

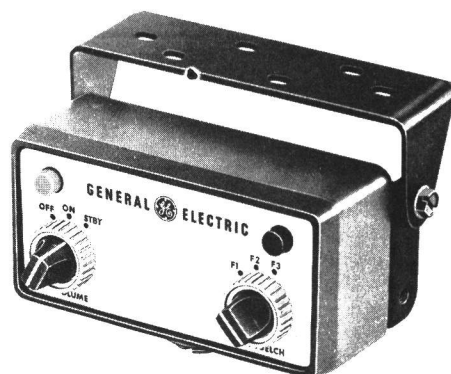


communications

MASTR

Progress Line

MOBILE CONTROL UNIT MODELS 4EC59A50-57



Feb 4070

Maintenance Manual LBI-3509
DF-4070

SPECIFICATIONS *

| | |
|---------------|--|
| MODEL NUMBERS | 4EC59A50 through 4EC59A57 |
| USED WITH | MASTR Progress Line Mobile Combinations |
| CONTROLS | <p>VOLUME Control</p> <p>OFF-ON-STBY Switch</p> <p>SQUELCH Control</p> <p>Three-Frequency Selector Switch</p> <p>Optional Controls</p> <p> CHANNEL GUARD Monitor Switch</p> <p> SPEAKER-OFF Monitor Switch</p> <p> Dimmer Control for green Pilot Light</p> |
| INDICATORS | <p>Transmit light: red</p> <p>Transmitter filament ON light: green</p> |

EC-59-A

*These specifications are intended primarily for the use of the serviceman. Refer to the appropriate Certified and Guaranteed Specification Sheet for the complete specifications.

GENERAL  ELECTRIC

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WARNING

No one should be permitted to handle any portion of the equipment that is supplied with high voltage; or to connect any external apparatus to the units while the units are supplied with power. KEEP AWAY FROM LIVE CIRCUITS.

DESCRIPTION

MASTR Progress Line Control Units are compact, highly functional control units that are designed for either Trunk-Mount or Front-Mount MASTR Mobile combinations.

In Trunk-Mount installations, a plate is installed on the back of the Control Unit to hold the connectors. A mounting bracket is provided for mounting the Control Unit within convenient reach of the operator. In Front-Mount installations, the Control Unit is attached to the front of the MASTR Two-Way Radio.

Cable connections are secured to the Control Unit by means of captive locking screws.

CIRCUIT ANALYSIS

The OFF-ON-STBY (standby) switch determines whether or not the transmitter and receiver are operative. With the switch in the OFF position, all power is removed from the Two-Way Radio. Turning the switch to STBY applies power to the receiver only, and the green pilot light does not light.

Turning the switch to the ON position applies filament voltage to the transmitter, activates the push-to-talk (PTT) circuit, and lights the green pilot light. After a short warm-up time, the PTT button may be pressed to key the transmitter.

Pushing the PTT button energizes the system relay, which, in turn, starts the power supply, switches the antenna and mutes the receiver. Keying the transmitter also lights the red pilot light.

CONTROLS

All models of the Control Unit have VOLUME and SQUELCH controls, and an OFF-ON-STBY switch. Depending on the model number, some of the Control Units may have one or more of the controls described in the following paragraphs. A chart showing which controls are present on each Control Unit model is provided on the Control Unit Wiring Diagram.

Instructions for adjusting the controls are in the Operator's Manual for the Two-Way Radio.

Three-Frequency Switch (S705)

For three-frequency operation, a frequency selector switch selects the channel desired (F1, F2 or F3) for both transmitting and receiving. The switch connects +10 volts to the selected receiver oscillator switching diode and connects the transmitter oscillator

switching diode to ground, so that the unit will operate on the frequency determined by each of the crystal-controlled oscillators.

In three-frequency radios, the transmitter and receiver Channel Guard will operate only when the frequency selector switch is in the F1 position.

SPEAKER-OFF Switch (S702)

The SPEAKER-OFF switch is used whenever a telephone handset and hookswitch is used. The switch operates in parallel with the hookswitch and, in the SPEAKER position, overrides the speaker muting circuit in the handset hookswitch. Calls can then be heard from the speaker, regardless of whether the handset is on or off the hookswitch.

With the switch in the OFF position and the handset off the hookswitch, calls are heard only from the handset earpiece. The speaker still operates with the handset hung up.

CHANNEL GUARD-OFF Switch (S703)

Placing this switch in the OFF position disables the receiver Channel Guard so that the receiver operates on noise squelch only.

Dimmer Control (R705 - Optional)

The dimmer control is a rheostat in series with the green pilot light. Turning the control adjusts the amount of light given off by the green pilot light.

