

WAIL/YELP/HILO/HORN



37064-00 CS AZUR SPA INTL FOR : 30W LOUDSPEAKER : WAIL/YELP/HILO TONES
37068-00 CS AZUR SPA INTL FOR : 150W LOUDSPEAKERS : WAIL/YELP/HILO TONES

IDENTIFICATION : GT-1035-RAM Indice B
CODE : 37203-01
02/12/2025
ENGLISH

SUMMARY

1.	FOREWORD	4
2.	COMPOSITION	6
3.	SYNOPTIC.....	7
4.	TECHNICAL SPECIFICATIONS	8
4.1.	HANDY CONTROL PANEL	8
4.2.	CCS 486 SPA POWER MODULE	10
4.2.1.	INSTALLATION METHOD NO. 1: DOUBLE-SIDED TAPE.....	12
4.2.2.	INSTALLATION METHOD NO. 2: SCREWING	12
5.	WIRING	13
5.1.	CAN BUS HARNESS.....	13
5.2.	H1 BUTTON OPTION	13
5.3.	POWER SUPPLY.....	14
5.4.	SPEAKER CONNECTION	14
5.5.	OUTPUT CONNECTIONS	15
5.5.1.	9-WAY CONNECTOR: HIGH-POWER OUTPUTS 15A	15
5.5.2.	12-WAY CONNECTOR: MEDIUM POWER OUTPUTS 3A.....	15
5.5.1.	6-WAY CONNECTOR : LOW POWER OUTPUT +/-1A	16
5.6.	CONNECTION OF INPUTS	16
5.7.	WIRING "+" AFTER CONTACT (+APC)	17
5.8.	HAND BRAKE OPTION WIRING	17
5.9.	WIRING OPTION FOR PADDENGER FOOT PEDAL	18
5.10.	HORN WIRING	18
6.	OPERATION	19
6.1.	GENERAL OPERATION	19
6.2.	EQUIPMENT CONTROL	19
6.3.	SELECTION OF PRIORITY/SPO/DSC FUNCTIONS.....	21
6.4.	IDENTIFICATION OF PICTOGRAMS	22
6.5.	GENERAL PRINCIPAL OF ACTIVATION AND DEACTIVATION	22
6.6.	DAY/NIGHT.....	22
6.7.	SPO MODE OR DSC MODE	23



CUSTOMER SERVICE

For any technical information, STANDBY-FRANCE CUSTOMER SERVICE is at your disposal:

- Website: <https://standbygroup.com/fr> Support section
- Email: support-fr@standbygroup.com
- Telephone number: +33 (0)2 54 702 702

Our service is available Monday to Friday
from 8.30am to 12pm and from 1.30pm to 5pm (Fridays until 4pm)

As part of our continuous improvement strategy, our staff are available to listen to your comments about the installation and our equipment.

1. FOREWORD

LIMITS OF LIABILITY

The products have been developed in accordance with current standards and regulations. The information contained in the technical documentation takes into account the state of the art as well as the knowledge and experience accumulated over many years.

STANDBY-FRANCE is in no way liable for any damage or consequences resulting from:

- Failure to comply with the information provided in the product documentation
- Incorrect use of the product
- Installation and implementation of the products by unqualified personnel
- Modifications made on the user's or operator's own authority
- Technical modifications not submitted to and approved by STANDBY-FRANCE
- The use of spare parts not approved by STANDBY-FRANCE

NOTE: THE GRAPHIC REPRESENTATIONS IN THIS DOCUMENT ARE NOT CONTRACTUAL

RESPONSABILITES DE L'INSTALLATEUR

The installation of the equipment on a vehicle is the sole responsibility of the installer. the installer.



Only informed or qualified personnel are authorised to carry out all or part of the installation of the equipment.

The installer shall determine the appropriate methods and materials for the situation in order to deliver a complete installation that is connected and installed in accordance with best practices.



Only informed or qualified personnel are authorised to carry out all or part of the installation of the equipment.

Informed personnel: Under the supervision of the installer, a person who is informed of the task to be performed and the potential hazards associated with it.

Qualified personnel: Under the supervision of the installer, a person who, through their knowledge, training and experience, is able to carry out the installation while recognising and avoiding the potential hazards of the operation.



The installation must be carried out using appropriate means of access and work platforms.



Never stare at the lights.



Wearing the appropriate PPE is mandatory. (Safety shoes, helmet, handling gloves)

STANDBY-FRANCE accepts no responsibility for any faults that may arise from the installation system design, any reinforcements, roof drilling, the condition and quality of the installation surfaces, the use of manufacturer anchor points, or the design of the system's power supply and protection on the vehicle's power source.

RESPONSIBILITIES OF THE USER AND OPERATOR

STANDBY-FRANCE products are professional equipment that must be used for this purpose only. Their use is subject to legal obligations in terms of occupational safety, to which the operator must comply. This applies to safety and accident prevention regulations as well as environmental protection rules. The use of this road equipment is subject to compliance with the rules defined by the Highway Code.

Operator's obligations:

- Keep up to date with current regulations concerning workplace safety
- Conduct a risk analysis of the specific working conditions at the site
- Adapt user training to regulations, standards and conditions of use
- Adapt user training to regulations, standards and conditions of use
- Regularly check, when using the equipment, that ISE rules are being followed
- implementation rules comply with current safety rules and standards
- Ensure that operators have read and understood the equipment user manual.
- Ensure that users are regularly trained in the use of the equipment and informed of the hazards associated with its use.
- Provide personnel with the protective equipment associated with the operation and ensure that it is used.

It is the operator's responsibility to:

- Carry out corrective and preventive maintenance on the equipment
- Ensure that safety devices are checked regularly

2. COMPOSITION

- A HANDY control panel



- A HANDY control panel bracket for the dashboard



- Dashboard connexion interface



- A CCS 486 power module.



- A kit of connectors and clips.



- A 30A fuse kit.



