



# Site Planning Guide

## **CCTV HDTV Outside Broadcast Trailer Type B 2.55m H x 4.0m H x 13m L**



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# List of Revisions

## Revisions

00                      Initial Release                      January 2008

## Notice

In accordance with our policy of continued product improvement, Oshkosh Specialty Vehicles reserves the right to make changes in the equipment, design, specifications, and materials of the product described herein. Any problems or questions related to the components or systems covered in this booklet may be directed to:

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# Introduction

The purpose of this document is to provide the basic information needed for site planning. For specific information not contained in this document, please contact Oshkosh Specialty Vehicles.

The mobile unit requires sufficient room to be maneuvered and positioned for setup and takedown. The mobile unit has many storage compartments and service doors that require access during these procedures as well as during operation. The entry stairs require additional space on the right side of the mobile unit. Refer to the drawings provided for actual locations of doors and stair sizes and locations.

## Warnings & Safety Alert Conventions

The following terms define the various precautions and notices used in this manual:

**NOTE:** Whenever information exists that requires additional emphasis beyond the standard textual information, the term “NOTE” is used.



The term “IMPORTANT” is used whenever information exists that requires special attention to procedures to ensure proper operation of the equipment or to prevent its possible failure.



The term “CAUTION” is used whenever potential damage to equipment exists, requiring correct procedures / practices for prevention.



The term “WARNING” is used whenever potential personal injury or death situations exist, requiring correct procedures / practices for prevention.



The term “DANGER” is used whenever immediate hazards exist that will result in personal injury or death that cannot be eliminated by design safeguards.



This safety alert symbol indicates important safety messages in the manual. When you see this symbol, carefully read the message that follows and be alert to the possibility of personal injury or death.



Electrical, mechanical, pneumatic, and hydraulic safety devices have been installed on this vehicle to help protect against personal injury and / or damage to equipment. Under no circumstances should any attempt be made to disconnect or in any way render any of these devices inoperative.

If a malfunction of any safety device is discovered to exist, DO NOT operate the vehicle, but immediately notify appropriate maintenance personnel.

**Oshkosh Specialty vehicles shall have no liability with respect to: . . . . . REPAIRS IMPROPERLY PERFORMED OR REPLACEMENTS IMPROPERLY INSTALLED (or) USE OF REPLACEMENT PARTS OR ACCESSORIES NOT CONFORMING TO Oshkosh SPECIALTY VEHICLE’S SPECIFICATIONS, WHICH ADVERSELY AFFECT PERFORMANCE OR DURABILITY (or) ALTERATIONS OR MODIFICATIONS NOT RECOMMENDED OR APPROVED IN WRITING BY Oshkosh SPECIALTY VEHICLES (or) FOR EQUIPMENT DAMAGE OR PERSONAL INJURY OR DEATH AS A RESULT OF RENDERING ANY SAFETY DEVICE INOPERABLE.**

**Certain inherent risks are associated with heavy trailers due to the nature of their use. Personnel working in the area of these trailers are subject to certain hazards that cannot be met by mechanical means but only by the exercise of intelligence, care, and common sense. It is therefore essential for the owner of this equipment to have personnel involved in the use and operation of these trailers who are competent, careful, physically and mentally qualified, and trained in the safe operation of this equipment.**

## Support Pad Requirements

The following is a list of recommendations and requirements for a concrete support pad. However, due to varying site conditions, the actual pad design should be prepared by an appropriately licensed structural or architectural engineer.

### Trailer Weight

The weight of the trailer should be considered in the design of the support and service pads. The overall weight of the trailer is approximately 42,520lbs. The weight on the rear axles is approximately 30,620 lbs. The weight on the King Pin is approximately 11,900 lbs.

### Vehicle Access

A firm, level surface is required around the mobile unit in order to provide access to the site, personnel access to the mobile unit, and servicing of the mobile unit. See [Figure 1: Pad Layout](#), [Figure 2: Right Side Elevation](#), [Figure 3: Left Side Elevation](#), [Figure 4: Front and Rear Elevation](#), & [Figure 5: Turning Requirements](#).

### Swing Clearance Note

Please verify the actual dimensions of the rearmost projections on the mobile unit to the centerline of tandem suspension. Refer to [Figure 5: Turning Requirements](#) for proper turning requirements.