12-VOLT SYSTEMS

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

1. Ignition Switch Standby

For this type of operation, the red fused lead (transmitter filament voltage) is connected to the ACCESSORY or ON terminal of the ignition switch. The yellow fused lead (receiver hot) is connected to the hot side of the ignition switch, and the black lead connects to vehicle ground.

With the ignition switch OFF, the receiver automatically reverts to STBY, ready to receive messages. Turning the ignition switch to the ON or ACCESSORY position turns on the green pilot light and supplies transmitter filament voltage. Turning the OFF-ON-STBY switch to OFF removes all power to the Two-Way Radio.

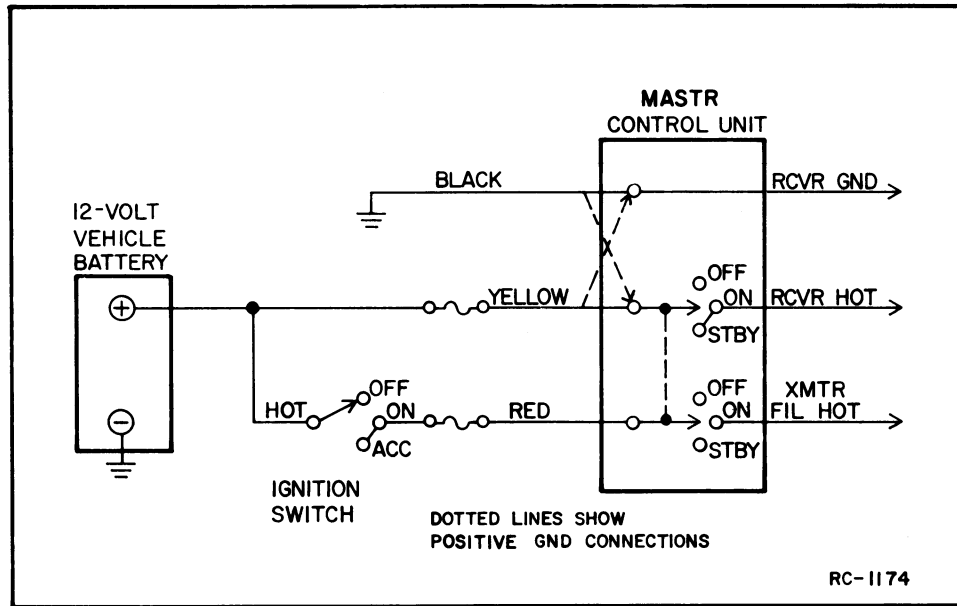


Figure 1 - 12-VDC Connections for Ignition Switch Standby

2. Ignition Switch Control

For ignition switch control, the yellow and red fused leads are connected 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.

3. Ignition Switch Bypass

For ignition switch bypass, the yellow and red fused leads connect 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 can be turned on and off only by the OFF-ON-STBY switch on the MASTR Control Unit.

6- AND 28-VOLT SYSTEMS

In 6- and 28-volt systems, the Control Unit may be connected for two different modes of operation, depending on the way the two ignition switch cables are connected in the vehicle system. The black cable provides the connection from the relay coil on the circuit breaker assembly to the control head. The yellow fused lead provides the hot connection to operate the relay. The two types of operation are:

1. Ignition Switch Control

For ignition switch control, the yellow fused lead connects to the ON or ACCESSORY terminal of the ignition switch. The transmitter and receiver will operate only when the ignition switch is in the ON or ACCESSORY 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 vehicle fuse block assembly. Both the transmitter and receiver operate independently of the ignition switch, and can be turned on and off only by the OFF-ON-STBY switch on the MASTR Control Unit.

MAINTENANCE

DISASSEMBLY

In Trunk-Mount installations, access to the inside of the Control Unit is obtained by removing the two Phillips-head screws in the back of the unit and pulling the back panel away from the housing.

In Front-Mount installations, remove the two Phillips-head screws holding the front casting to the frame and move the casting away from the frame. Next, remove the two screws securing the control cable plug to the inside of the front casting. Then remove the two flat-head screws holding the Control Unit to the front casting.

PILOT LIGHT REPLACEMENT

The pilot lights can be easily replaced without disassembling the Control Unit. First, unscrew the colored lens. Then wrap a small piece of masking tape around the bulb, to give the fingers a firm grip, and unscrew the bulb.

REINSTALLATION

If it becomes necessary to move the Two-Way Radio and Control Unit to another vehicle, the 25-pin control cable plug may need to be disassembled.

Refer to Figure 2 for disassembly of the plug.