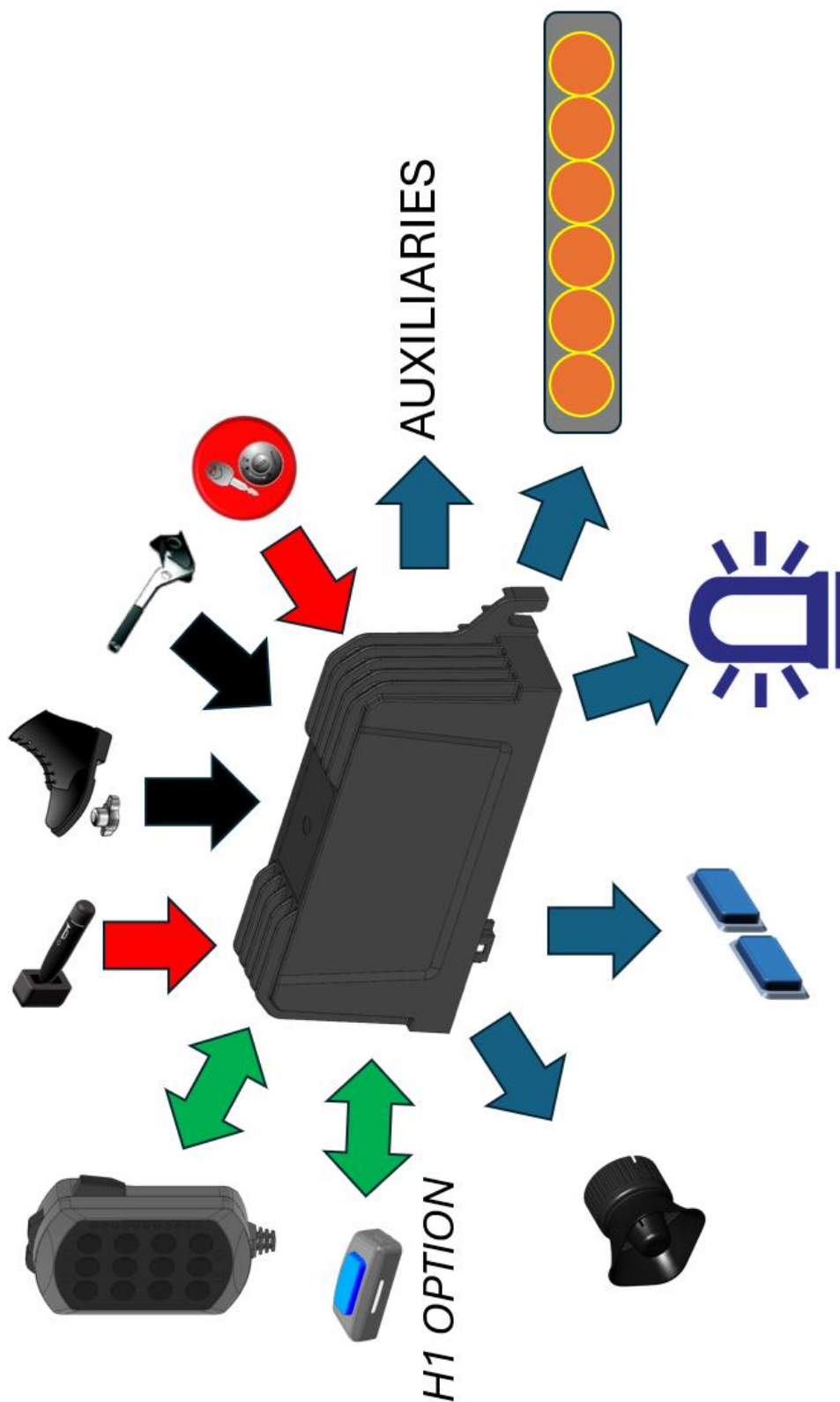
- A 4.5m communication bus.



- A double-sided mounting bracket.



3. SYNOPTIC

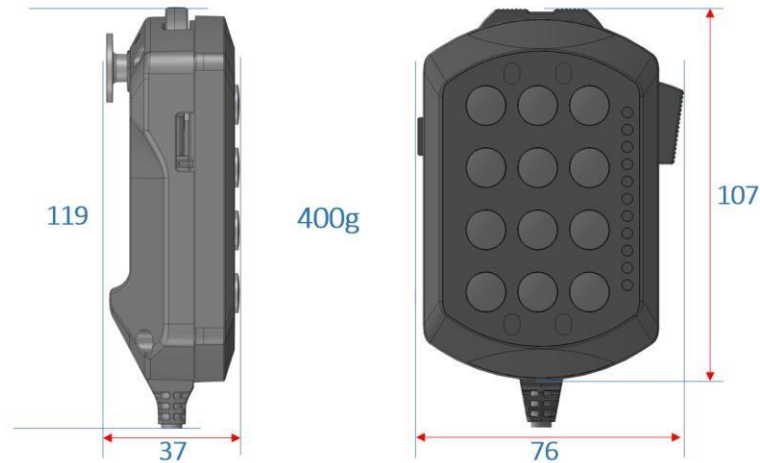


The kit is supplied with the necessary connectors, a 30A fuse and fuse holder, and a CAN bus cable connecting the handy control panel to the 486 SPA power module.

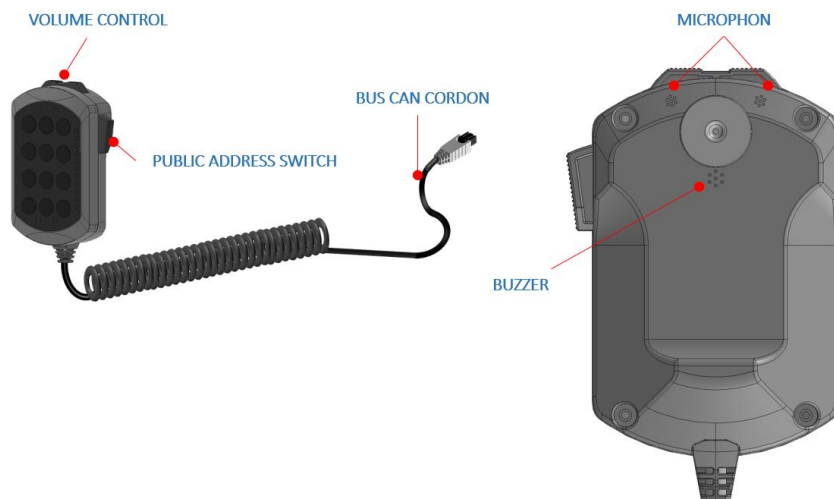
4. TECHNICAL SPECIFICATIONS

4.1. HANDY CONTROL PANEL

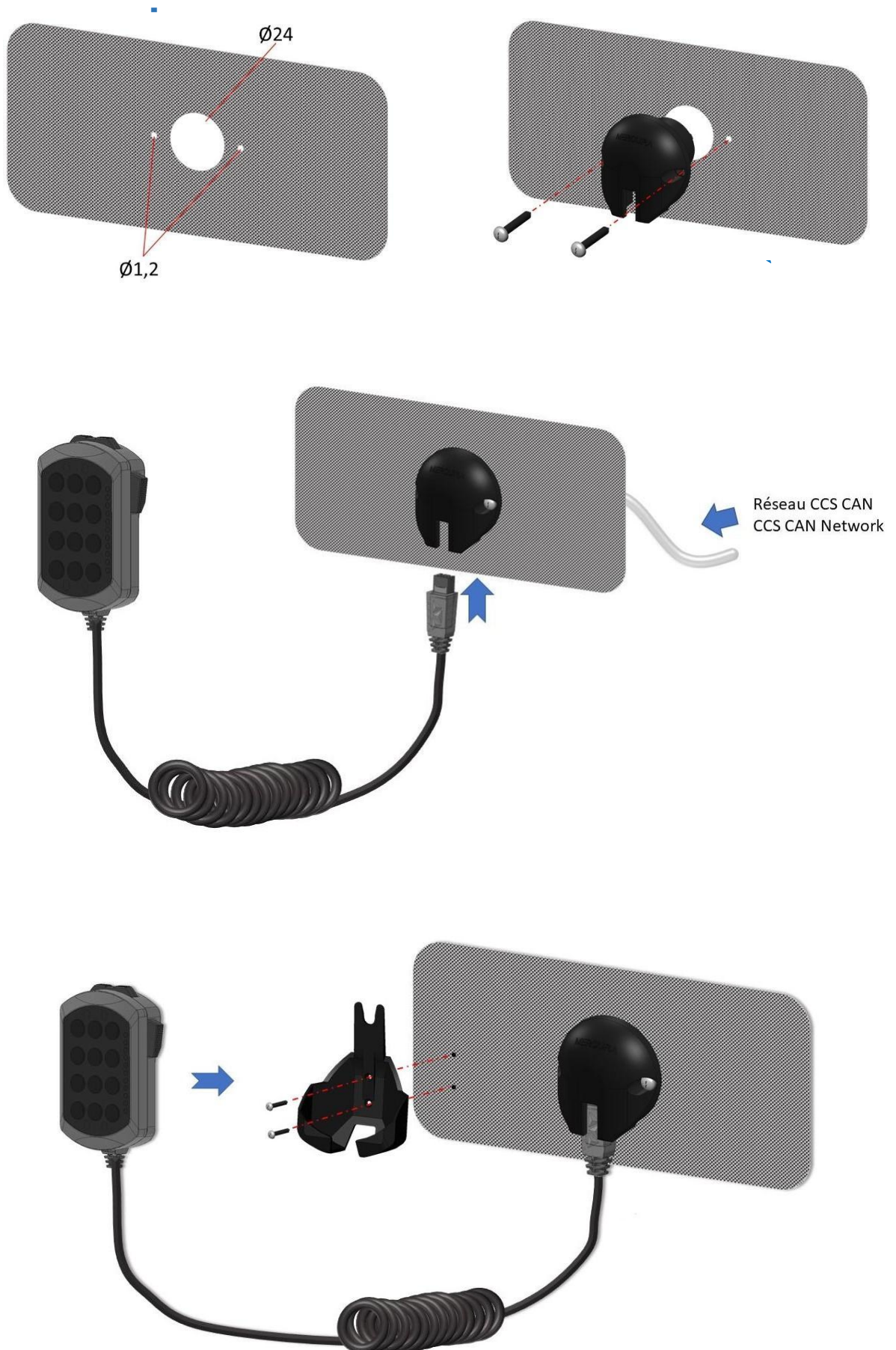
The Handy CAN control panel is a control/command interface that allows you to control the various blocks and interfaces on the CAN Standby network.