## Customer Power Requirements



It is the operator's responsibility to verify that the shore power receptacle is electrically compatible with the mobile unit's power cable and connector prior to connecting to the shore power connection. Plugging into a receptacle not electrically compatible could cause serious injury or damage.



Always inspect the power cable, connectors, and fasteners prior to usage. If during inspection, it is suspected that either internal or external damage has occurred, have a certified electrician inspect and repair the damage before using.



Follow the maintenance schedule in the Operator and Service Manual for safe operation of the mobile unit.

### Lockout/Tagout

A Lockout/Tagout provision in accordance with OSHA Standard 1910.147 is required. The facility shore power disconnect device must be located within 40'- 0" of the unit and must provide for an effective lockout/tagout to facilitate safe service and maintenance of the unit.

### Electrical Service

The power source input may be as follows:

360V AC, 3 Phase, with A-B-C Phase Rotation.

380V AC, 3 Phase, with A-B-C Phase Rotation.

400V AC, 3 Phase, with A-B-C Phase Rotation.

420V AC, 3 Phase, with A-B-C Phase Rotation.

### Configuration

Three-phase, five wire L<sub>1</sub>, L<sub>2</sub>, L<sub>3</sub>, with neutral and ground.

### Connector Type

The mobile unit IEC-60309 power connectors are located in the rear lower compartments. One cable provides Technical Power and the other cable connects Utility Power for the HVAC System. Both cables are mounted on cable reels for ease in handling.

## Mobile Grounding Requirements

**IMPORTANT**

All work is to be done in accordance with the local and national electrical codes.

**IMPORTANT**

Information shown here is only a recommendation and must be verified with both local and national site codes.

**IMPORTANT**

Ground wires inside enclosures are to be taped green for the entire visual length for identification purposes.