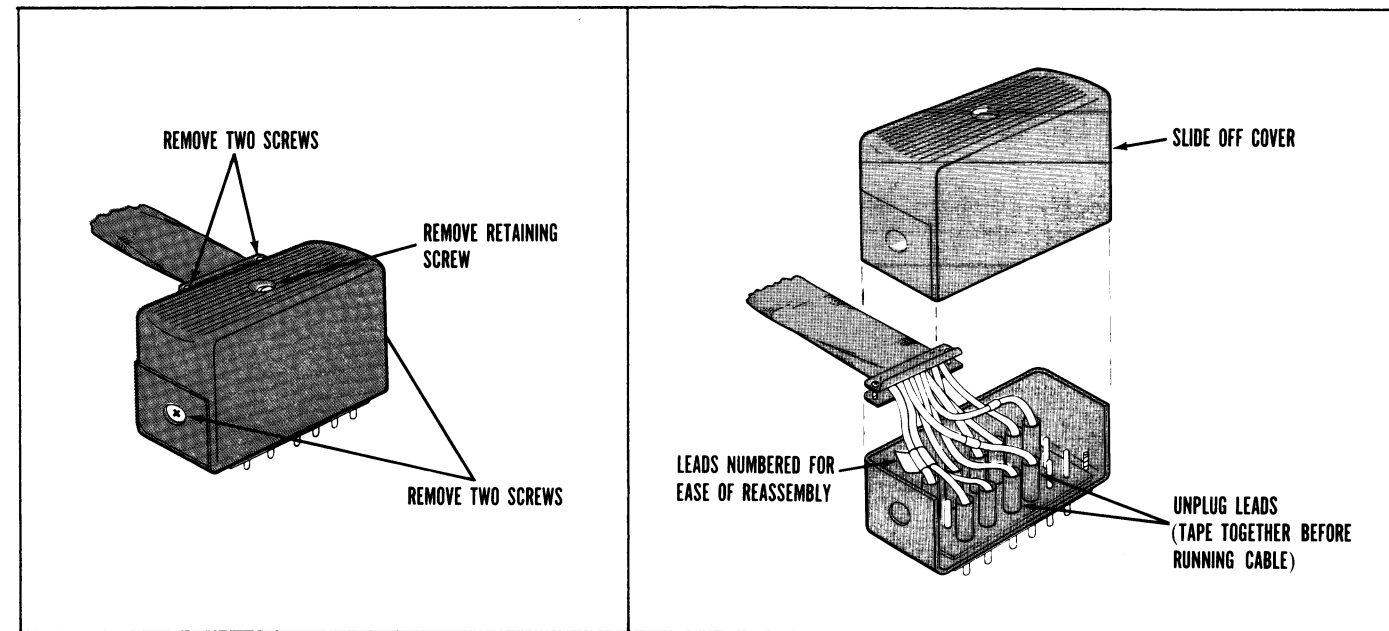


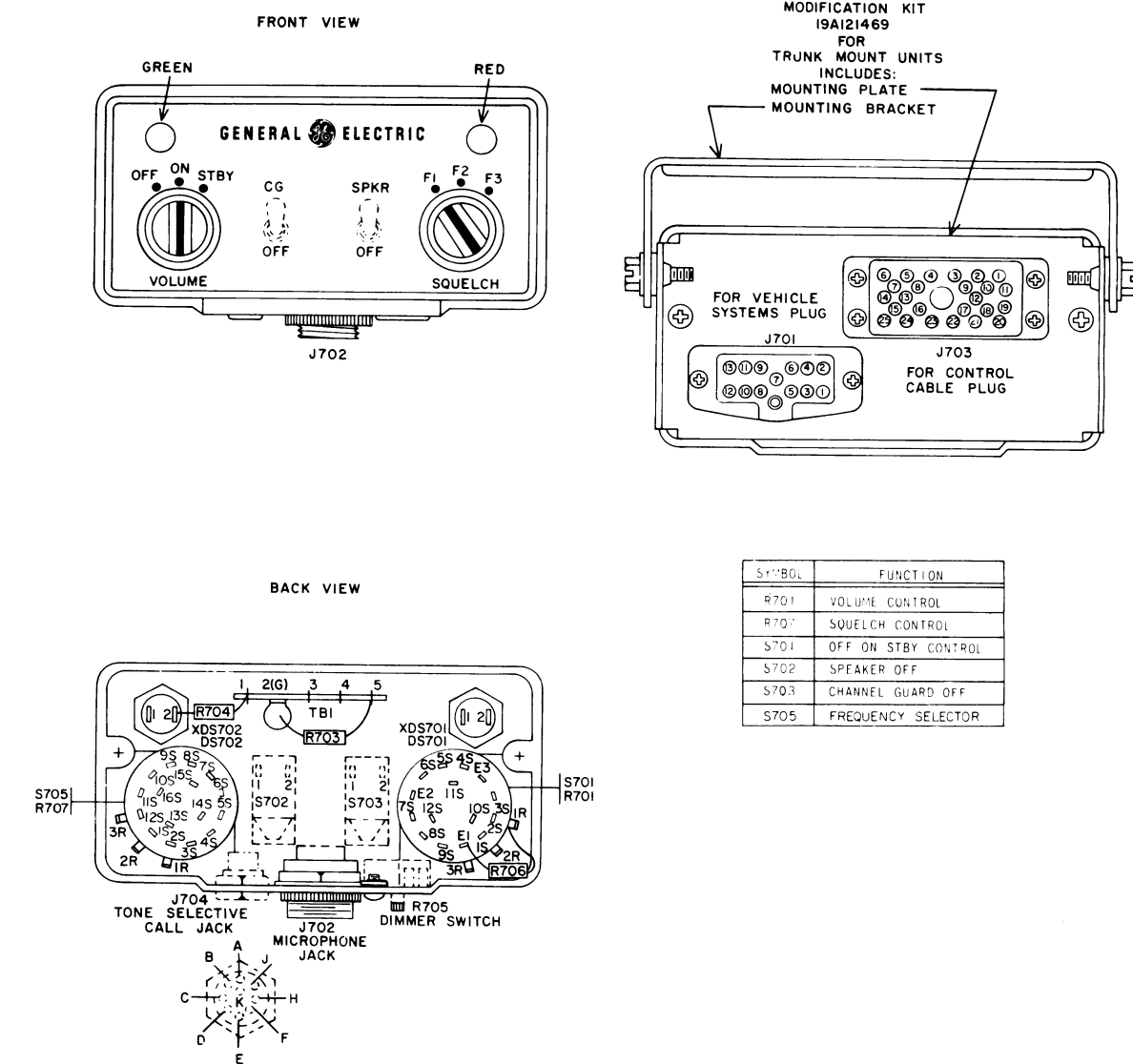