- 12 V POWER SUPPLY VIA CAN BUS
- MINIMUM POWER CONSUMPTION 40 mA
- MAXIMUM CONSUMPTION: 160 mA
- OPERATING TEMPERATURE FROM -40°C TO +85°C
- R10 APPROVAL No. "E2*10R03*11026
- CISPR25 (2008): CLASS 5 IN RADIATION;
CLASS 5 IN CONDUCTION
- IP42 ACCORDING TO NF EN 60529
- IK08 ACCORDING TO NF EN 50102



- "E" marking Regulation R10 No. "E2*10R*11026
- CISPR25 (2008): Class 5 in radiated; Class 5 in conducted
- µSD memory card reader Class 6 or 10 up to 8GB
- Message recording in "WAV" format in mono, sampled at 16 bits for 20.8 kHz and a size of 40 KB/sec



4.2.CCS 486 SPA POWER MODULE

The 486SPA unit provides multi-tone siren (1 to 4) and Public Address (PA) functions and has power outputs (15A).

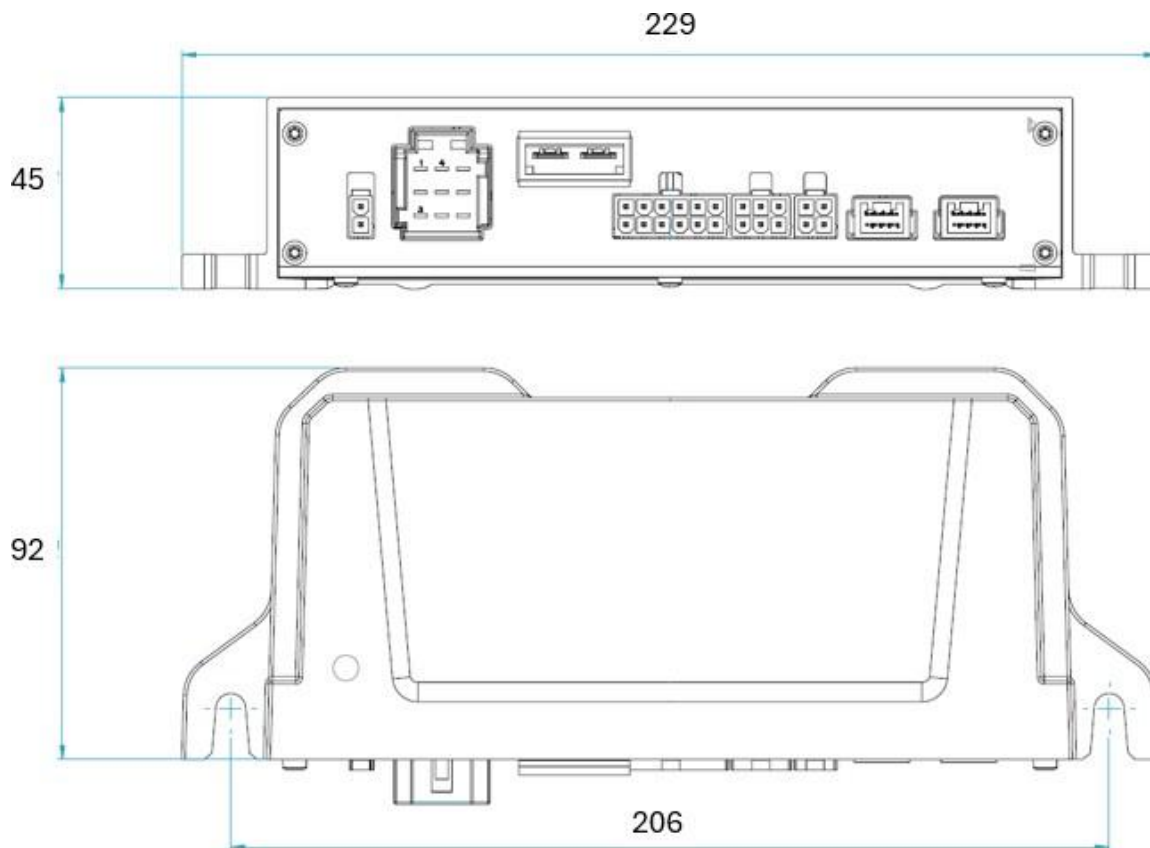
It has a regulated (12.5V) and filtered output for powering radio or other equipment sensitive to micro-cuts and battery voltage variations, particularly during the vehicle start-up phase (eliminating the risk of radio reset).

All outputs are protected against short circuits.

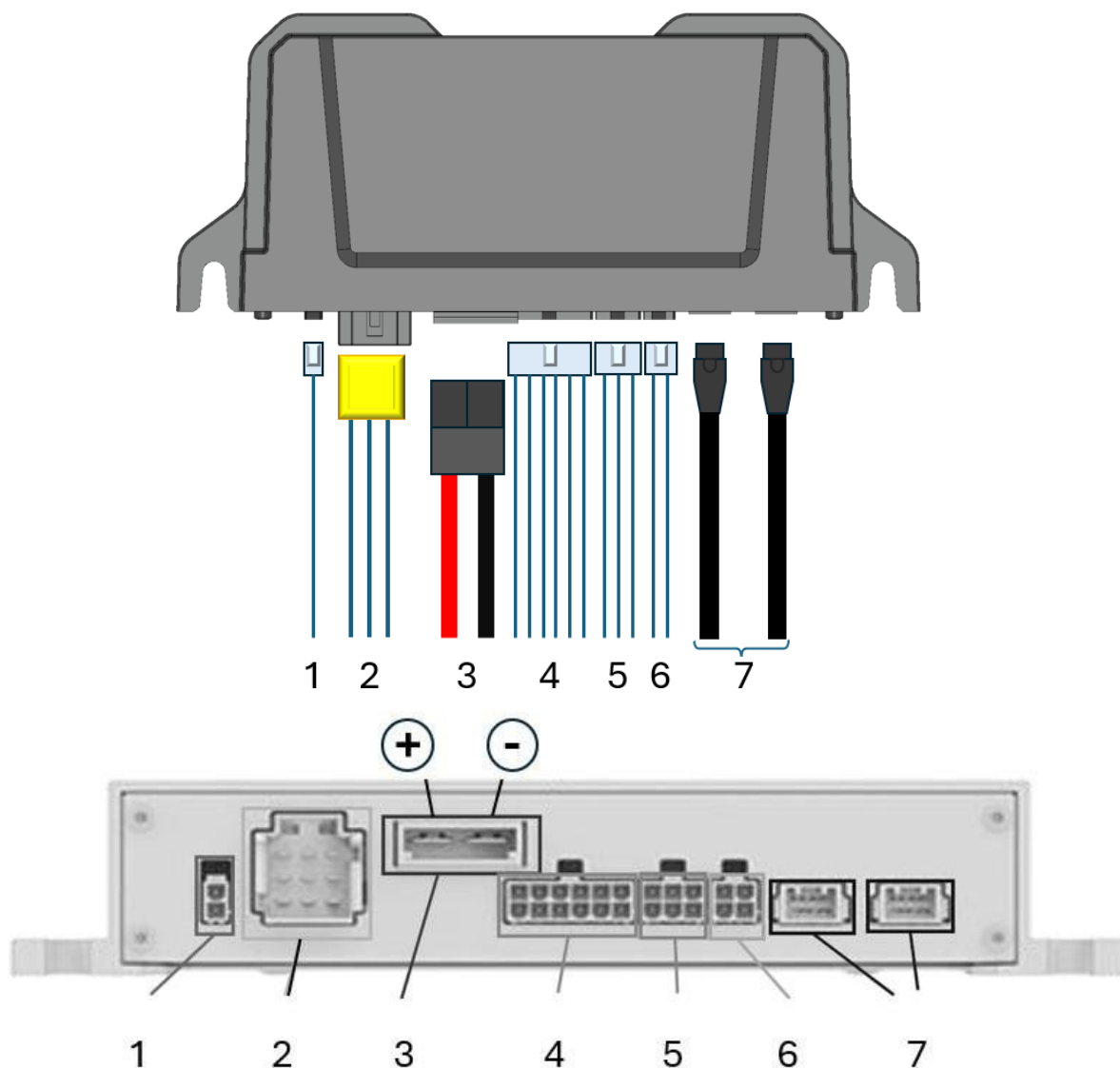
The unit self-protects in the event of prolonged siren operation at very high ambient temperatures (e.g. +85° ambient).

