td>- Console Mounting Platform, secured using existing mounting points. The powder-coated aluminum mounting plate is pre-drilled for the addition of equipment. (Without Arms)</td>
<td>X</td>
</tr>
<tr>
<td>- Hidden Manual Door Lock Plunger - located in both rear doors, forward door frame. Option disconnects rear locks and rear windows from operation (Option 948 can be ordered in conjunction with manual window operation from driver and front passenger switches only).</td>
<td>X</td>
</tr>
<tr>
<td>- Trunk Air Circulation Fan, pulls air from passenger area and exhausts through trunk, stabilizing climate for equipment. Helps control moisture, dust and humidity. Grounded to reduce electro magnetic interference.</td>
<td></td>
</tr>
<tr>
<td>- Rear Trunk Communications Service Tray, slides on heavy-duty tracks. Shipped with secured spare tire. For equipment mounting.</td>
<td>X</td>
</tr>
<tr>
<td>- Driver and Passenger Side Storage Boxes, maximize trunk space, provide equipment mounts and relocates jack. Clear view cover for quick reference.</td>
<td>X</td>
</tr>
<tr>
<td>- Strobe Power Supply, Six (6) outlets with front shutdown.</td>
<td>X</td>
</tr>
<tr>
<td>- Two High Intensity Flashing Rear Deck LED Lights, with matching interior color housings (Dark Charcoal, Medium Parchment, Light Fawn). Red &amp; Blue color configuration is standard.</td>
<td></td>
</tr>
<tr>
<td>- Lighting Relay Center, for use with the Lighting and Siren Controller - fused at 150 amps delivered through eight (8) relays. Holds eight (8) fuses. Outputs accessible at trunk for connection of customer supplied lighting.</td>
<td></td>
</tr>
<tr>
<td>- Lighting and Siren Controller, programmable with four position side switch, 13 illuminated pins and 5 siren tones. Installed with bracket to Console Mounting Platform. Mic Kit is not included.</td>
<td></td>
</tr>
<tr>
<td>R117 Serial Cable, pre-run from console to trunk for connection between Lighting and Siren Controller and Remote Siren Amplifier.</td>
<td></td>
</tr>
<tr>
<td>Two Grill Strobe Lights, installed with mounting brackets. Red &amp; Blue color configuration is standard.</td>
<td></td>
</tr>
<tr>
<td>100Watt Siren Speaker, with replaceable driver. Installed with mounting bracket. Sound output meets SAE J8149 and “Class A”. 500W audibility.</td>
<td>X</td>
</tr>
</tbody>
</table>

Ford Warranty is 3 years / 36,000 miles on all components except the following:

- Strobe Lights 1 year / 36,000 miles (Front Strobe Bulbs & Rear Strobe Bulbs and Grille Strobe bulbs)
- Siren Speaker 2 years / 36,000 miles

X Indicates included in option
- Indicates deleted by option and not available for customer use.
ABOUT CROWN NORTH AMERICA

Crown has been in the business of manufacturing and installing commercial vehicle products for nearly 30 years. Crown currently has two plants in Canada and five plants within the United States, which together have delivered over 100,000 vehicles to commercial service providers.

Crown has been a Tier 1 supplier to Ford Motor Company since 1968. A significant element of Crown's success is due to the ability to perform quick, high quality vehicle outfitting. This allows the vehicles to be entered into service use in a timely manner. High quality is supported by QS9000 standards. Manufacturing and assembling process controls assure that every Crown up-fitted vehicle meets and exceeds customer expectations.
POLICE SAFETY AND DURABILITY

The Ready for the Road Package (65U), Base Police Prep Package (65A), Base Visibility Package (65N), Complete Police Prep Package (68P), and Visibility Package (65W), are fully compliant with the United States Federal Motor Vehicle and Canadian Motor Vehicle Safety Standards.

The Ready for the Road Package (65U), Base Police Prep Package (65A), Base Visibility Package (65N), Complete Police Prep Package (68P), and Visibility Package (65W) have undergone many tests as individual components and as completed assemblies. The components have been subjected to temperatures ranging from minus 40 to over 175 degrees Fahrenheit. All moving components, such as latches, tray slides, and switches have been put through tens of thousands of cycles. All packages, including the new Ready for the Road Package have been installed within a vehicle and subjected to an accelerated durability test that simulates 300,000 miles of use over various terrain and environmental conditions.

The electrical systems must meet the most stringent requirements. All circuits have been load tested and certified. All power circuits have ground wires provided, which are grounded to Ford approved chassis grounds. All terminations have been power crimped.

Use of the police specific wiring greatly reduces the risk of vehicle electrical system damage and can greatly increase the durability of other vehicle electrical components. The Ford warranty for the original electrical components is preserved and available for full-term warranty coverage, except where noted for siren speaker and strobe bulbs.
READY FOR THE ROAD PACKAGE (65U)
STROBE LIGHT SYSTEM WITH FRONT SHUTDOWN

FRONT MARKER LIGHT STROBES

FRONT GRILL STROBES (RED/BLUE)

REAR TAIL LIGHT STROBES

Ford
The Ready for the Road package (65U) also supplies the user with two flashing high intensity LED lights mounted to the rear parcel shelf. These flashing lights come standard as one blue high intensity LED on the passenger side and one red high intensity LED on the driver side of the high-mount third brake light.

Note: A Keypad is provided to control operation of the flashing rear deck LED lights.
READY FOR THE ROAD PACKAGE (65U)
ENGINE COMPARTMENT

FORD ENGINE COMPARTMENT FUSE BLOCK
See page 49

SPARE WIRES LOCATED ON PASSENGER SIDE WHEEL
HOUSE, ROUTED TO CONSOLE AREA -
(Color coded) see pages 54 and 55
Ready for the Road Package (65U) Interior

- Power Sources (Color Coded) - pages 52 and 53
- Grounds (Black) - pages 56 and 57
- Extra wires to trunk & engine compartment - pages 54 and 55
- Wig-Wag activation (page 60), Speed Signal and Battery Saver Circuit
- **THREE** additional 50 Amp Battery and Ground circuits, pages 52 and 53
- Horn-Ring transfer circuit, and 2 spare circuits to radiator, pages 61 and 54, 55 respectively.
**READY FOR THE ROAD PACKAGE (65U)**

**ALTERNATING HEADLIGHT FLASHER (WIG-WAG)**

An alternating headlight flasher module is included which allows for the headlight high beams to alternate. The Ready for the Road package (65U), supplies a switch control panel at the console mounting platform that allows for the control of the headlight flasher and other Ready for the Road features at the fingertips of the driver.

---

**CAUTION**

Alternating headlight flashers must be used only on high beam to meet FMVSS and CMVSS standards. Please see the Ford Police Modifiers guide when connecting any flasher module to rear lights of the vehicle. Some jurisdictions have requirements that state that the headlight flasher must not operate with headlights on. The Crown harness system has a provision built into it to allow for this function. See schematic on page 60.
The console mounting platform is designed to firmly support police consoles and equipment. The console mounting platform is made of heavy gauge steel and aluminum and is predrilled and tapped with ¼-20 threaded holes for easy mounting. Components should be torqued to 11.5 Nm. (20 ft/lb). Slots are provided for routing of electrical wiring and cables.
Sound Hazards

• Your hearing and the hearing of others, in or close to your emergency vehicle, could be damaged by loud sounds. This can occur from short exposures to very loud sounds, or from longer exposures to moderately loud sounds. For hearing conservation guidance, refer to federal, state, or local recommendations. OSHA Standard 1910.95 offers guidance on “Permissible Noise Exposure.”