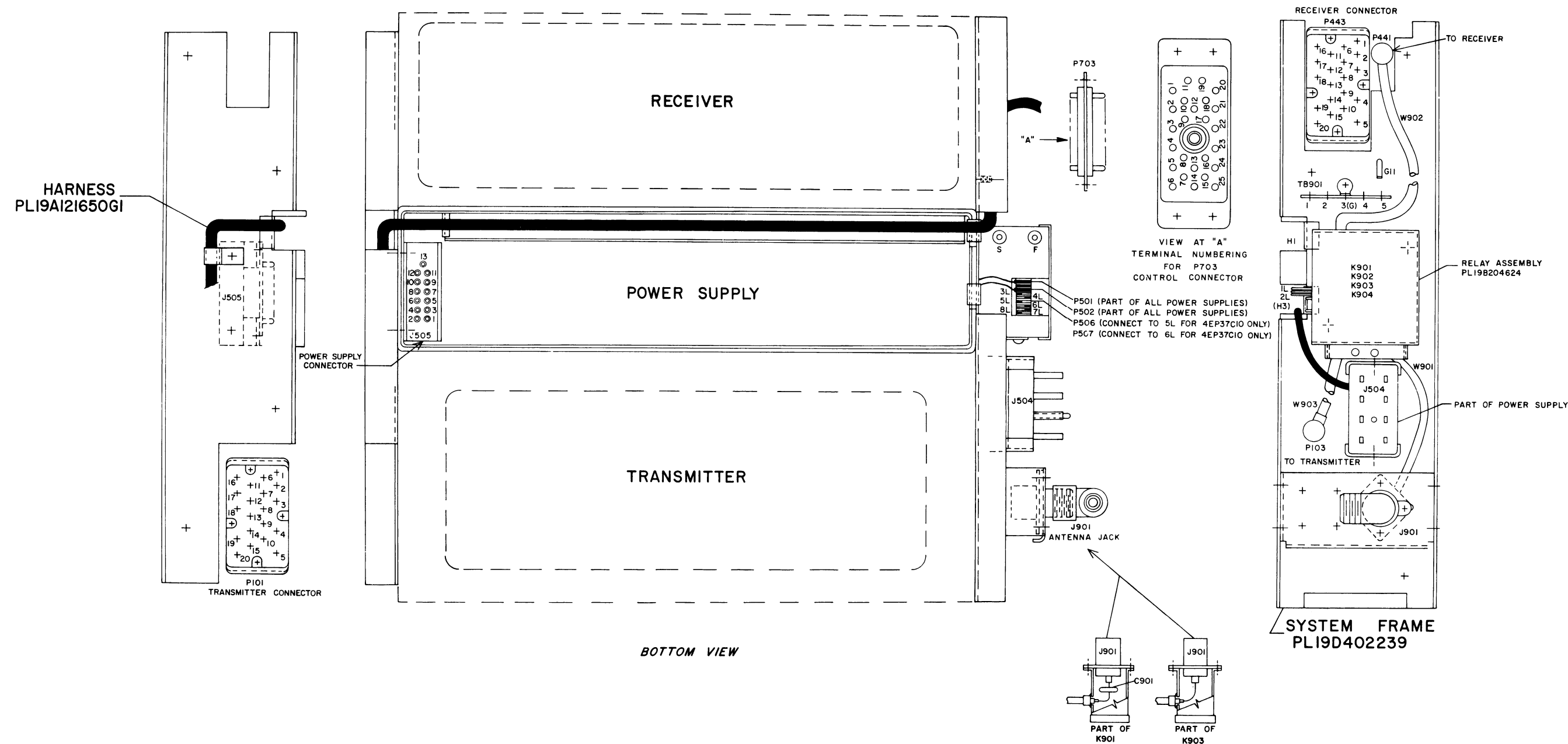
Figure 2 - Disassembly of Control Cable Plug