Degraded mode: internal temperature >95°C --> siren switches to standard night mode

Reset degraded mode: Internal temperature <75° or OFF/ON SPA The unit is protected against polarity reversal.



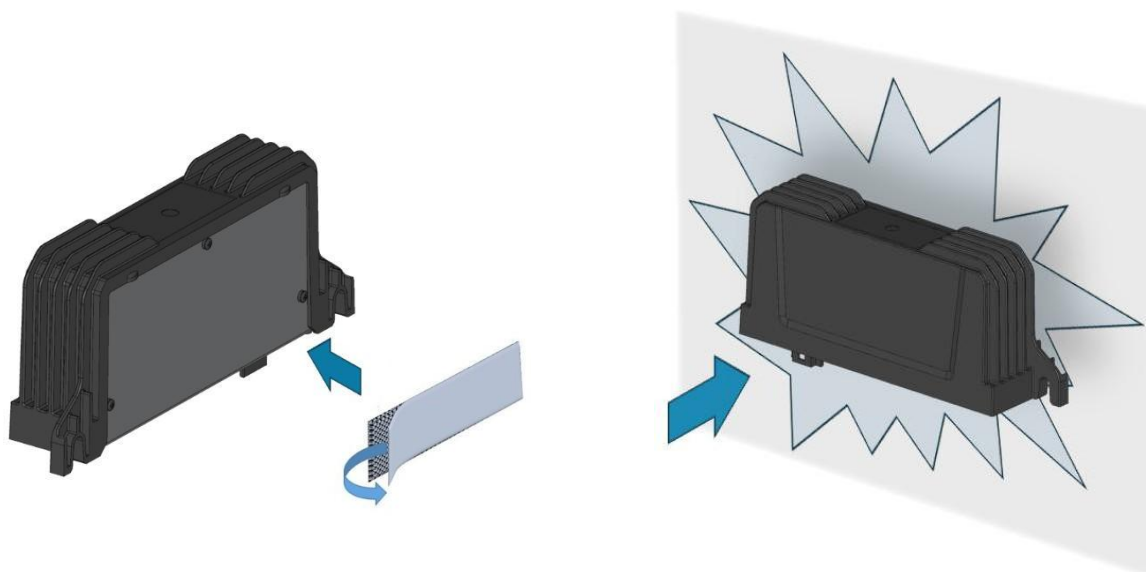
- POWER SUPPLY FROM MAINS **12V BATTERY ONLY**
- MINIMUM CONSUMPTION 90 mA
- MAXIMUM LOAD WITH STANDARD BOX: 80A
- OPERATING TEMPERATURE FROM -40°C TO +85°C
- EMC APPROVAL IN ACCORDANCE WITH REGULATION 10R06: No. "E2 06 11026"



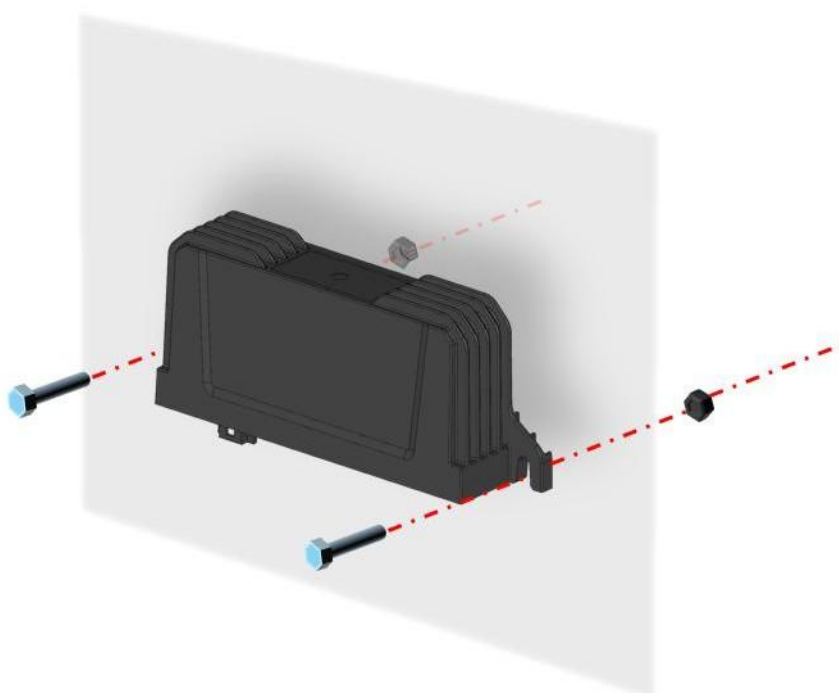
1. 2-pin Minifit connector (speaker output)
2. 9-pin MCP connector (high-power outputs: 15A)
3. Power supply connector
4. 12-pin Minifit connector (medium power outputs: 3A)
5. 6-pin Minifit connector (low power outputs: 1A +Bat or ground)
6. 4-pin Minifit connector (logic inputs to +Bat or ground & wake-up function)
7. CAN bus socket (x2) – The two sockets are identical and can be connected in either direction.