• All effective sirens and horns produce loud sounds (120 dB) that may cause permanent hearing loss. **Always minimize your exposure to siren sound and wear hearing protection. Do not sound the siren indoors or in enclosed areas where you and others will be exposed to the sound.**

• Ready for the Road siren amplifiers and speakers are designed to work together as a system. Combining a siren and speaker from different manufacturers may reduce the warning effectiveness of the siren system and may damage the components. You should verify or test your combination to make sure the system works together properly and meets federal, state and local standards or guidelines. The Ready for the Road components are tested and verified to support SAE J1849, 500ft Audibility, OSHA Sound Compliance Standards, and have been salt spray tested for durability.

Service Safety & Precautions

• Follow all safety and precaution procedures in the Ford Vehicle Police Modifiers Guide, Owners Manuals, and diagnostic manuals when servicing or moving this equipment.
**READY FOR THE ROAD PACKAGE (65U)**

**Trunk Wiring Identification**

**Please Note:** Tray not shown for clarity

| Strobe Power Supply Power and Trigger Leads (Already connected for Ready) for the Road. Page 58 |
| White Connector YE/LG wires to Horn ring - (Already connected for Ready for the Road) Page 61 |
| Trunk Power Distribution Center. Page 64 |
| 50 Amp Communications Circuit. Page 52 and 53 |

- **Strobe Cable connectors (red)** - Already connected for Ready for the Road. Page 58
- **Ground Wires for Power Distribution Center. Pages 56 and 57**
- **Spare Wires (color coded). 2 to radiator 4 to console. Common Mic, 58W Spkr, Radio Rebroadcast Page 54 and 55**
- **Power Wires from Trunk Power distribution Center. Page 64**
READY FOR THE ROAD PACKAGE (65U)

REAR COMMUNICATIONS SLIDING TRAY

The rear communications service tray is mounted on heavy-duty slides to provide easy access for equipment mounting, equipment servicing, and the spare tire. In its closed position, the tray helps to provide protection from any loose items and inclement weather.

**CAUTION**
Follow instructions for tire mounting to ensure proper retention of spare tire. This can prevent damage to the tray and the vehicle trunk interior.
READY FOR THE ROAD PACKAGE (65U)

CAUTION
Be sure that both side latches are secured and in second locked position prior to vehicle operation. Improper latching may damage components and vehicle.
**READY FOR THE ROAD PACKAGE (65U)**

**DUAL TRUNK STORAGE BOXES**

The two storage boxes are designed to house small equipment that should not be loose in the trunk. The boxes have clear polycarbonate covers for easy identification of their contents. The clear covers should be cleaned with non-abrasive cleaners.

---

**CAUTION**

Be sure that both storage boxes are fully latched prior to vehicle operation. Be sure the Jack is secured to the vehicle storage box to prevent damage to any items within the trunk.
READY FOR THE ROAD PACKAGE (65U)
STROBE POWER SUPPLY

The Ready for the Road package includes a strobe power unit which is required to flash the strobe bulbs in the vehicle. The supplied power supply has front shut down capability.**

**See Pages 58 and 59 Prior to Servicing

Note: The Visibility Package provides secondary lighting as defined by SAE Standards J1318 and J845. The four-corner strobe system is calibrated to maintain compliance to FMVSS-CMVSS 108, governing tail, stop, turn, and marker light intent and operation. The end user should select primary lighting as defined by SAE J1318 and J2495 to ensure proper identification of the emergency vehicle.
**READY FOR THE ROAD PACKAGE (65U)**
*HIDDEN MANUAL REAR DOOR LOCK PLUNGERS*

The Complete Police Prep Package (68P) reworks the rear doors of the vehicle so that the lock stem has been removed from the standard position and relocated to the front edge of the rear doors. This ensures that only an officer has access to the plunger of the lock.

The power lock and power window connectors are taped to the harness within the rear doors. Disconnecting the white connectors in the door panel has disabled automated locks. They may be reconnected if normal power operation is desired. With option 68P and 65U, the rear windows have also been reworked to be inoperative from either the front or rear switches. If it is desirable to have the rear windows operational from the front switches, dealers should order FORD option 948.
READY FOR THE ROAD PACKAGE (65U)
TRUNK AIR CIRCULATION FAN

The trunk air circulation fan pulls air from the passenger compartment and exhausts through the trunk, which in turn helps to stabilize the environment and climate of the trunk for electrical, mechanical, and chemical equipment that have been situated in the trunk. The fan has the added benefit of positive airflow through the trunk area, which helps to minimize contamination of dust and water in the trunk compartment when the lid is closed. The trunk fan is grounded to the vehicle body to support EMC compliance with electronic equipment.
GENERAL DESCRIPTION

The Ready for the Road System is a full-featured, programmable electronic siren and light control system. State-of-the-art microprocessor technology is utilized to produce a system with a small, compact Lighting & Siren Controller, console base mounted, (hereafter called: Key Pad) (Photo Page 13) and a Remote Siren Amplifier which is trunk mounted (Photo Page 16).

Programming of the various features is done from the keys on the Key Pad, without disassembly or removing the unit from its mounting location. Through user programming, The Ready for the Road System provides a highly versatile electronic siren and light system.

The Ready for the Road System produces wail, yelp, priority, and hi-lo siren tones, as well as an air horn sound. A horn ring transfer feature allowing horn ring control of siren tones is also provided. Public address (PA), with and without common microphone operation, and radio re-broadcast are available at the end user's discretion. A Microphone is not provided, however a microphone input jack is accessible on the siren amplifier (Phono plug).

In addition, eight relay outputs are provided in the Lighting Relay Center (Page 62) for control of light bars, other auxiliary lights, and accessories. This system provides the automatic, simultaneous light and siren activation required by some laws. Momentary, push-on/push-off, or timed relay operation can be selected.

The Ready for the Road System allows variation of features during programming. The Key Pad can be customized with an assortment of replaceable function labels (attached to the Police Package Owners Manual) to identify the switch Primary Function. The siren circuits are protected from failure modes by fuses defined in the schematics section of this manual. Lighting Relay Center outputs are protected by individual fuses located in the Lighting Relay Center.

Connection between the Key Pad and the Remote Siren Amplifier is via a telephone-type RJ11 Serial Cable. Do not alter this cable. Do not replace with a standard Telephone cable.
The Ready for the Road System can drive one 11-ohm impedance high power (100 Watt), one low power (58 Watt) speaker, or 2 speakers connected in parallel and in phase. Individually fused with standard automotive type fuses. See the defined schematics in this owner's manual.

The siren tones comply with SAE J1849 and meet 500 Foot Audibility Standards.

Other advanced features of the Ready for the Road System include: High degree of reliability and compact size through the use of CMOS microprocessor and other integrated circuits.
GENERAL DESCRIPTION

CAUTION

Sound Hazards

• Your hearing and the hearing of others, in or close to your emergency vehicle, could be damaged by loud sounds. This can occur from short exposures to very loud sounds, or from longer exposures to moderately loud sounds. For hearing conservation guidance, refer to federal, state, or local recommendations. OSHA Standard 1910.95 offers guidance on “Permissible Noise Exposure.”

• All effective sirens and horns produce loud sounds (120 dB) that may cause permanent hearing loss. **Always minimize your exposure to siren sound and wear hearing protection. Do not sound the siren indoors or in enclosed areas where you and others will be exposed to the sound.**

• Ready for the Road siren amplifiers and speakers are designed to work together as a system. Combining a siren and speaker from different manufacturers may reduce the warning effectiveness of the siren system and may damage the components. You should verify or test your combination to make sure the system works together properly and meets federal, state and local standards or guidelines.

Service Safety & Precautions

• Follow all safety and precaution procedures in the Ford Vehicle Police Modifiers Guide and Owners Manuals, and diagnostic manuals when servicing or moving this equipment.
GENERAL DESCRIPTION

Siren Speaker

The Ready for the Road System contains one 100 Watt Siren Speaker

Remote Siren Amplifier

The Remote Siren Amplifier is designed to operate with one 11-ohm impedance speaker, high power (100W), or one low power (58W) speaker, or 2 speakers connected in parallel and in phase. Please see schematics section of this manual for specific wiring, Page 61

Common Microphone.