NOTE

The plug is assembled so that the cable comes out of the top of the plug when connected to the Control Unit. To have the cable come out of the bottom of the plug, remove the remaining two screws and rotate the metal frame 180 degrees.

SYSTEM FRAME AND HARNESS

CONTROL UNIT

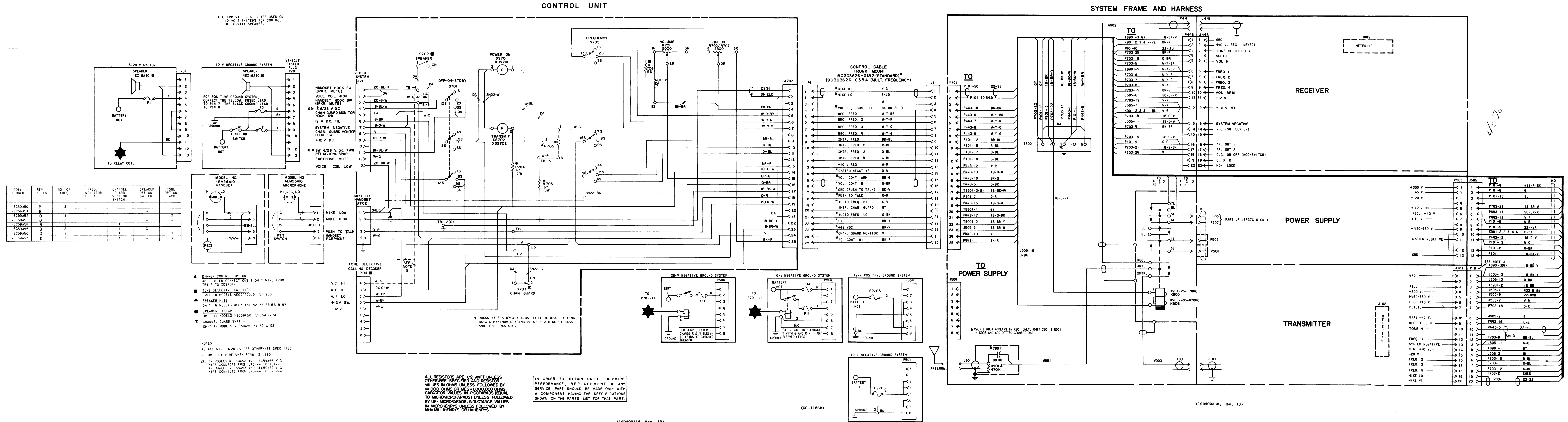


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OUTLINE DIAGRAM

MASTR CONTROL
MODELS 4EC59A50-57



***COMPONENTS ADDED, DELETED OR CHANGED BY PRODUCTION CHANGES.**

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 G-E Part Number.

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

1. G-E 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.

MAINTENANCE MANUAL

LBI-3509

Progress Is Our Most Important Product



COMMUNICATION PRODUCTS DEPARTMENT LYNCHBURG, VIRGINIA

(In Canada, Canadian General Electric Company, Ltd., 830 Lansdowne Rd., Toronto, Ontario)

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