!
INSTALLATION ONLY INSIDE THE VEHICLE

4.2.1. INSTALLATION METHOD NO. 1: DOUBLE-SIDED TAPE



4.2.2. INSTALLATION METHOD NO. 2: SCREWING

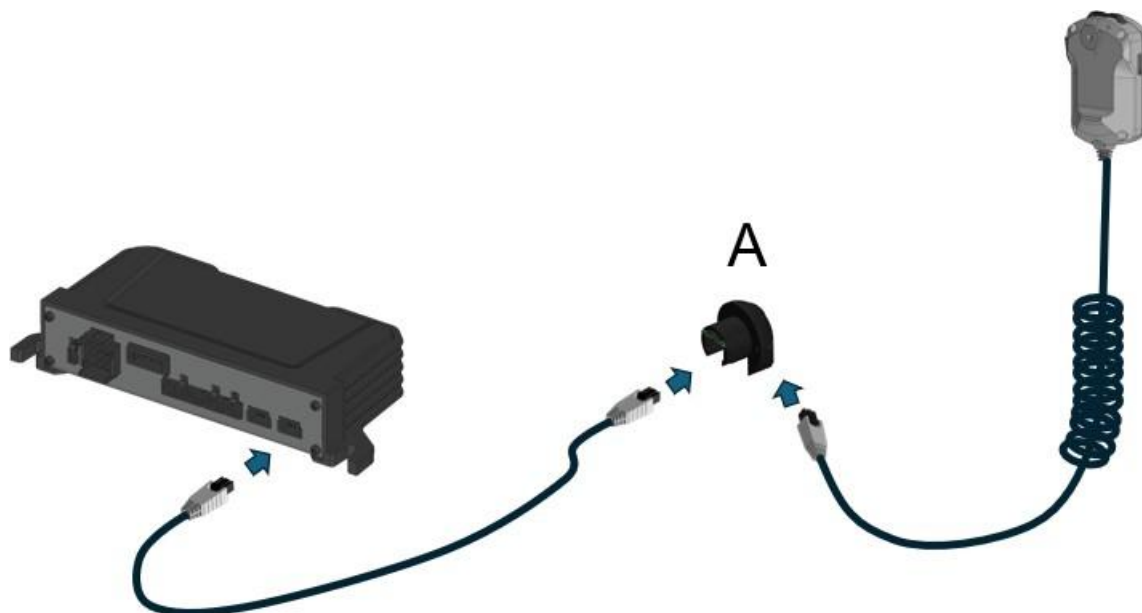


Ø7 Maximum

!
SCREWS NOT SUPPLIED. TO BE ADAPTED TO THE TYPE OF SURFACE
INSIDE THE VEHICLE.

5. WIRING

5.1. CAN BUS HARNESS

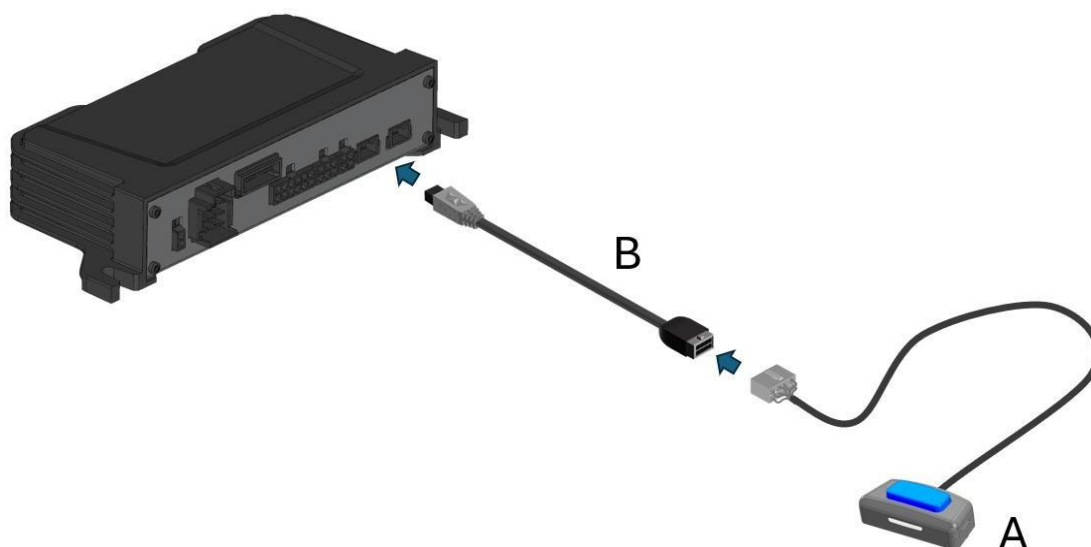


A: Dashboard interface

The length of the CAN BUS harnesses may vary depending on the configurations (depending on the options selected)

5.2. H1 BUTTON OPTION

Not included

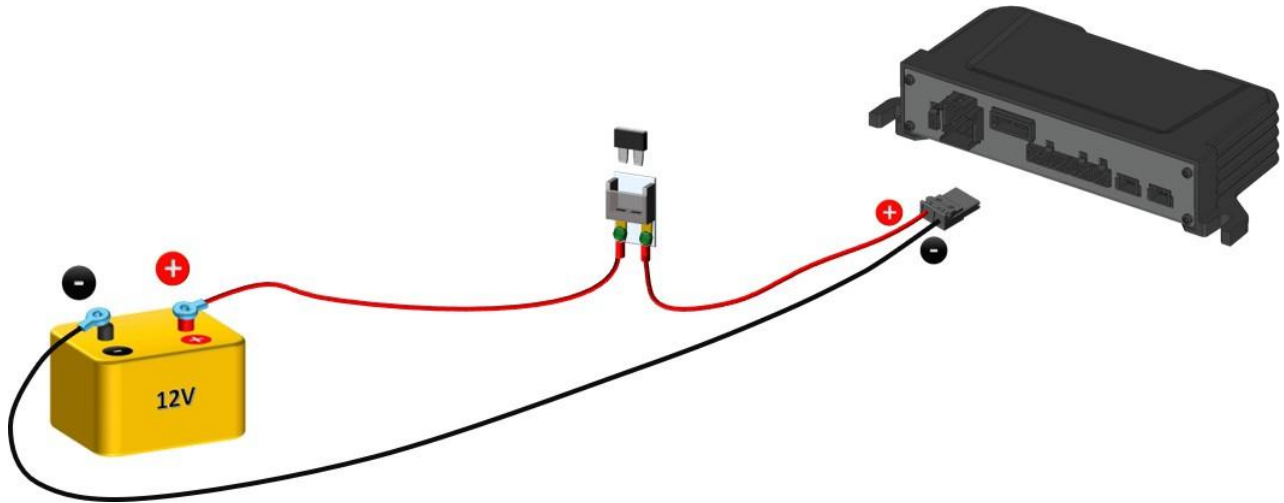


- A. H1 emergency button (30665)
- B. BUS adapter

5.3. POWER SUPPLY

The fuse has a rating of 30A.

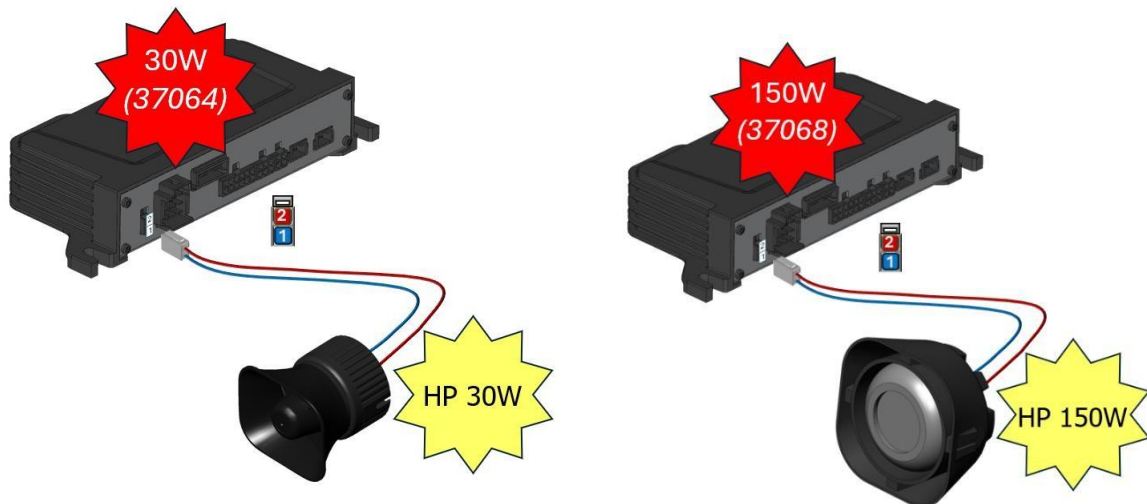
NOTE: The control box is powered via the CAN BUS harness.