If the PA and RADIO transmitter are to share a common microphone, the audio switching must be performed by a user-supplied External Auxiliary Relay.

When switch 11 of the Key Pad is not used for the common microphone function, it can be used to activate an external Auxiliary relay.

When switch 11 is activated, +12VDC is supplied on the power cable’s BROWN/ORANGE wire, Pin 21, see page 62. This +12VDC is capable of supplying 1-amp., which should be adequate for most automotive relays.

Refer to the instructions provided with the External Auxiliary Relay +12VDC Activated (1-ampere or less). See schematic section of this manual. Page 62.

Switch 11 can function only in a push-on/push-off mode.

Light Bar and Auxiliary Light Connections.

The Ready for the Road System is programmed at the factory to satisfy most installation requirements. Before proceeding with operation, refer to the supplied Operation and Configuration Instructions for a description of the “standard” program, and instructions on how to change the programming, if desired.

The Lighting Relay Center provides 8 blunt end cut, color coded wires, for outputs to Light Bar and Auxiliary light connections, other equipment.


**GENERAL DESCRIPTION**

Each output switches a nominal +12-volts to the controlled device. Do NOT use the black wire in the power cable for grounding the switched device(s). Ground the switched devices separately using ground wires provided in the Ready for the Road Package. Consult the schematics section of this owners manual for detailed information. See the defined loads and fused protection.

Refer to the installation instructions provided with the light bar or auxiliary light for additional precautions and details.

If you desire assistance.
Please call Toll Free 1 866 402 6838
TECHNICAL ASSISTANCE CROWN POLICE PACKAGES

REPLACEABLE FUNCTION LABELS
See figure below. Replaceable function labels identify the switches on the control head as to their primary function. A sheet of applicable function legends is supplied with the owners manual.

To install the function legends, proceed as follows: Clean the top of the desired switch with alcohol or glass cleaner applied to a rag. Allow to dry.

Select the appropriate labels from the supplied sheet of function legends. Peel the labels from the sheet and apply to the key pad in the area provided as shown in figure.
GENERAL DESCRIPTION

Verify that the label is properly tucked under the retaining ridge on the pushbutton.

TESTING AFTER INSTALLATION.

Before testing, read and understand the supplied Operation and Configuration Instructions. After installation is complete, test all siren and light functions to ensure that all functions and controlled devices operate as intended. Test all vehicle functions, including horn operation and vehicle light systems, to ensure proper operation.

Programming is described in the supplied Operation and Configuration Instructions.

After testing is complete, provide a copy of this manual to all operating personnel as they must be aware of the various safety precautions.

CAUTION

All effective sirens and horns produce loud sounds (120 dB) that may cause permanent hearing loss. Always minimize your exposure to siren sound and wear hearing protection. Do not sound the siren indoors or in enclosed areas where you and others will be exposed to the sound.
The lives of people depend on your safe operation of this system. It is important to read and follow all instructions shipped with the products. In addition, listed below are some other important safety instructions and precautions you should follow:

Qualifications

• To properly use an electronic siren and speaker(s); you must have a good understanding of general vehicle operation, a high proficiency in the use of safety warning equipment, and thorough knowledge of state and federal UNIFORM TRAFFIC CODES.

Sound Hazards

• Your hearing and the hearing of others, in or close to your emergency vehicle, could be damaged by loud sounds. This can occur from short exposures to very loud sounds, or from longer exposures to moderately loud sounds. For hearing conservation guidance, refer to federal, state, or local recommendations. OSHA Standard 1910.95 offers guidance on “Permissible Noise Exposure.”

• All effective sirens and horns produce loud sounds (120 dB) that may cause permanent hearing loss. Always minimize your exposure to siren sound, roll up your windows and wear hearing protection. Do not sound the siren indoors or in enclosed areas where you and others will be exposed to the sound. Only use the siren for emergency response situations.

• Frequently inspect the speaker to ensure that it is clear of any obstruction, such as mud or snow, which will reduce maximum sound output and could lead to premature speaker failure.

Signaling Limitations

• Be aware that the use of your visual and audible signaling device does not give you the right to force your way through traffic. Your emergency lights, siren, and actions are REQUESTING the right-of-way.
OPERATION

• Although your warning system is operating properly, it may not alert everyone. People may not hear, see, or heed your warning signal. You must recognize this fact and continue driving cautiously.

• Situations may occur which obstruct your warning signal when natural or man-made objects are between your vehicle and others.

Driving Limitations

• At the start of your shift, you should ensure that the light/sound system is securely attached to the vehicle and operating properly.

• If the unique combination of emergency vehicle equipment installed in your vehicle has resulted in the siren controls being installed in a position that does not allow you to operate them by touch only, OPERATE CONTROLS ONLY WHILE YOUR VEHICLE IS STOPPED.

• If driving conditions require your full attention, you should avoid operating the siren controls while the vehicle is in motion.

Continuing Education

• File these instructions in a safe place and refer to them periodically. Give a copy of these instructions to new recruits and trainees.

Failure to follow these safety precautions may result in property damage, serious injury, or death to you, to passengers, or to others.
**NOTICE**

**IMPORTANT**

Since many Ready for the Road features are programmable, operation is described for the "standard" program. Refer to the supplied Operation and Configuration section of this manual for additional discussion of the "standard" program. It is the operator's responsibility to understand how his particular unit is configured (programmed) to operate.

**OPERATING INSTRUCTIONS**

The Ready for the Road Key Pad is designed to assist the operator's selection of functions. Each control head switch is recessed and aids guiding the operator's finger to the switch's center for activation. When a switch is pressed, "tactile feedback" provides function selection indication as follows: a click is felt, a beep is heard, and the selected function's key illuminates brightly.

**CONFIGURATION INSTRUCTIONS**

The Ready for the Road System is an extremely versatile and configurable electronic siren and light control system. Available siren tones are: wail, yelp, priority, hi-lo, and an air horn sound. Horn ring control of siren tones is provided. Public address and radio rebroadcast are available. Eight relay outputs are available for controlling light bars, other auxiliary lights, and accessories.

For operations and configuration instructions, refer to the corresponding section of this manual.

**WARNING**

Property damage, serious injury, or death to you or others may result if the Ready for the Road system is improperly programmed.

Programming, if desired by the Police Agency, is to be performed at the time of installation. It is NOT intended for operators to "customize" the unit's operation for their individual preferences. It is the Police Agencies responsibility to determine compatibility, suitability, and ensure proper programming of the Ready for the Road System.

The person responsible for programming MUST be familiar with local codes and procedures for safe emergency vehicle siren and light operation.
SIREN SYSTEM SPECIFICATIONS

- Input Voltage: 11VDC to 15VDC.
- Polarity: Negative ground only.
- Operating Temperature Range: -30°C to +65°C.
- Standby Current: Less than .5 ampere (approx. .25 ampere with backlighting and LED's extinguished).
- Operating Current: 9 amperes (nominal). (13.6V battery, 11 ohm load @ high power)
- (no lamps on)
- Frequency Range: 725 to 1600Hz.
- Nominal Cycle Rate: Wail - 12 cycles/min. Yelp - 180 cycles/min. Hi-Lo - 60 cycles/min.
- Nominal Voltage Output: 64V peak to peak (siren tones).
- Audio Response: 300Hz to 3,000Hz ± 3db.
- Audio Power: 45 watts in PA Mode (typical with 1.4V peak to peak input).
- Harmonic Distortion: Less than 10% from 5 to 45 watts.
- Input Impedance (PA): 4000 ohms (nominal)
Although it is extremely versatile, the Ready for the Road System is operational as received. It comes pre-configured according to the chart to the right. All operation instructions on this page will be in reference to the default configuration.

