



Roll Call Training Bulletin

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Zachary Bales, Chief of Police
Volume 26-06

Patrol Utility Vehicle (UV) Lighting

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Introduction

This Roll Call Training Bulletin is intended to inform personnel of updates being incorporated into new Sacramento Police Department patrol vehicles. Beginning with the 2025 model year, upgraded light and siren control equipment is being installed that introduces several new functions and features.

While the overall layout and operation of the light and siren controller will remain familiar—eliminating the need to retrain muscle memory—the behavior of the lighting system itself will change. This bulletin outlines the updates implemented in the new patrol vehicles.

The primary lighting changes involve the adoption of slower, less visually disruptive flash patterns. Certain patterns will now vary depending on whether the vehicle is in park or drive. In addition, integrated light sensors within the lightbars will automatically activate nighttime flash patterns that operate at reduced brightness, decreasing the risk of visual impairment for officers and members of the public navigating the scene.

A. General Changes

1. Moving the slide switch to **OFF** will also deactivate the traffic advisor (hazard lights).
2. When a side door is opened, the corner light modules on the lightbar will turn off to prevent back lighting or blinding of an officer standing in the open door.
 - a. Driver Side Cover Feature - Intelligent Control by Whelen



3. If Code 3 lights are activated using the **#1 AUX** button on the steering wheel, returning the slide switch to **OFF** will turn off the lights.
4. The **CRUISE** mode has been renamed **STEADY**, and light brightness has been increased.
5. The activity tone indicating the lights are on will now sound only when the vehicle is in drive, eliminating unnecessary beeping while parked during perimeter or traffic control operations.
6. The **ALL**-flash pattern now includes a steady, forward-facing red light.



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7. Programming has been adjusted so that when scene or steady lights are enabled, the system will default into **Code 3** mode (more below under SCENE and RED).
8. When driving Code 3, applying the brake will cause the rear lightbar to briefly switch to steady red, providing clearer braking indication to following patrol vehicles.
 - a. YouTube - [Brake Feature - Intelligent Control by Whelen](https://www.youtube.com/watch?v=soUtxrP_FPk):

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9. The controller backlight will remain illuminated when the dashboard lights are dimmed, allowing reduced dash brightness without losing controller visibility.



10. **ALL** – button
 - a. Pattern changes.
 - b. Second press enables alternate pattern.
 - c. Third press turns off.
11. **SCENE** – button
 - a. **Disabled During Code 3 Operations.** When the slide switch is in Position 2 or 3 and the vehicle is in **Drive**, scene lights will not activate. This prevents inadvertent activation while driving Code 3, such as during a vehicle pursuit or when a subject flees a traffic stop. This function may also be used when initiating a traffic stop.
 - b. After activating the forward red and blue lights, the driver may “arm” the scene lights by pressing the **SCENE** button. The controller backlight will flash red to indicate the scene lights are armed; however, the lights will not activate until the vehicle is shifted into park. This allows the driver to quickly utilize scene lighting once stopped, without needing to locate the button after the violator has come to a stop.
 - c. When scene is used with slide switch in 2 or 3, one forward steady red will remain illuminated.
 - a. Rear white lightbar modules are disabled while in drive.
12. **TAKE DOWN**, **ALLEY** and **SPOT** buttons remain the same.
13. **STEADY** – button (formally **CRUISE**)
 - a. Button name changed to **STEADY**.
 - b. Raised light intensity to 100% for Title 13 compliance.
 - c. Will also activate steady lights in push bumper.
 - d. Can be used to override any pattern while in park.
 - e. Disabled while slide switch is in position 3 and vehicle in drive (code 3).
14. **RED** – button
 - a. Disabled for code 3 operations, similar to the function of the **SCENE** lights. **RED** can be “armed” while initiating a traffic stop and will activate when in park.
 - b. Displays forward facing steady red, and forward white flood lights.



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15. SLIDE SWITCH 1

- Pattern Change.
- Removed blinding flash patterns.
- Added red & blue flash to lightbar.
- Added Night Mode - enabled while in park at night.
 - Night Mode - Variable intensity flash pattern.

16. SLIDE SWITCH 2

- Pattern change.
- Removed blinding flash patterns.
- Added push bumper red & blue lights.
- Some flashing in front of lightbar while in drive, but all lights go to steady burn when in park.
- Added Night Mode flash pattern while in park at night.

17. SLIDE SWITCH 3

- Pattern change.
- Fast pattern for when in drive.
- When in park.
 - Lights go steady in front, flash pattern slows.
 - Takedown lights stop flashing.
 - Flashing amber incorporated into rear bar.
- Added Night Mode flash pattern while in park at night.

18. TRAFFIC ADVISOR

- Pattern change.
- More effective traffic advisor pattern.



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c. Will override all flash patterns to allow functionality regardless of slide switch setting.

19. SIREN KNOB

a. RAD

(1) No function.

b. PA

(1) Vehicle horn ring will sound airhorn.

c. MAN, HF, T1

(1) No change.

d. T2

(1) Horn ring will activate yelp tone for five seconds, then return to wail.

e. Hi-Lo

(1) Will activate a **Hi-Lo** warning sound similar to European sirens.

(2) This warning sound is **NOT AN AUTHORIZED CODE 3 SIREN TONE**.

(3) This **Hi-Lo** warning sound was included to be in accordance with other public safety agencies and is intended to notify the public of **large-scale evacuations** related to natural disasters or other widespread public safety hazards.

(4) The use of the **Hi-Lo** warning sound is comparable to the activation of an air raid siren: it should only be employed when **everyone within hearing range is the intended audience**. Using it outside of these circumstances may cause unnecessary panic, confusion, or unintended evacuations.

(5) Use of the **Hi-Lo** warning sound is permitted only with the approval of a sergeant or higher authority.