5.4. SPEAKER CONNECTION

The CCS 486SPA module is factory-set for the associated STANDBY speaker type, which is sold separately.

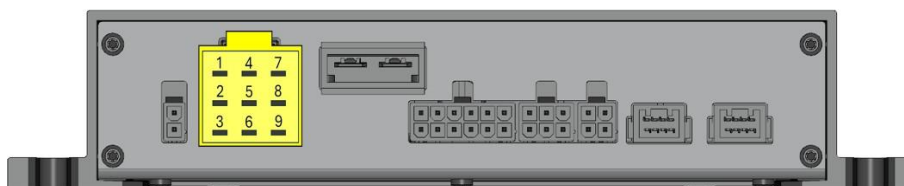
NEVER REPLACE THE SPEAKER WITH A SPEAKER WITH DIFFERENT POWER RATINGS AS THIS MAY DAMAGE THE INSTALLATION



*AS THE AUDIO SIGNAL IS AN ALTERNATING SIGNAL, THE POLARITY OF THE CONNECTION IS IRRELEVANT.

5.5. OUTPUT CONNECTIONS

5.5.1. 9-WAY CONNECTOR: HIGH-POWER OUTPUTS 15A

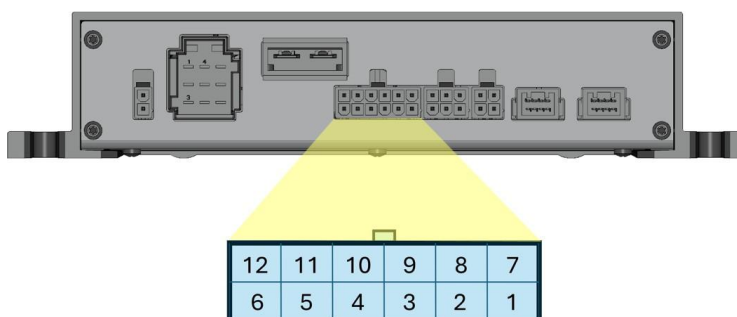


Pins 2, 5 and 8 are ground pins. They can be shared between two outputs, provided that the output power is respected.

1	Front blue light no. 1
4	Front blue light no. 2
7	Rear blue light no. 1
6 '+'	Rear blue light no. 2
9 '-'	
3	Radio

*The radio output is a stabilised power output

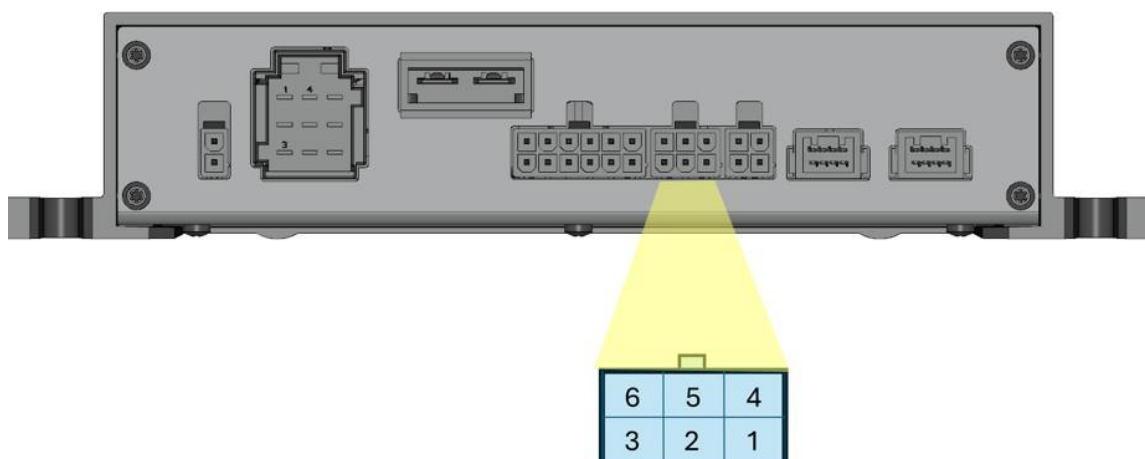
5.5.2. 12-WAY CONNECTOR: MEDIUM POWER OUTPUTS 3A



Pins 3, 4, 9 and 10 are ground pins. They can be shared between two outputs, provided that the output power is respected.

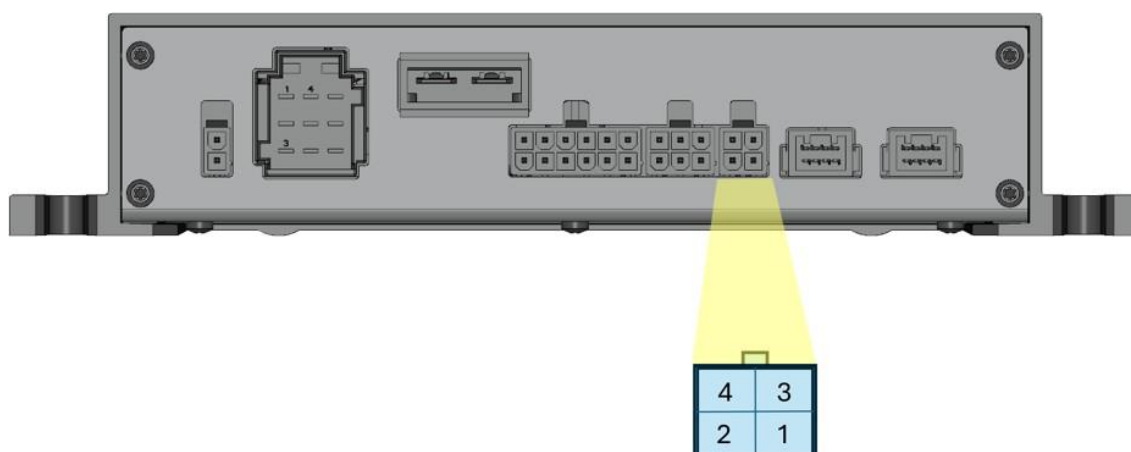
1	Penetration lights
2	Right stage light
5	Stage left light
6	Front stage light
7	Permanent power supply
8	Orange rotating beacon
11	Cruise control function
12	Radio auxiliary

5.5.1. 6-WAY CONNECTOR : LOW POWER OUTPUT +/-1A



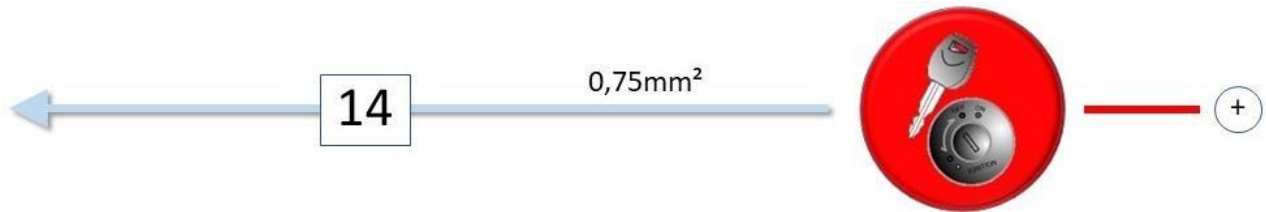
1	Warning Control (+)
2	Right scroll control (+)
3	Left scroll command (+)
4	Two-colour orange control (+)
5	Not used
6	Class 2 night light control (-)