Many of these functions, as well as some not listed, can be changed to meet the user's specific needs. Make sure to take the time to read through this manual to understand the full versatility of this product.

**DEFAULT CONFIGURATION**

Slide Switch Pos. 1 - Activates Output 1.

Slide Switch Pos. 2 - Activates Outputs 1& 2 and the Horn Ring Transfer Relay.

Slide Switch Pos. 3 - Activates Outputs 1,2, & 3, and the Horn Ring Transfer Relay and enables the Siren.

 Auxiliary Keys 4 thru 8 - Activates the corresponding Outputs 4-8 and are all Push On/Push Off type functions.

STBY - Turns off sirens

RAD - Turns on Radio Rebroadcast.

PA (Key 11) - Turns on the user supplied common mic relay to enable the transfer of the radio microphone to the siren speaker.

WAIL - Wail tone will activate only when the siren is enabled. In the default configuration, only mode 3 enables the siren.

YELP - Yelp tone will activate only when the siren is enabled.

PRTY - Priority tone will activate only when the siren is enabled.

MAN - Will produce peak & hold tone when no other sirens are active. If wail tone is active, the tone will change to yelp for 8-seconds then revert back to wail. If Yelp is active, the tone will revert back to wail. If Priority is active, the A/H will activate momentarily. Horn Ring will do the same if it is transferred to the siren.

A/H - Will produce Air Horn tone any time it is pressed.
OPERATION

SIREN AMPLIFIER FEATURES

Ready for the Road Features

• Sirens can be configured to be independent of switches.
• There is a program mode disable.
• Each slide switch position can be configured to operate any combination of all eight relays plus Key 11, Horn Ring Transfer and Siren Enable.
• Each Aux Relay can be configured as Push On/Push Off, Momentary, Eight Second Timeout, or Security Timeout.
• Any key on the siren row, except STBY, can be disabled or enabled.
• The Hi-Lo key can now be configured as Hi-Lo or Priority, (page 44).
• Key 11 (PA) can be configured to activate the Horn Ring Transfer Relay or an external relay such as the Common Mic Relay.

• You can select any keys, except MAN & A/H to turn on automatically when the system is powered up.
• Your Horn Ring transfer tone can be YELP or PRIORITY.
• You can select Peak & Hold or Air Horn to activate with the horn ring.
• Relays sequence on and off to minimize power surges.
• Function Indicator Sound.

**WARNING**

Property damage, serious injury, or death to you or others may result if the Ready for the Road system is improperly programmed.

Programming, if desired by the Police Agency, is to be performed at the time of installation. It is NOT intended for operators to "customize" the unit's operation for their individual preferences. It is the Police Agencies responsibility to determine compatibility, suitability, and ensure proper programming of the Ready for the Road System.

The person responsible for programming MUST be familiar with local codes and procedures for safe emergency vehicle siren and light operation.
Configuration

Getting Started

The Ready for the Road System is an extremely versatile system. Because of this versatility, it is very important to know how you want the system to function before you begin configuration. Therefore, be sure to read the directions before you begin configuration so that you may understand the capabilities of the Ready for the Road System.

To help in determining how your system will function, a worksheet, (Page 74) outlining all the capabilities of the system is included at the back of the configuration section. Use this worksheet to determine exactly how your system should function, then begin the reconfiguring process. You will find that filling out the worksheet will help greatly reduce the time needed to configure your system to your requirements.

Once you have determined how your system should operate, use this manual to guide you through the configuration process.

On page 35 is an overview of the different levels of configuration. Similar functions are grouped together. Notice that level two is broken down into specific functional areas separated by arrows. These arrows represent a change into a “deeper” layer of level 2.

These deeper layers are only accessible from the previous layer. There is only one way into each layer and only one way out.

If you want to change the functionality of Slide Switch position 3, you must follow the “flow” of the arrows.

1. Select Level 2 from the MAIN MENU.
2. Select “Slide Switches” to drop into the Slide switch layer.
3. Select Slide Switch position 3 to drop into the “Slide Functions” layer.
4. Make your changes for Slide Switch 3 in the Slide Functions layer.

*We have just completed “one way in.” We must now come out the same way by use of the SAVE key.
5. Press SAVE. This will bring you back up to “Slide Switches”
6. Press SAVE again to bring yourself back up to Level 2.
7. Press SAVE again to bring yourself back up to the MAIN MENU.

This is the extreme case as you will notice not all levels have sub-layers. Be aware that if we also wanted to reconfigure Slide Switch 2, we could have selected Slide Switch 2 in step 6 above without going all the way back to the MAIN MENU. This will reduce the number of key hits needed to configure your system.
**Configuration**

**Main Menu**

![Configuration Menu](image)

---

**Entering Configuration Mode**

To enter configuration mode, simply execute the following steps:

1. Power up the system and wait for startup to finish.
2. Unplug control head.
3. Press SAVE and continue to hold.
4. Plug control head back in while continuing to hold SAVE.
5. Release the SAVE key.

The “MAIN MENU” will come up on the keyboard as soon as you enter configuration mode. Keys 10, 11, 12, and 13 buttons will be solidly illuminated.

At this point you have five choices:

- **SAVE**
- **ENTER LEVEL 1**
- **ENTER LEVEL 2**
- **ENTER LEVEL 3**
- **ENTER LEVEL 4**

Pressing “SAVE” (Key 9) will save the present configuration to permanent memory, end the configuration session, and put the system into operation mode.

**LEVEL 1**

Pressing “LEVEL 1” (Key 10) will enter LEVEL 1 (Keyboard). If LEVEL 1 is selected, go to page 37, LEVEL 1 (Keyboard).

**LEVEL 2**

Pressing “LEVEL 2” (Key 11) will enter LEVEL 2 (Keys). If LEVEL 2 is selected, go to page 39, LEVEL 2 (Keys).

**LEVEL 3**

Pressing “LEVEL 3” (Key 12) will enter LEVEL 3 (Power Up). If LEVEL 3 is selected, go to page 46, LEVEL 3 (Power Up).

**LEVEL 4**

Pressing “LEVEL 4” (Key 13) will enter LEVEL 4 (Horn Ring). If LEVEL 4 is selected, go to page 47, LEVEL 4 (Horn Ring).

Always leave the Slide Switch OFF while reconfiguring.
Keypad

LEVEL 1
(Keyboard) is where options are chosen that affect the entire keyboard. These options are whether you want the siren keys to act independently of the rest of the keyboard, whether you want the default, factory settings, configuration, or whether you want configuration mode disabled after this configuration session.

SAVE
Save displayed LEVEL 1 settings and return to MAIN MENU, page 36.

Function Indicator Sound
If key 12 is on, a double beep tone will be heard from the control head approximately every 10-seconds to indicate a function is activated. (A function refers to any switch on the bottom row, or key 11.)

If key 12 is off, the Function Indicator Sound will be disabled.

Sirens Independent
If key 14 is on, then the sirens will act independently of the slide switches. That is, in operation mode, if a siren key is pressed, the siren tone will be produced immediately.

If key 14 is off, the sirens, in operation mode, will require that one of the slide switches be activated before the siren tone will be produced. Which slide switch will turn on the sirens is optional and will be discussed in Level 2 - Slide Switch - Function, on page 39.

Default Configuration
If key 15 is on, then the keyboard is configured according to the factory default settings. (see OPERATION, page 32)

If key 15 is off, then the present configuration does not match the factory default settings.

To put the system back in factory default configuration, turn key 15 on. Remem-
Configuration
Level 1

If key 16 is turned on, you will not be able to re-enter configuration mode once you exit this session. To re-enter configuration mode at a later date, the “Push To Talk” button on the microphone for the siren system must be on while the SAVE key is pressed to enter configuration mode as referred to on page 36. The Push to Talk button must be held until you re-enter level 1 and turn off key 16. Once this is accomplished you can release the Push to Talk button on the microphone and proceed with reconfiguration as normal.