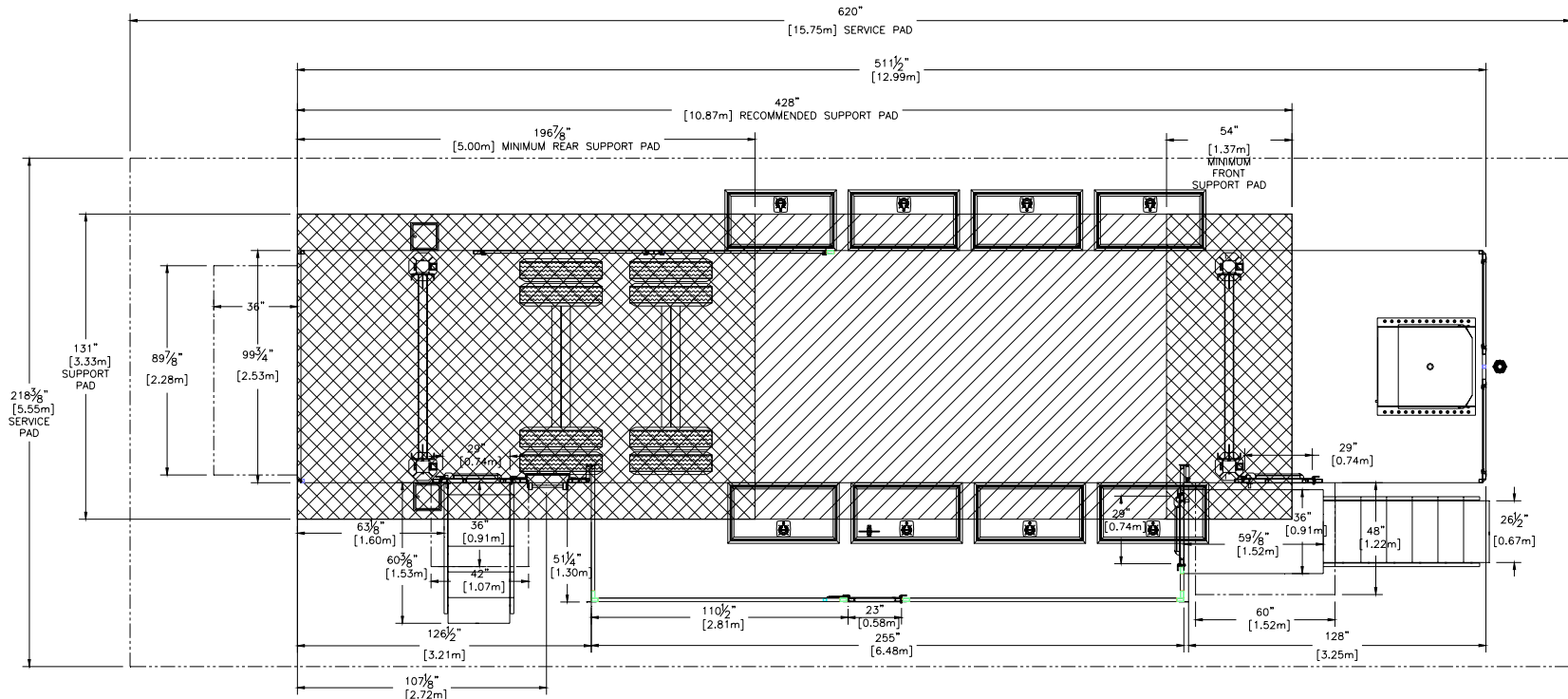
**IMPORTANT**

If a separately derived, secondary system transformer is used, a bonding jumper between the grounded conductor (neutral) and the equipment – grounding conductor must be used.

### Special Ground Note

The mobile unit must have an earth driven ground rod within 5'-0" of the site power receptacle. A grounding cable of a minimum #2 AWG must be