5.6.CONNECTION OF INPUTS



1	+ After Contact
2	Handbrake Information (-)
3	Pedal for manoeuvres (-)
4	Klaxon Information (+)

5.7. WIRING "+" AFTER CONTACT (+APC)

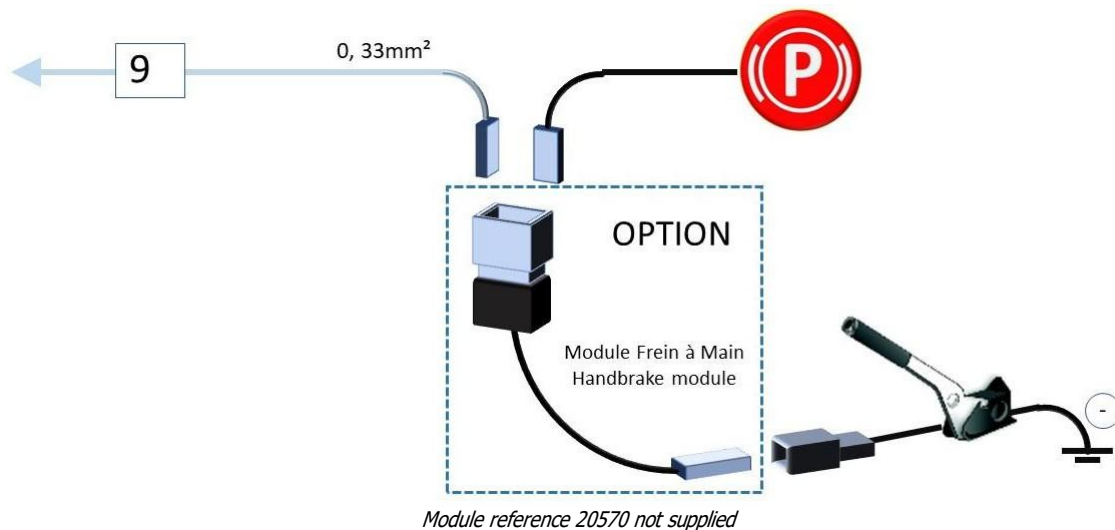


The "+APC" information is "+ BATTERY" information used to wake up the system when the vehicle's ignition is turned on.

When the vehicle key is removed, the information disappears and two time delays are triggered:

- 1 hour before the system goes into standby mode.
- 3 hours before the system shuts down completely.

5.8. HAND BRAKE OPTION WIRING

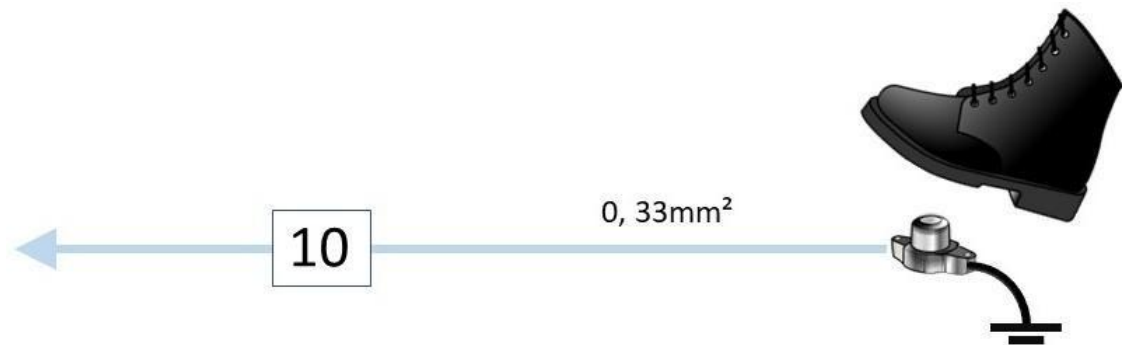


The handbrake information is collected via a handbrake module which sends a grounding signal to the ramp when the handbrake is applied without disrupting the "Handbrake" indicator light circuit on the dashboard.

Depending on the settings, the wiring for this function allows the Grill lamps and siren to be turned off and the orange warning lights to be activated when all the signals are on.

Depending on the settings, when the handbrake is released while the blue flashing light function is active, only the Grill lamps are activated and the orange beacon is deactivated.

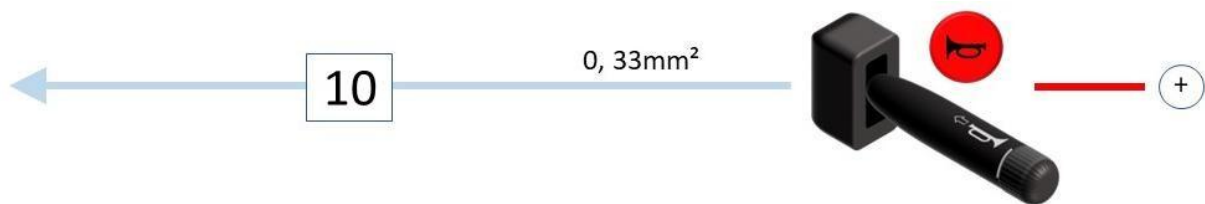
5.9. WIRING OPTION FOR PASSENGER FOOT PEDAL



The information sent is a ground signal when the equipment control pedal is pressed.

- This function activates the blue light and audible alarm.
- When the alarm pedal is released, only the siren stops.

5.10. HORN WIRING

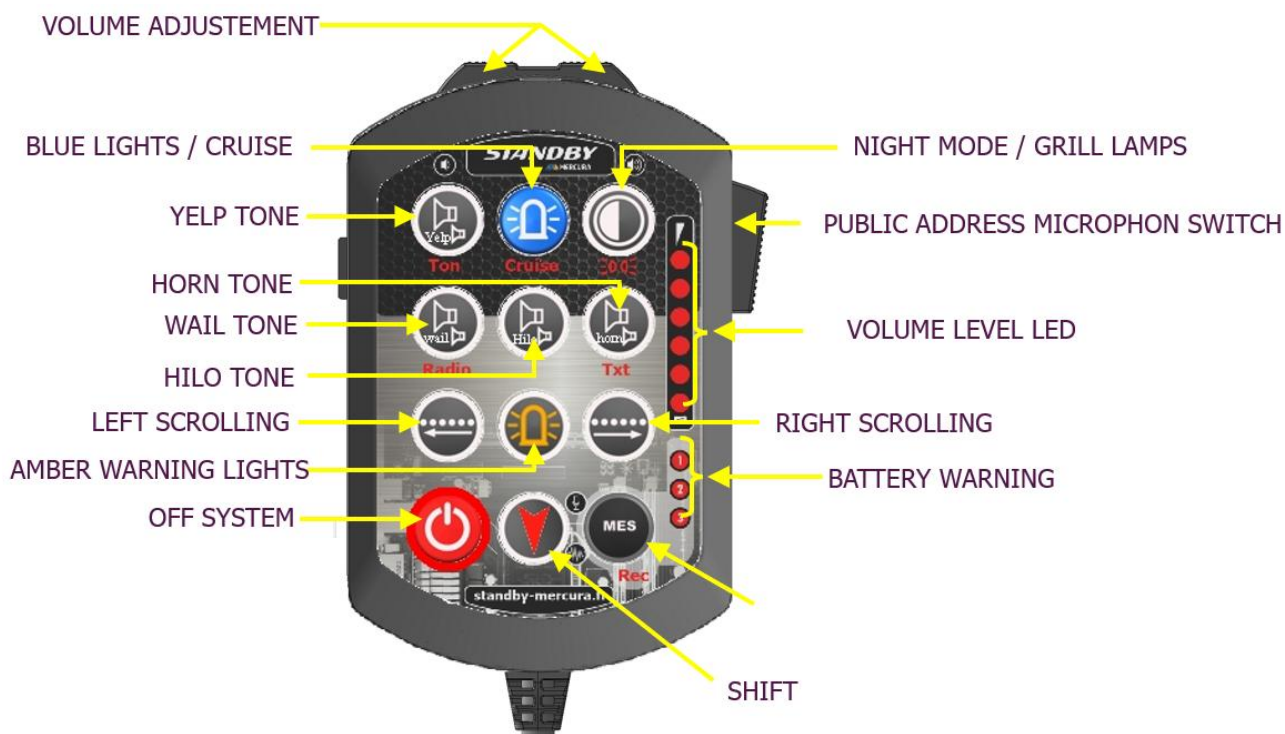


This involves picking up the "+ BATTERY" signal from the post-contact control of the horn switch.