Always leave the Slide Switch OFF while reconfiguring.
Configuration

Level 2

**KEYS**

Level 2 is used to specifically configure each key or switch. Level 2 allows you to change how each Slide Switch, Output Key, Siren Key, and Key 11 Switch functions.

**SAVE**

Save LEVEL 2 settings and return to MAIN MENU, page 36.

**Slide Switches**

Pressing “Slide Switches” (Key 13) will enter LEVEL 2 - Slide Switches. If Slide Switches is selected, go to page 40, Level 2 - Slide Switches.

**Output Keys**

Pressing Output Key (Key 14) will enter LEVEL 2 - Output Keys. If Output Keys is selected, go to page 42, Level 2 - Output Keys.

**Key 11**

Pressing “Key 11” (Key 16) will enter LEVEL 2—Key 11 and Remote. If Key 11 is selected, go to page 45, Key 11.

Always leave the Slide Switch OFF while reconfiguring.

**Siren Disable**

Pressing “Siren Disable” (Key 15) will enter LEVEL 2 - Siren Disable. If Siren Disable is selected, go to page 44, Level 2 - Siren Disable.
**SLIDE SWITCHES**

Level 2 Slide Switches determines which Slide Switch position to reconfigure.

**SAVE**

Save LEVEL 2 - Slide Switch settings and return to LEVEL 2 (Keys), page 39.

**Slide 1**

Press “Slide 1” to reconfigure how Slide Switch, position 1, functions. If Slide 1 is selected, go to Level 2 - Slide Switch - Function, page 41, to reconfigure Slide Switch 1.

**Slide 2**

Press “Slide 2” to reconfigure how Slide Switch, position 2, functions. If Slide 2 is selected, go to Level 2 - Slide Switch - Function, page 41, to reconfigure Slide Switch 2.

**Slide 3**

Press “Slide 3” to reconfigure how Slide Switch, position 3, functions. If Slide 3 is selected, go to Level 2 - Slide Switch - Function, page 41, to reconfigure Slide Switch 3.

*Always leave the Slide Switch OFF while reconfiguring.*
**Configuration**

**Level 2—Keypad**

---

**Slide Switch—Function**

Level 2 - Slide Switch - Function, is where the slide switch position just selected is configured. All Outputs can be configured to come on with the slide switch, as well as Key 11, Horn Ring Transfer and Siren Enable.

**SAVE**

Pressing the SAVE key will save what is displayed and you will return to Level 2 - Slide Switches, page 40.

**Outputs**

Any combination of Outputs can be configured to activate with the Slide Switch position being reconfigured. Simply turn on (or turn off) the desired Output Keys as labeled above.

**Key 11**

If you wish Key 11 to activate with the slide switch position being reconfigured, just turn on Key 11. If you don’t, turn Key 11 off.

**Outputs 1, 2, & 3**

Any combination of Outputs 1, 2, and/or 3 can be configured to activate with the Slide Switch position being reconfigured. Simply turn on (or turn off) the desired Output Keys as labeled above.

**Horn Ring Transfer**

The Horn Ring Transfer can be configured to automatically turn on with the Slide Switches. To do so, turn on Key 15, Horn Ring Transfer.

**Siren Enable**

If sirens are configured to be dependent on the slide switch, this is where you enable the siren. If you want the siren to be enabled for the slide switch position you are configuring, just turn on the Siren Enable key, key 16.

Always leave the Slide Switch OFF while reconfiguring.
**Configuration**

**Level 2—Keypad**

**Output Keys**

Level 2 - Output Keys 4 thru 8 determines which Output Key to reconfigure.

**SAVE**

Save LEVEL 2 - Output Keys 4 thru 8 settings and return to LEVEL 2 (Keys), page 39.

**Output 4**

Press “Output 4” to reconfigure how Output 4 (key 4) functions. If Output 4 is selected, go to Level 2 - Output - Function, page 43, to reconfigure Output 4.

**Output 5**

Press “Output 5” to reconfigure how Output 5 (key 5) functions. If Output 5 is selected, go to Level 2 - Output - Function, page 43, to reconfigure Output 5.

**Output 6**

Press “Output 6” to reconfigure how Output 6 (key 6) functions. If Output 6 is selected, go to Level 2 - Output - Function, page 43, to reconfigure Output 6.

**Output 7**

Press “Output 7” to reconfigure how Output 7 (key 7) functions. If Output 7 is selected, go to Level 2 - Output - Function, page 43, to reconfigure Output 7.

**Output 8**

Press “Output 8” to reconfigure how Output 8 (key 8) functions. If Output 8 is selected, go to Level 2 - Output - Function, page 43, to reconfigure Output 8.

Always leave the Slide Switch OFF while reconfiguring.
Configuration

Level 2—Keypad

Outputs 4-8 – Function

Level 2 – Outputs 4-8 keys - Function is where you decide how the Outputs 4-8 are going to function.

SAVE

Save LEVEL 2 - Outputs - Function key settings and return to LEVEL 2 - Outputs, page 42.

Push On / Push Off

Select “Push On / Push Off” (Key 12) if you want the Outputs you are configuring to act as a standard Push On / Push Off switch.

Momentary

Select “Momentary” (Key 13) if you want the Outputs you are configuring to act as a Momentary Switch.

8-Second Timer

Select “8-Second Timer” (Key 14) if you want the Outputs you are configuring to automatically turn itself off after 8 seconds.

Security Timer

Select “Security Timer” (Key 15) if you want the Outputs you are configuring to require security operation to turn on and automatically turn itself off after 8 seconds.

When operating, the security timer requires two key hits to operate. When the security key is first hit, it will not turn on. It will not turn on until the SAVE key is hit immediately following the security key hit. This gives you your two key press security timer.

Always leave the Slide Switch OFF while reconfiguring
CONFIGURATION
LEVEL 2—KEYPAD

**Siren Enable/Disable**

Level 2 - Siren Enable/Disable is where you can enable or disable siren tones, key 11, and radio rebroadcast.

This is also where you choose between the High Low tone or the Priority tone, or neither, for key 14.

**SAVE**

Save LEVEL 2 - Siren Enable/Disable settings and return to LEVEL 2 (Keys), page 39.

**H/L or PRIORITY**

Key 14 can be configured to activate either the High Low tone or the Priority tone, or neither.

Turn on key 14 if you want High Low to activate on key 14.

Turn on key 6 if you want PRIORITY to activate on key 14.

Turn both off if you want neither to be activated by key 14.

**RAD**
**Key 11**
**WAIL**
**YELP**
**MAN**
**A/H**

Always leave the Slide Switch OFF while reconfiguring.

Turn on the key to enable one of the above tones/key. Turn off the key to disable one of the above tones/key.
Configuration
Level 2—Keypad

Key 11
Level 2 - Key 11 is where you configure what key 11 will do.

SAVE
Save LEVEL 2 - Key 11 settings and return to LEVEL 2 (Keys), page 39.

Key 11
Key 11 can be configured to operate an external relay (such as a common mic relay) or operate the horn ring transfer relay.

Please Note: Horn Ring Transfer function is already configured with the Ready for the Road Package

Turn on key 10 to configure “Key 11” as an external relay activator.

Turn on key 11 to configure “Key 11” to control the Horn Ring Transfer.

Always leave the Slide Switch OFF while reconfiguring.
**Configuration**

**Level 3—Keypad**

---

**Power Up**

Level 3 - Power Up is where you decide what keys should turn on automatically when the system is turned on.

**SAVE**

Save LEVEL 3 - Power Up settings and return to MAIN MENU page 36.

Turn on the keys you want to turn on automatically when the system is powered up.

Remember, only one siren or the RAD key can be selected at a time.

