## MOBILE RADIO MASTR II MAINTENANCE MANUAL ONE-THRU EIGHT FREOUENCY CONTROL UNIT

## SPECIFICATIONS *

| Control Unit (Common Kit) | 19A129576Gl |
| :---: | :---: |
| One-Frequency Kit | 19A129577G1 |
| One thru Eight Frequency Kit | 19A129578G1 |

## Controls

Indicators

Power-On
Volume
Squelch
Channel Selector Switch
Option Switch
Optional Blanker Disable Switch

Power On Light
Transmit Light
Optional Channel Busy Light Option Light

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OPTIONS

| DESCRIPTION | MODEL NUMBER |
| :--- | :--- |
| Internal/External Speaker (Option 1001) | 19A129576G1 |
| Public Address (Option 1002) | 19A129576G2 |
| Fixed Squelch (Option 1003) | 19A129576G3 |
| Squelch Operated Relay (Option 1004) | 19A129576G4 |
| Two-Frequency PSLM (Options 1005, 1006, 1007) | 19A129576G5 |
| Channel Busy Light (Option 1008) | 19A129576G6 |
| Noise Blanker Switch (Option 1009) | 19A129576G7 |

WARNING
Although the highest DC voltage in the radio is supplied by the vehicle battery, high current may be drawn under short circuit conditions. These currents can possibly heat metal objects such as tools, rings watchbands, etc. enough to cause burns. Be careful when working near energized circuits!

High-level RF energy in the transmitter Power Amplifier assembly can cause RF burns. KEEP AWAY FROM THESE CIRCUITS when the transmitter is energized:

## DESCRIPTION

MASTR II Control Units are attractively styled, highly functional units that are enclosed in a two-piece molded Lexan ${ }^{\circledR}$ housing for durability and ease of disassembly. The Control Units are mounted to the vehicle with a Safety Release Lexan ${ }^{\circledR}$ mounting bracket assembly for passenger safety.

The Control Unit uses a printed wiring board to provide a minimum of wiring. The only internal wires used are on the POWER-ON switch and indicator lights.

Cable plugs are secured to the back of the Control Unit by plastic locking clips. The plugs are equipped with indexing tabs to assure connection to the correct jack. The cable is equipped with a strain relief hook that attaches to a steel plate on the bottom rear of the Control Unit.

The microphone plug is secured to a jack on the bottom of the unit by means of a captive locking screw.

All indicator lights are light-emitting diodes (LEDs) for reliability, long life, and low power consumption.

## CIRCUIT ANALYSIS

The Control Units are equipped with a VOLUME control, SQUELCH control and a POWER-ON rocker switch. The multi-frequency Control Unit is also equipped with a frequency selector switch.

When the POWER-ON switch (S701) is in the OFF position, power is removed from the radio except for the transmitter $P A$, which is connected to the vehicle battery at all
times. Pushing the switch to the ON position applies power to the radio, provides power for the push-to-talk (PTT) circuit and lights the power-on LED in the PowerON/Frequency Indicator window.

Pressing the PTT switch on the microphone energizes the antenna switch, keys the transmitter, mutes the receiver, and lights the transmit indicator LED.

Releasing the PTT switch turns off the transmitter and transmit indicator, deenergizes the antenna switch and un-mutes the receiver. Refer to the Table of Contents for a simplified Transmitter Keying and Power Distribution Diagram.

CR701 and CR708 are protective diodes. CR701 will cause the fuse in the yellow lead to blow if the polarity is reversed. CR708 inhibits the PTT circuit if the polarity is reversed.

## MULTI-FREQUENCY SWITCH (S702)

The frequency selector switch is a 12position switch with a mechanical stop that limits rotation from one through eight positions as required.

The frequency selector switch selects the desired channel for both transmitting and receiving. The switch connects A- to the selected transmitter and receiver ICOM so that the radio operates on the selected channel.

## DC CONVERTER MODIFICATIONS

In radios equipped with the DC converter, the POWER-ON switch is modified so that placing the switch in the on position applies the input voltage directly to the


Figure 1 - Control Unit Layout

DC converter. Instructions for the modification are shown on the control unit Schematic Diagram.

## OPTIONS

MASTR II control units may be equipped with different options. All controls and indicator lights (LEDs) are shown in Figure 1.

## Channel Busy Indicator

When no signal is applied to the receiver, the Carrier Activity Sensor (CAS) voltage from the receiver squelch IC is near A-. This forward biases diode CR702 in the control unit, keeping Q701 turned off. When a signal is applied to the receiver (with or without audio), the CAS voltage rises to approximately 10 Volts. This reverse biases CR702, allowing Q701 to conduct, turning on Channel Busy Indicator CR706. The indicator will remain on as long as a signal is applied to the receiver, or until the transmitter is keyed.