When the blue signal is active, pressing the horn activates the siren. Pressing it a second time stops the siren.

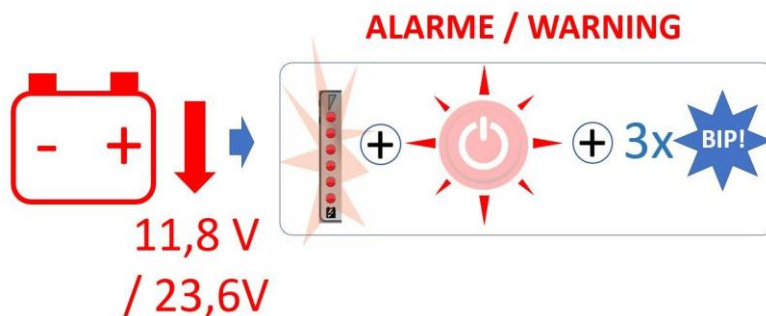
6. OPERATION

6.1. GENERAL OPERATION



LOW BATTERY ALARM

The low battery alarm is activated when the voltage falls below 11.8 volts (12-volt vehicles) or 23.6 volts (24-volt vehicles).



The low battery alarm consists of:

- The OFF push button flashing
- A series of 3 beeps from the buzzer built into the control box
- By a flashing indicator light dedicated to the "Low Battery" alarm

6.2. EQUIPMENT CONTROL

The operation described below corresponds to priority mode. Refer to the following pages for more information on DSC and SPO operating modes. The selection of these modes is also explained there.

POWERING UP

- Power up the system by pressing any button or turning the vehicle key in the ignition if the +APC function is wired.



- Pressing the push button manually stops the system.

AUTOMATIC SHUTDOWN

- The system switches off automatically after 3 hours following a 1-hour standby delay if the system detects that the engine is not running.
- The system shuts down automatically if the charging circuit voltage falls below 11.5 volts.

Start-up

- Using the associated push button.
- Automatically via COMMODO KLAXON (on impulse - if connected) or FOOT PEDAL (command held down - if connected).
- Or by holding the push button down for 3 seconds if the blue flashing lights are not active (force in case of force majeure failure of the blue flashing lights).



Shutdown

- By pressing the push button or deactivating the BLUE FLASHING LIGHT function. Or blue flashing lights active and brake applied.



Start

Using the associated push button. Switching off
 Associated push button.
 Automatically if another tone is activated.



Start-up

Via associated push button. Switching off
 Associated push button.
 Automatically if another tone is activated.



Switch on

By holding down the associated push button. Switching off
 Push button released.



Start

Using the associated push button.
 Automatically if siren is active. Switching off
 Associated push button.



Start

- Using the push button combination: SHIFT + NIGHT MODE -> The NIGHT MODE push button flashes slowly.
- Automatically If the BLUE FLASHING LIGHT function is active and the HANDBRAKE is released, or if the handbrake is released and the flashing light is active.



Switch off

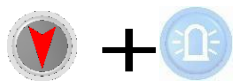
- Via associated push button.
- Automatically If the BLUE FLASHING LIGHT function is active, the HANDBRAKE is applied.



- Pressing the associated push button activates the SIREN or LIGHTS (Class 2) night mode function.



- Activation and deactivation of RADIO AUXILIARY

	CRUISE function activation and deactivation	
	Pedal: Activates priority signalling (depending on settings): See related functions.	
	Klaxon: Activates priority signalling (depending on settings): See related functions	
	See related functions	
	Start-up - Using the associated push button. - When the HANDBRAKE is applied and the BLUE FLASHING LIGHT function is active. Deactivation - Using the associated push button. - By releasing the HANDBRAKE when the BLUE FLASHING LIGHT function is active.	
	Start - Using the associated push button (even if the blue flashing lights are inactive) Shutdown - Using the associated push button. - Automatic mode: The function is automatically deactivated if the BLUE FLASHING LIGHT function is deactivated or by selecting another scrolling mode. scrolling mode.	

6.3. SELECTION OF PRIORITY/SPO/DSC FUNCTIONS

These procedures allow for three changes to the operating mode:

- The automatic operation of the GRILL LAMPS in relation to the handbrake.
- Activation or deactivation of the DAY/NIGHT SIREN function.
- Selection of the siren automation in relation to the blue flashing lights. 2
- Two operating modes are available: SPO mode or DSC mode.

Reminder:

- In SPO mode, pressing the SIREN push button activates the BLUE FLASHING LIGHT (or light bar) function.
- In DSC mode, pressing the SIREN push button only activates it if the BLUE FLASHING LIGHT (or light bar) function is already active.

IMPORTANT

The default configuration is the PRIORITY operating mode:

- **GRILL LAMPS:** Activating the BLUE FLASHING LIGHTS also activates the GRILL LAMPS. The GRILL LAMPS are turned off when the handbrake is applied while the BLUE FLASHING LIGHTS are active. The GRILL LAMPS are reactivated when the handbrake is released if the BLUE FLASHING LIGHTS are active.
- **DAY/NIGHT SIREN:** Pressing the DAY/NIGHT push button reduces the volume of the SIREN.
- **SPO MODE:** Activating the siren activates the BLUE FLASHING LIGHTS and deactivating the BLUE ROTATING LIGHTS stops the SIREN.

6.4. IDENTIFICATION OF PICTOGRAMS



DAY/NIGHT



YELP SIREN

6.5. GENERAL PRINCIPAL OF ACTIVATION AND DEACTIVATION

Switching from the priority basic mode is activated by pressing of 15 seconds on the associated push button. 1 BEEP sounds.

From secondary mode, return to basic mode by pressing and holding of 15 seconds on the associated push button. 2 BEEPs sound.

If the control box is not compatible with these functions, 3 beeps will sound.

6.6. DAY/NIGHT



1. **NOTE:** This push button is also used also for toggle the mode of the BEACONS from class 1 to class 2 and vice versa.

By default, the system is in priority operating mode. The DAY/NIGHT function is therefore active on the SIREN.

1. Pressing the push button for 15 seconds deactivates the night function on the siren. 1 BEEP confirms this operating mode.
2. Pressing the button a second time for 15 seconds reactivates the DAY/NIGHT function on the SIREN. 2 BEEPs confirm the return to basic mode.

6.7.SPO MODE OR DSC MODE



By default, the system is in PRIORITY mode, or in this case, SPO mode for the fire brigade.

1. Pressing the push button for 15 seconds switches the SIREN/BLEU FLASHING LIGHT control mode to DSC mode. 1 BEEP confirms this operating mode. The SIREN can only operate if the BLEU FLASHING LIGHT function is already active.
2. Pressing the push button a second time for 15 seconds switches the SIREN/BLEU FLASHING LIGHT control mode to SPO basic mode. Two beeps confirm this operating mode. The SIREN automatically activates the BLEU FLASHING LIGHT function.