If no sirens or RAD is selected, the system will power up in stand-by.

---

**Note:**

If the sirens are configured to be independent of the slide switch, make sure no sirens are selected on power up.

Always leave the Slide Switch OFF while reconfiguring.
**Horn Ring**

Level 4 - Horn Ring is where you decide how you want the horn ring to function when it is transferred to the siren.

SAVE

Save LEVEL 4 - Horn Ring settings and return to MAIN MENU page 36.

**8-Second Timeout**

Activate key 12 if you want the Horn Ring Transfer tone to revert back to the original tone after 8 seconds.

**Horn Ring Transfer Tone**

The Horn Ring transfer tone is the tone that will be produced when you have a less urgent tone (such as wail) already active, the horn is transferred, and you press the horn.

If the tone cannot transfer to a more urgent tone, the Air Horn will momentarily sound.

Activate key 13 if you want YELP to be this tone. Activate key 14 if you want PRIORITY.

**No Siren Active Tone**

The no siren active tone is the tone that will be produced when you have no sirens active, the horn is transferred, and you press the horn.

Activate key 15 if you want this tone to be Peak & Hold. Activate key 16 if you want this tone to be Air Horn.

Always leave the Slide Switch OFF while reconfiguring.
SCHEMATICS

This SCHEMATICS section serves to illustrate the location of the various fuses, wires, and relays.

KEY TO WIRE COLOR CODES

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</tbody>
</table>

Note: On dual color notation, the first color is for the wire and the second color is for the tracer (stripe).

Format: Main wire color / Tracer (stripe) color

In-line fuse (10 AMP) located beneath glove box provided to protect ignition signal circuit.
## SCHEMATICS

**FORD ENGINE COMPARTMENT FUSE PANEL**

<table>
<thead>
<tr>
<th>Fuse</th>
<th>Wire Color</th>
<th>Function 1</th>
<th>Function 2</th>
<th>Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>111</td>
<td>TN/YE</td>
<td>Radio (Looped at RH kick panel)</td>
<td>Radio (Blunt cut in trunk)</td>
<td>50 Amp</td>
</tr>
<tr>
<td>112</td>
<td>PK</td>
<td>Ignition Power</td>
<td>Siren Amplifier (65U) and System Relays</td>
<td>40 Amp</td>
</tr>
<tr>
<td>113</td>
<td>RD/YE</td>
<td>Console Trunk Pigtail (65A &amp; 68P)</td>
<td>Lighting Relay Center (65W, 65N, &amp; 65U)</td>
<td>50 Amp</td>
</tr>
<tr>
<td>114</td>
<td>RD/LB</td>
<td>Trunk Pigtail (65A &amp; 68P)</td>
<td>Lighting Relay Center (65W, 65N, &amp; 65U)</td>
<td>50 Amp</td>
</tr>
<tr>
<td>115</td>
<td>RD</td>
<td>Trunk Pigtail (65A &amp; 68P)</td>
<td>Lighting Relay Center (65W, 65N, &amp; 65U)</td>
<td>50 Amp</td>
</tr>
<tr>
<td>116</td>
<td>TN</td>
<td>Glove Box PDB</td>
<td></td>
<td>50 Amp</td>
</tr>
<tr>
<td>117</td>
<td>LG</td>
<td>Console</td>
<td></td>
<td>50 Amp</td>
</tr>
<tr>
<td>118</td>
<td>RD/WH</td>
<td>Trunk PDB</td>
<td></td>
<td>50 Amp</td>
</tr>
<tr>
<td>Inline</td>
<td>PK</td>
<td>In-line fuse located beneath glove box in separate holder</td>
<td>Provided to protect ignition signal circuit</td>
<td>10 Amp</td>
</tr>
<tr>
<td>302</td>
<td>Police Power Relay</td>
<td>Used to switch ignition power on fuse 112</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Ford**

49
SCHEMATICS
POWER CONNECTION PLACEMENT

CONNECTOR LOCATION
A-Pillar Point
Inside Passenger Side Kick Panel

CONNECTOR VIEW FROM WIRE END
BLACK

Power Distribution Center
Glove Box Connection

GREY

Under Dash
Vehicle Power
Connection To
Prep Package Harness

GREY

Power Distribution Center
Trunk Connection

BLACK

Lighting Relay Center
(65N, 65W, Or 65U)

BLACK

Lighting Relay Center
(65N, 65W, Or 65U)

GREY
# Schematics

**Power Connection Placement**

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>RD/YE</td>
<td>Fused Power (Fuse 1-113)</td>
</tr>
<tr>
<td>3</td>
<td>10</td>
<td>BK</td>
<td>Ground</td>
</tr>
<tr>
<td>4</td>
<td>10</td>
<td>BK</td>
<td>Ground</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
<td>RD/WH</td>
<td>Fused Power (Fuse 1-118)</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
<td>RD</td>
<td>Fused Power (Fuse 1-115)</td>
</tr>
<tr>
<td>8</td>
<td>10</td>
<td>BK</td>
<td>Ground</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>TN</td>
<td>Fused Power (Fuse 1-116)</td>
</tr>
<tr>
<td>4</td>
<td>10</td>
<td>TN</td>
<td>Fused Power (Fuse 1-116)</td>
</tr>
<tr>
<td>7</td>
<td>16</td>
<td>PK</td>
<td>Ignition Signal (Fuse 10Amp Inline)</td>
</tr>
<tr>
<td>12</td>
<td>10</td>
<td>TN</td>
<td>Fused Power (Fuse 1-116)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>10</td>
<td>LG</td>
<td>Fused Power (Fuse 1-117)</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
<td>TN/YE</td>
<td>Ignition Power (Fuse 1-111)</td>
</tr>
<tr>
<td>7</td>
<td>12</td>
<td>PK</td>
<td>Fused Power (Fuse 1-112)</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>TN</td>
<td>Fused Power (Fuse 1-116)</td>
</tr>
<tr>
<td>11</td>
<td>10</td>
<td>RD/LB</td>
<td>Fused Power (Fuse 1-114)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>RD/WH</td>
<td>Fused Power (Fuse 1-118)</td>
</tr>
<tr>
<td>4</td>
<td>16</td>
<td>PK</td>
<td>Ignition Signal (Fuse 10 Amp Inline)</td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>RD/WH</td>
<td>Fused Power (Fuse F1-118)</td>
</tr>
<tr>
<td>12</td>
<td>10</td>
<td>RD/WH</td>
<td>Fused Power (Fuse F1-118)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>PK</td>
<td>Ignition Power</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>RD/LB</td>
<td>Fused Power (Fuse F1-114)</td>
</tr>
<tr>
<td>3</td>
<td>16</td>
<td>RD/BK</td>
<td>Siren Speaker (65U PKG)</td>
</tr>
<tr>
<td>4</td>
<td>16</td>
<td>BN</td>
<td>Siren Speaker (65U PKG)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pin</th>
<th>Gauge</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>RD/YE</td>
<td>Secondary Power</td>
</tr>
<tr>
<td>4</td>
<td>10</td>
<td>RD</td>
<td>Primary Power</td>
</tr>
<tr>
<td>12</td>
<td>16</td>
<td>PK</td>
<td>Ignition Signal</td>
</tr>
</tbody>
</table>
SCHEMATICS
POWER CIRCUIT PLACEMENT
SCHEMATICS
POWER CIRCUIT PLACEMENT
SCHEMATICS
Spare Circuit Placement
SCHEMATICS
GROUND CIRCUIT PLACEMENT
SCHEMATICS
GROUND CIRCUIT PLACEMENT

Ground eyelet to ground stud at RH kick panel

Ground circuits in Glove box

Ground eyelet to ground nut on rear seat back

Communication Ground

Ground circuits to match rear PDB power feeds

Additional ground circuits in trunk

Ford

57
SCHEMATICS
STROBE POWER SUPPLY

1. Fuse #1 - Trunk Power Distribution Box

2. Ignition Power Connection - 10 Amp fuse located under glove box

Right Front White Housing
Left Front White Housing

Strobe
Strobe
Strobe
Strobe

Left Front Grille Strobe
Strobe
Strobe
Strobe

Right Rear White Housing

Strobe

Note:
Coil up and do not attach. Heat shrink over connector to prevent connection.