## Noise Blanker Disable Switch

Noise Blanker Disable switch Sl mounts on the back of the control unit (see Outline Diagram). Placing the switch in the "OFF" position applies A- to the blanker disable lead. The A- is connected to pin 4 of the receiver blanker IC (U551), disabling the noise blanker circuit. The Ais connected to the blanker disable circuit by a jumper from H 63 to H 66 on the system board (see Front Panel \& System Board Maintenance Manual).

Placing the switch in the "ON" position removes the $A$ - to pin 4 of the blanker IC, allowing the blanker to operate.

## Fixed Squelch

In radios with the Fixed Squelch option, a two-position rotary switch replaces the standard variable squelch potentiometer. A squelch potentiometer is then mounted on 5904 on the system board (see Front Panel \& System Board Maintenance Manual).

Turning the optional squelch switch on the Control Unit to the right applies $A-$ to the squelch disable lead. The A- is connected to pin 2 of the receiver audio IC (U604), disabling the squelch circuit (and Channel Guard if present). Turning the switch to the left removes the A- to Pin 2 of the squelch IC, enabling the squelch circuit (and Channel Guard).

## Internal/External Speaker

For radios equipped with the Internal/ External Speaker option, the control unit
will be equipped with optional SPEAKER switch (marked INT-EXT), an Option indicator light and an Internal/External Speaker component board. The radio also has an external speaker mounted outside of the vehicle passenger compartment (on the roof, under the hood, etc.).

With the switch in the INT (Internal) position, all of the messages received will be heard on the speaker mounted in the vehicle.

Placing the switch in the EXT (External) position turns on the option light, and applies all received messages to both the external, and internal speaker. This allows the received messages to be heard while the operator is inside or outside of the vehicle.

For complete details, refer to the Maintenance Manual for the Internal/External Speaker option.

## Public Address

With the Public Address option, the control unit will be equipped with an optional PA-ON switch, an Option indicator light, and a Public Address component board. The vehicle will also have an additional speaker mounted outside of the passenger compartment.

With the PA switch in the "OFF" position, the operator can send and receive messages as he normally does. Placing the PA switch in the ON position lights the Option light, disables the transmitter, and switches the receiver audio output to the external speaker.

Pressing the PTT switch on the microphone switches the microphone output through the receiver audio amplifier circuit so that the amplified message is heard on the external speaker only. No messages can be transmitted in this mode of operation, and all incoming messages will be heard on the external speaker.

For complete details, refer to the Maintenance Manual for the Public Address option.

## Priority Search-Lock Monitor

For radios equipped with Priority Search-Lock Monitor, (PSLM), the control unit will be equipped with a SEARCH-ON switch, a Channel Busy light, and a PSLM board.

With the SEARCH switch in the ON position, the PSLM provides two channel monitoring (depending on the PSLM option used) by alternately sampling a priority channel and then a non-priority channel.

When a signal is received on the priority channel, the PSLM stops searching and locks on the priority channel for the
duration of the message. When a signal is first received on the non-priority channel, the PSLM stops on that channel while monitoring the priority channel. If a signal is received on the priority channel while the PSLM is stopped on the non-priority channel, the PSLM reverts to the priority channel and locks on that channel for the duration of the message.

## NOTE

The PSLM will operate only when the receiver is squelched. When the receiver is unsquelched, the PSLM will lock on the first channel that receives a message.

The Channel Busy light will glow steadily whenever a message is received on the priority channel. When a message is received on a non-priority channel, the Channel Busy light will flash on and off. Keying the transmitter turns on the red Transmit light, and turns off the Channel Busy light.

Placing the SEARCH switch in the "OFF" position disables the PSLM circuit, and messages can be sent and received only on the channel selected by the frequency selector switch.

For complete details, refer to the Maintenance Manual for the Priority SearchLock Monitor option.

Squelch Operated Relay
In radios equipped with the Squelch Operated Relay option, the control unit will be equipped with an OPTION-ON switch, an Option light and a Squelch Operated Relay component board.

When the switch is in the ON position, the relay will energize and the Option light will turn on each time a message is received (receiver unsquelches). The relay will remain locked up and the Option light will remain on until the OPTION switch is turned "OFF". The relay can be connected to turn on a light, operate an alarm or perform other functions as desired.

For complete details, refer to the Maintenance Manual for the Squelch Operated Relay option.