connected between the grounding rod and the grounding pin of the trailer if the trailer is powered by the generator.

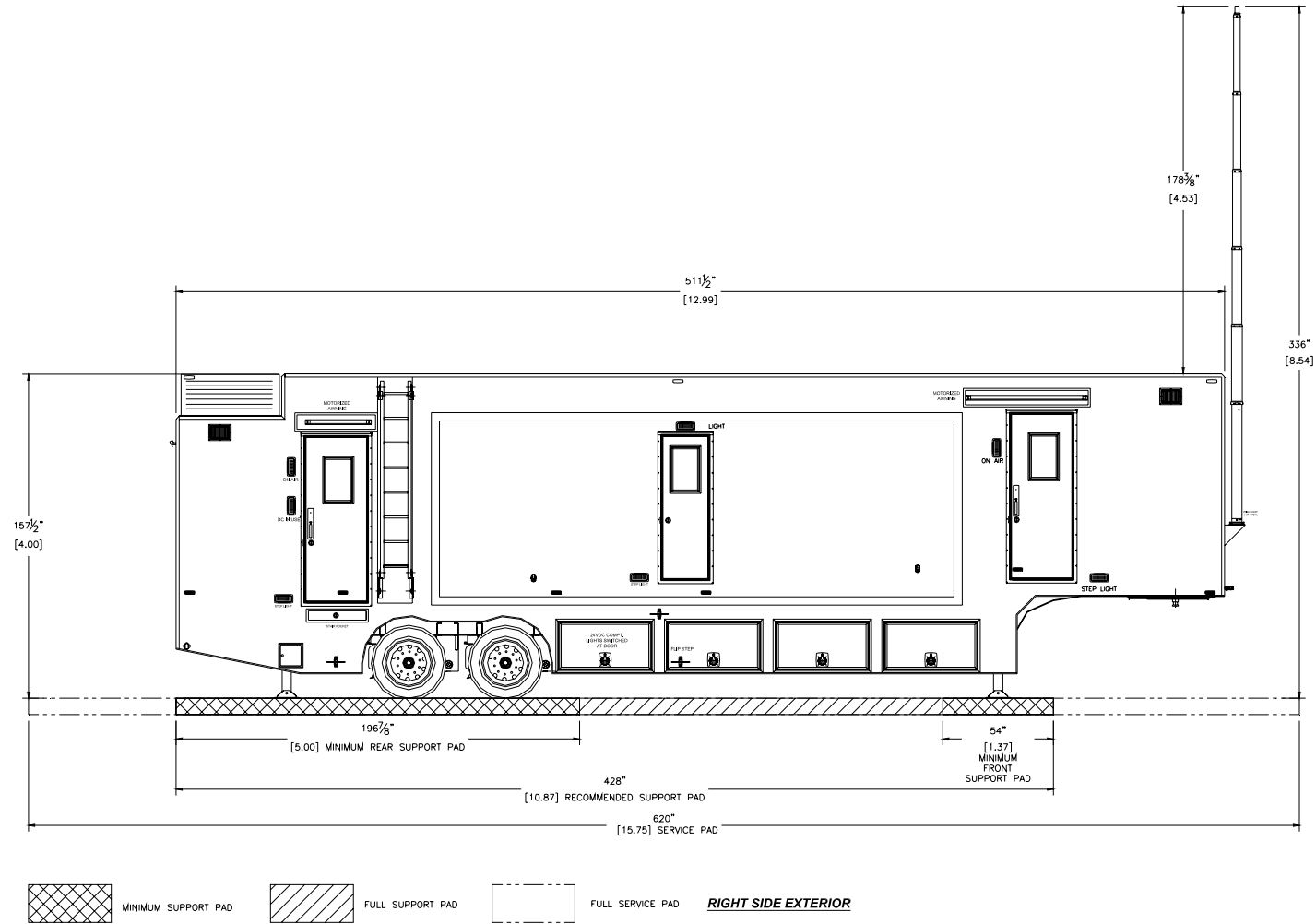
If the trailer is connected to shore power, a separate grounding conductor must still be run with the conductors to the source of the power from the grounding pin of the site power receptacle in accordance with NEC 2002 Article 250-24.