Ground output from Siren Amplifier in trunk

Rear Deck Light
FLASH RED
BRAKE RED
FLASH BLUE

12 Volts - Fused in Trunk PDB

Strobe Power Supply
Model: 4W71-1SC593
CAUTION
The strobe power supply is a high voltage device. Do not touch or remove the strobe lamp assembly while unit is in operation. Wait at least 10 minutes after shutting off power before continuing diagnostic. Failure to follow these instructions may result in personal injury.

2007 (7W7T-15A599)
2006 (6W7J-15A599)
SCHEMATICS

ALTERNATING HEADLIGHT FLASHER

Ford Harness

Flash Lamp Assembly PLC Model:
6W7J-15591-AA

Note:
located on
right fender well

Relay used to deactivate Daytime
running lights with headlamp flasher.
Relay is not standard with vehicles that
are not delivered with DRL activated.
Once relay is installed, the headlamp
flasher will not operate with either DRL
or high beams. (DRL are low powered
high beams)

LG/YE blunt cut wire available at console for
connection to customer supplied BR switch box

To Utility Switch Panel
(d5W and d5u packages only)

10 Amp

Relay shown in this diagram are
located in the Glove box P03

BR blunt cut wire available at grill. This
circuit is to be used to allow for the
desactivation of the wire map with the
headlamp/lighted on. In order to
activate the feature, the BR circuit
needs to be spliced into the BR
headlamp circuit located at the right
front headlamp. (sketched circuit above)
Proper FORD splicing procedures
should be followed. See FORD Service
Manual for details
Schematics
Glove Box PDB

Attention:
Power Distribution Center is fused at 50 Amps (Fuse 1-116) for the entire circuit. Each fuse position of 1 through 6 may be configured from 5 Amps to 20 Amps. Positions 1 through 6 cannot exceed a constant draw of 50 Amps.
Schematics
Trunk PDB

Relays

Mini Fuses

Attention:
Power Distribution Center is fused at 50 Amps (Fuse 1-118) for the entire circuit. Each fuse position of 1 through 6 may be configured from 5 Amps to 20 Amps. Positions 1 through 6 cannot exceed a constant draw of 50 Amps.
GENERAL GUIDELINES

Please Note: The following are only excerpts from FORD’S POLICE MODIFIERS GUIDE. The Complete guide is available at www.crown-na.com

General Guidelines
• Circuit protection (fuses) must be provided for all wiring. The fuse rating should not exceed either the rated wiring current capacity or the total current requirements for all the add-on components on the circuit. Fuses should be installed as close to the point of tapped power as possible.
• All revisions to the electrical system should be documented and placed with the vehicle owner guide. All revisions or additions to wiring should be color coded and/or labeled.
• Protective covering should be provided in all areas that could be damaged during normal equipment installations.
• Vehicles stored on site should have the negative battery cable disconnected to reduce the possibility of draining the battery by lights or other equipment.
• Control panels attached to the instrument panel should not protrude into the driver and passenger air bag deployment zones. For additional information, refer to Section 4: Installation Considerations in this guide.
• Switches and gauges should not be installed in the driver or passenger knee impact areas.
• All Ford gauges, lights, and switches must be inspected for correct operation after instrument panel work is performed.
• All wiring relocated or removed while working behind the instrument panel must be secured properly to prevent chafing, squeaks and rattles.
• Provide adequate retention for wiring harnesses so that they are clear of bolts, corners, edges, etc., which could abrade the wires during normal vehicle operation.
• Anticipate misrouted wiring situations and protect all wiring from penetration by screws and raw edges.
• Weather-seal all electrical connectors exposed to the elements.
• Do not use quick splice connectors or wire nuts.
• Connections should be easily accessible for assembly and service.
• Make sure submersible connectors do not lose their seals under extreme assembly conditions, such as bending wires 90 degrees immediately after the connector.
• Whenever using connectors, use
GENERAL GUIDELINES

a socket (female) connector on the electrical source side and a plug (male) connector on the electrical load side to reduce the possibility of a short circuit when disconnected.

- Air bag restraint systems must remain intact as received from Ford Motor Company. Before modifications are done to the vehicle, the system must be disarmed by following the instructions provided in the current Crown Victoria Workshop Manual.
- Adherence to the above guidelines is not to be construed as approval by Ford Motor Company of any specific revisions or additions to the vehicle’s original electrical system.

Wire Insulation
- Polyvinyl Chloride (PVC) rated at 90°C (199°F) is the standard wire insulation that is acceptable for inside body use but is not acceptable for underhood/underbody wiring.
- Hypalon insulation should be used on links only (Ford Specification ESB-M1L54-A).
- Cross-linked Polyethylene (XPLPE or SXL) rated at 135°C (275°F) is the required insulation for underhood/underbody applications (Ford Specification ESB-M1L123-A).
- GXL can be used as an alternate wire (Ford Specification ESB-M7L85B) as long as the concentricity specifications are met. To provide a water-resistant seal in conjunction with crimp connectors, a Duraseal crimp connector is recommended since it is designed to account for outside wire diameter that is smaller than the present SXL wire.

Splices and Repairs
For quality splicing and to reduce potential problems, the following guidelines are recommended:
- Stagger the splices within a harness to reduce increased harness diameter. Splice only on straight areas as installed, not on bends.
- Strip wire ends making sure that individual conductor strands are not damaged.
- When soldering, make sure an adequate mechanical joint exists before applying solder. Use only resin-core solder. Acid-core solder should not be used since it may result in corrosion.
- For crimp joints, use butt-type metal barrel fasteners and the proper tool at the appropriate setting for the wire size (such as Motorcraft crimp tool S-9796) specifically designed for this type of work.
GENERAL GUIDELINES

• Make sure splice joints are figure). Quality electrical tape can adequately sealed and insulated. be used inside the vehicle but is not recommended for an outside Duraseal butt connectors or environment.

A durable substitute • Be sure that the new wire is not a splice joint can be achieved by lesser gauge than its original using a bare metal barrel, mating wire.

• Avoid crimping, flow-soldering and covering with shrink tubing (see

---

Recommended splicing method

1. Disconnect the battery
2. Strip wires to appropriate length
3. Install heat shrink tubing.
4. Twist wires together.

**Note:** Use resin-core mildly-activated (RMA) solder. Do not use acid-core solder.


5. Solder wires together.  
**Note:** Wait for solder to cool before moving wires.  
6. Bend Wire 1 back in a straight line.  
**Note:** Overlap tubing on both wires.

7. Evenly position heat shrink tubing over wire repair.

8. Use heat gun to heat the repaired area until adhesive flows out of both ends of heat shrink tubing.

<table>
<thead>
<tr>
<th>Ford Part Number</th>
<th>Part Name</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>E6FZ-14488-A</td>
<td>BUTT CONNECTOR GAUGE: 18-22, COLOR:RED</td>
<td>C</td>
</tr>
<tr>
<td>E6FZ-14488-B</td>
<td>BUTT CONNECTOR GAUGE: 14-16, COLOR:BLUE</td>
<td>C</td>
</tr>
<tr>
<td>E6FZ-14488-C</td>
<td>BUTT CONNECTOR GAUGE: 10-12, COLOR:YELLOW</td>
<td>C</td>
</tr>
</tbody>
</table>
GENERAL GUIDELINES

Heat Shrinkable Tubing (Heat Shrink) (Ford Specification ESB-M99D56-A2) Heat shrinkable tubing is available in various diameters for different splice sizes and configurations. When shrunk, it forms a small, flexible hermetic seal. Other methods (tape, PVC mold, etc.) do not provide a hermetic seal and are not recommended. Splice balancing is critical with heat shrink insulation. If the splice is extremely unbalanced (more circuits on one side than the other), heat shrink insulation will not provide a proper seal. Evaluate the use of double terminals instead of splices where practical in these situations.