## 12-VOLT IGNITION SWITCH CONNECTIONS

In 12 -Volt vehicle systems, the Control Unit may be connected for two different modes of operation, depending on the way the ignition switch cables are connected in the vehicle system. The black cable provides the system ground connection. The yellow fused lead provides the receiver hot connections and the transmitter Push-To-Talk hot connection. The two types of operation are:

1. Ignition Switch Control - For ignition switch control, the yellow fused lead connects to the ACCESSORY or ON terminal of the ignition switch. The transmitter and receiver will operate only when the ignition switch is in the ACCESSORY or ON position. Turning the ignition switch OFF removes all power to the radio.
2. Ignition Switch Bypass - For ignition switch bypass, the yellow fused lead connects to the "hot" side of the ignition switch or the vehicle fuse block assembly. Both the transmitter and receiver operate independently of the ignition switch and are turned on and off only by the POWER-ON switch on the Control Unit.

## DC CONVERTER CONNECTIONS

For combinations equipped with the DC converter, a single red fused lead is used. The fused lead always connects to battery plus in either positive or negative ground systems.

CAUTION
When using the DC Converter, do not connect battery ground to the Control Unit A-. To do so may cause failure of the current limiting circuit in the converter.

## MAINTENANCE

## DISASSEMBLY

To gain access to the inside of the Control Unit, simply remove the two screws on the bottom of the front edge of the unit, and lift off the top cover.

To remove the printed wiring board from the control unit housing:

1. Remove the two screws holding the microphone jack.
2. Remove the screw between J701 and J702 and remove the screw between $J 702$ and J703.
3. Remove the screw at each end of the switch and control mounting bracket.
4. Remove the screw holding Power-On switch S701 to the bottom housing. Then swing the printed wiring board up from the front and lift the board out.

## RE-INSTALLATION

$\pm 12$-Volt Systems. If the radio is moved to a different vehicle, always check
the battery polarity and voltage of the new system before using the radio.

If the radio is moved to a vehicle with different battery polarity, it will be necessary to change the ignition switch leads to the vehicle system plug. Use the extraction tool as shown in Figure 2, and
change the leads as shown in Figures 3 or 4 as required.

## DC Converter Systems

For radios equipped with the DC Converter, no changes are required in the lead to the vehicle system plug.

TERMINALS
FOR FIELD ATTACHMENT 19A116781P5 (NO. 16-20 AWG) 19A116781P6 (NO. 22.26 AWG)


Figure 2 - Using Extraction Tool


Figure 3 - 12-Volt, Negative Ground Connections


Figure 4 - 12-Volt, Positive Ground Connections


TRANSMITER KEYING \& POWER


## $\bullet \longleftarrow$ RUNS ON BOTH SIOES SOLDER SIDE <br> $\longleftarrow$ RUNS On COMPONENT SIIE <br> OUTLINE DIAGRAM



1 THRU 8-FREQUENCY
CONTROL UNIT




SOLDER SIDE






## WIRING DIAGRAM

## OPTIONAL 18-CONDUCTOR POWER/CONTROL CABLE

| symbol | GE Part no. | description |
| :---: | :---: | :---: |
| st ${ }_{\text {s2 }}$ | 19A116676P1 19A129414G1 19A116768P6 N193P1410C N84P5008C6 N210psc6 |  <br> Sensitive: SPDT, 5 amp at 24 VDC or 5 amp at 250 VRMS; sim to Microswitch $111 \mathrm{SMl-T2}$. <br> Cables - <br> 2 conductor cable: (2) 19A116781P3 con $\square$ <br> approx eet long, includes $\qquad$ $\qquad$ $\qquad$ Strain relief: sim to Heyco SR-3P-4. (Used with W1). Tap screw, phillips: No. $8 \times 5 / 8$. <br> Screw, phillips: No. $2-56 \times 1 / 2$. (Secures S2) <br> Hexnut: No. 2-56. (Secures S2) $\qquad$ |





## ORDERING SERVICE PARTS

Each component appearing on the schematic diagram is identified by a symbol number, to simplify locating it in the parts list. Each component is listed by symbol number, followed by its description and GE Part Number.

Service parts may be obtained from Authorized GE Communication Equipment Service Stations or through any GE Radio Communication Equipment Sales Office. When ordering a part, be sure to give:

1. GE Part Number for component
2. Description of part
3. Model number of equipment
4. Revision letter stamped on unit

These instructions do not purport to cover all details or variations in equipment nor to provide for every possible contingency to be met in connection with installation, operation or maintenance.

Should further information be desired, or should particular problems arise which are not covered sufficiently for the purchaser's purposes, contact the nearest Radio Communication Equipment Sales Office of the General Electric Company.