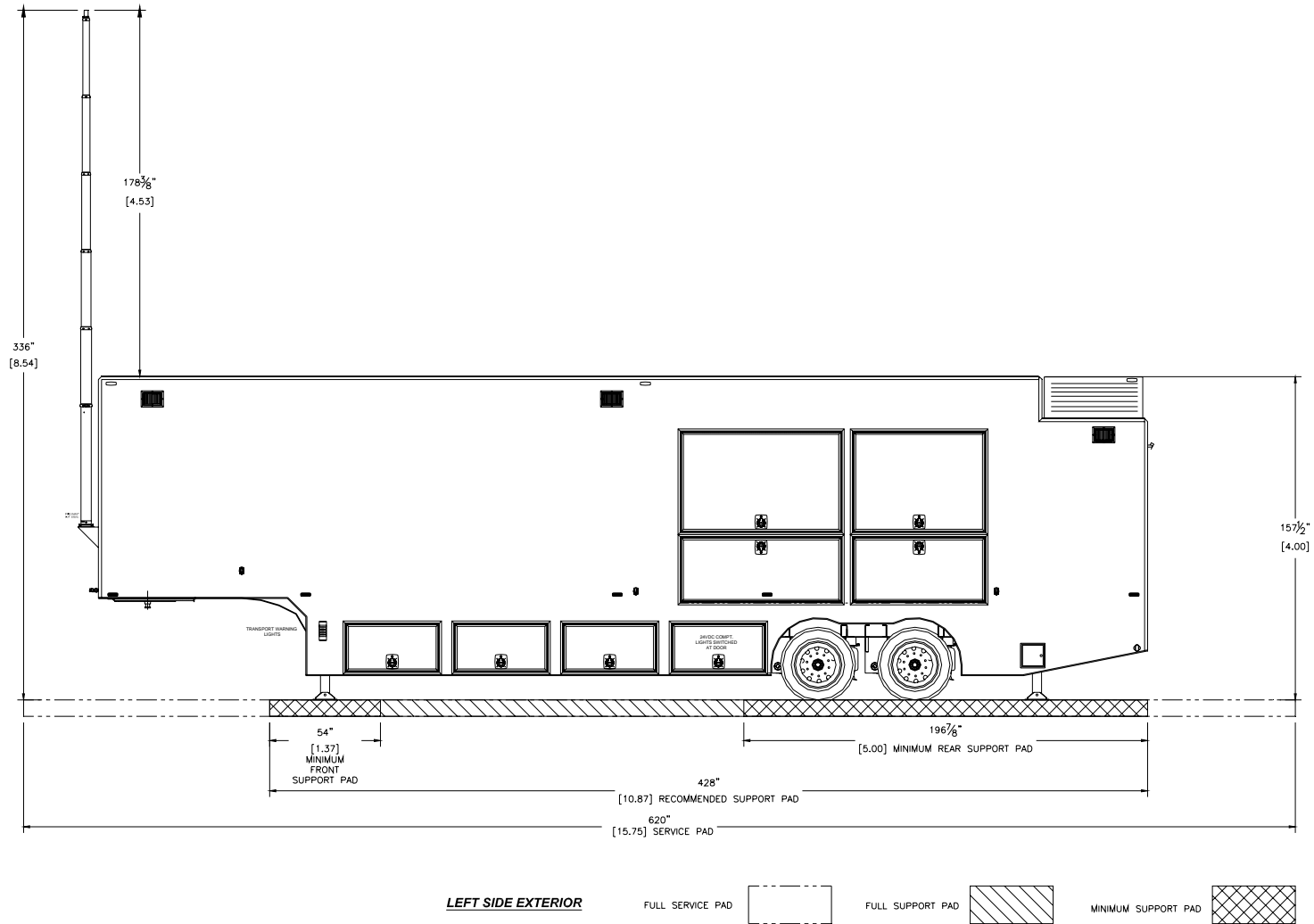
**PLAN VIEW**



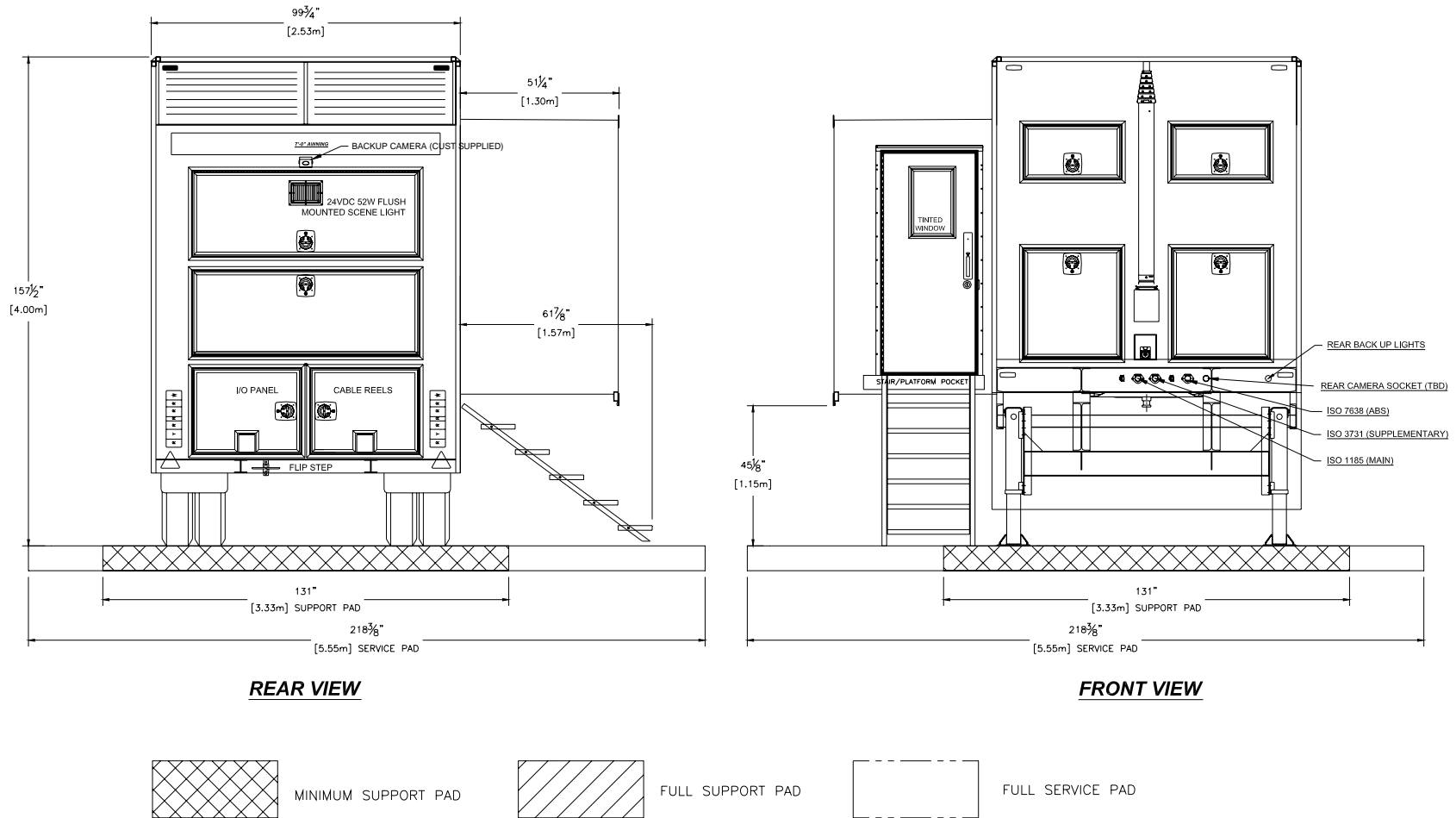
**Figure 1: Pad Layout**



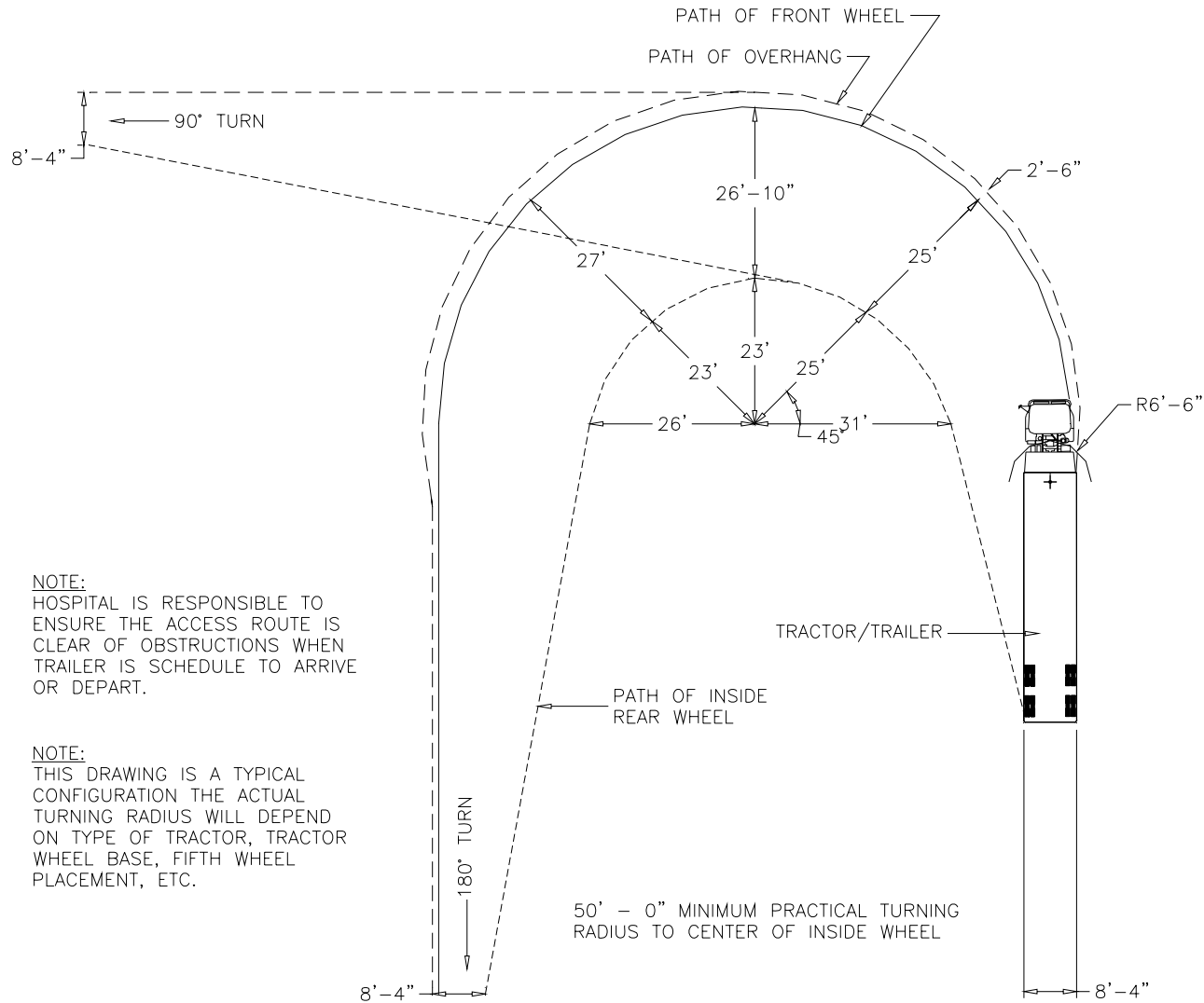
**Figure 2: Right Side Elevation**



**Figure 3: Left Side Elevation**



**Figure 4: Front and Rear Elevation**



**Figure 5: Turning Requirements**