Wire Protection Requirements

- Anticipate problems and design accordingly. Try to anticipate what could go wrong and modify your designs to address any adverse impact.
- Review all connector applications and electrical systems to determine the need for solder, grease, weather-resistant or sealed connectors. Make sure components and wire insulation are compatible with greased connectors (important for long term durability).
- Make sure that drip loops or other means are provided to prevent water leakage into the vehicle through wiring assemblies that pass through the dash panel.
- Use greased or sealed connectors in floor pan troughs which are subject to moisture coming through the carpeting.
- Use XLPE insulation for uncovered runs that exceed 305 mm (12 inches).

Electrical Protection

- Properly route wires away from noise-generating wires or components. However, if routing near noisy wires or plugging into noisy components is unavoidable, additional protection must be designed into the harness.
- Shielding — Electro Magnetic Interference (EMI) — Consider shielding if you must route close to high-current or noisy circuits. Use shielded wire and ground one side. Seal all splices in wire assemblies that use bare coaxial shielding (braid or tape) for EMI suppression, and insulate or tape over all shielding ends that terminate near any open connectors. This prevents splice and terminal shorts to the shielding. Minimize the length of conductors which extend beyond the shield. Failure to do this reduces the effectiveness of the shield.
• Spike suppression, in general, is accomplished by connecting a diode or resistor-diode combination across the terminals of the noisy component. The diode should be sufficiently close to the component (both electrically and physically) so that inductive spikes are clamped off. Make sure the diode is connected with the proper polarity. Proper routing and retention will reduce the likelihood of chafing, pinching, etc. When this ideal routing is unattainable, the following additional protection is needed:

**Mechanical/Environmental Protection**

Tape — Tape is the most basic means of protection. It contains the wires in a loose bundle and provides limited environmental protection. It does not protect against chafing and pinching.

— Kendall Polyken Fiberglass Base Tape (Ford Specification ESB-M3G38-A) is used for engine compartment applications. This durable tape provides against cut-through and abrasion commonly found in underhood applications.

— Polyken 267 is a substitute tape that may be used in lower temperature areas of the engine compartment (apron area).

Convolute - Use convolute for all underhood/underbody applications or when increased temperature, abrasion or pinch resistance is required. Convoluted tubing comes in different diameters and materials to accommodate different temperature ranges and harness sizes.

— Use polyethylene convolute when abrasion is the only consideration; this convolute is adequate up to 96°C (205°F) maximum. Use nylon convolute when underhood/underbody or abrasion and temperature are considerations; nylon convolute is adequate up to 177°C (350°F) maximum.

— On all engine-mounted wiring or bend points. Use vinyl tape on the outside of the convolute to prevent wiring from looping out. This tape must be able to withstand high temperatures 135°C (275°F) or over.

— Tape convolute junctions with a abrasion-resistant tape (Polyken 267, fiberglass, etc.).
REM OVAL OF POLICE PACKAGES

Note: When retiring a police vehicle, it is the owner’s responsibility to remove any police-related apparatus that is not intended for civilian use. The Police Prep Packages contain a vehicle harness which does not need to be removed, only disabled by removing fuses 111, 112, 113, 114, 115, 116, 117, and 118 in the engine compartment. All strobe bulbs need to be disconnected from the strobe power supply. The Visibility Package contains two rear parcel shelf mounted LED lights and a rear communications service tray mounted strobe power unit which should be removed.
### Configuration Worksheet

#### Level 1
- Sirens independent of slide switch: Yes | No
- Function Indicator Sound: Yes | No

#### Level 2 - Keys/Switches

<table>
<thead>
<tr>
<th>Slide Switch (Circle any combination for each slide switch position.)</th>
<th>Relays</th>
<th>Misc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position 1</td>
<td>1 2 3 4 5 6 7 8</td>
<td>Key 11 HRTR SIREN</td>
</tr>
<tr>
<td>Position 2</td>
<td>1 2 3 4 5 6 7 8</td>
<td>Key 11 HRTR SIREN</td>
</tr>
<tr>
<td>Position 3</td>
<td>1 2 3 4 5 6 7 8</td>
<td>Key 11 HRTR SIREN</td>
</tr>
</tbody>
</table>

#### Auxiliary Buttons (Circle one of the following for each relay.)

<table>
<thead>
<tr>
<th>4</th>
<th>Push-on/Push-off</th>
<th>Momentary</th>
<th>8-second timeout</th>
<th>Security timeout</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Push-on/Push-off</td>
<td>Momentary</td>
<td>8-second timeout</td>
<td>Security timeout</td>
</tr>
<tr>
<td>6</td>
<td>Push-on/Push-off</td>
<td>Momentary</td>
<td>8-second timeout</td>
<td>Security timeout</td>
</tr>
<tr>
<td>7</td>
<td>Push-on/Push-off</td>
<td>Momentary</td>
<td>8-second timeout</td>
<td>Security timeout</td>
</tr>
<tr>
<td>8</td>
<td>Push-on/Push-off</td>
<td>Momentary</td>
<td>8-second timeout</td>
<td>Security timeout</td>
</tr>
</tbody>
</table>

#### Siren Enable (Circle the tones switches to be enabled.)

| RAD | Switch 11 | WAIL | YELP | H/L or PRIORITY | MAN | A/H |

#### Switch 11 (Circle one for each of the following.)

- Switch 11: External Relay Horn Ring Transfer

#### Level 3 - Power-up (Circle which switches are to be activated upon power-up.)

<table>
<thead>
<tr>
<th>STBY</th>
<th>RAD</th>
<th>SWITCH 11</th>
<th>WAIL</th>
<th>YELP</th>
<th>H/L or PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELAY 4</td>
<td>RELAY 5</td>
<td>RELAY 6</td>
<td>RELAY 7</td>
<td>RELAY 8</td>
<td></td>
</tr>
</tbody>
</table>

#### Level 4 - Horn Ring

<table>
<thead>
<tr>
<th>8-Second Timeout</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer Tone</td>
<td>YELP</td>
<td>PRIORITY</td>
</tr>
<tr>
<td>No Siren Active Tone</td>
<td>PEAK &amp; HOLD</td>
<td>Air Horn</td>
</tr>
</tbody>
</table>
## Configuration Relay Assignment Worksheet

List below which controlled devices are connected to which relay.

- Relay 1 (20-amp max.)
- Relay 2 (20-amp max.)
- Relay 3 (20-amp max.)
- Relay 4 (20-amp max.)
- Relay 5 (20-amp max.)
- Relay 6 (20-amp max.)
- Relay 7 (20-amp max.)
- Relay 8 (20-amp max.)

<table>
<thead>
<tr>
<th>Is Horn Ring Transfer used?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the Radio Rebroadcast Switch used?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Is the External Relay Switch used?</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Additional Notes:
Ford Motor Company warrants the Police Interceptor Preparation Package 65U under the Ford New Vehicle Warranty.

All Ford Product Warranty Service is provided through the Ford Dealer Organization. Please contact your dealer for warranty service assistance.

While certain components may be sourced through recognized vendors, those vendors are not Ford Product Warranty Service Centers.

**Crown North America**  
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1 (866) 402-6838  
www.crown-na.com

Assistance with Ford equipment not installed by Crown

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www.fleet.ford.com  
www.cvpi.com

To obtain additional booklets,  
**Contact Helm Inc. at:**  
800-782-4356  
www.helminc.com