

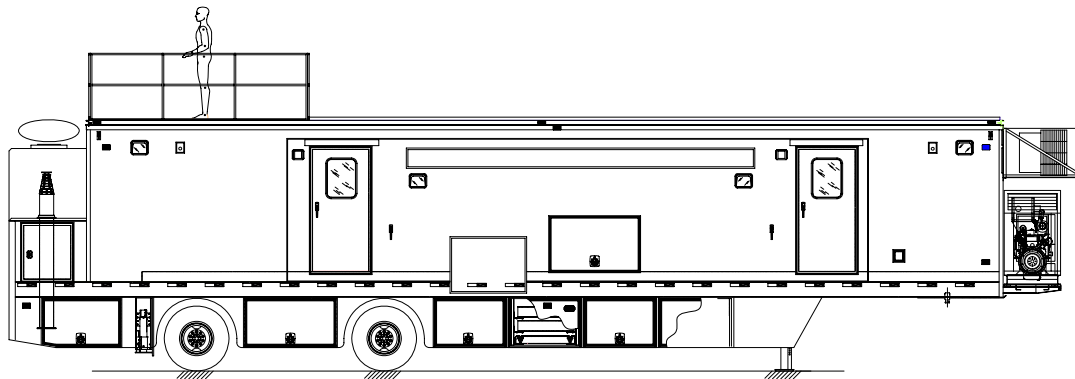


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Operator and Service Manual

Rockdale County Sheriff Mobile Command Center 53' x 102W USA Unit



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List of Revisions & Warnings

Revisions

00	New Release	March 2006
01	Updated Company Reference	September 2007

Notice

In accordance with our policy of product development, Oshkosh Specialty Vehicles reserves the right to make changes in the equipment, design, specifications, and materials of the product described herein. If there are any inconsistencies between this manual and the mobile unit that inhibit serviceability, please contact Oshkosh Specialty Vehicles for assistance.

This manual is one of two (2) information documents provided in the mobile unit. The documentation package consists of:

Volume I – Site Guide, Operators Manual, and associated drawings

Volume II – Vendor Information

These volumes should be kept in the mobile unit at all times.

Any problems or questions related to the components or systems covered in this manual may be directed to:

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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.

IMPORTANT Whenever information exists that requires special attention to procedures to ensure proper operation of the equipment or to prevent its possible failure, the term "IMPORTANT" is used.

CAUTION Whenever potential damage to equipment exists, requiring correct procedures / practices for prevention, the term "CAUTION" is used.

WARNING Whenever potential personal injury or death situations exist, requiring correct procedures / practices for prevention, the term "WARNING" is used.

DANGER Whenever immediate hazards exist that could result in personal injury or death that cannot be eliminated by design safeguards, the term "DANGER" is used.



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.

WARNING 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, and 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.



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Section 1: Introduction



This manual is intended to instruct and assist personnel already qualified in the proper installation of the mobile unit. This manual is not intended to enable persons unfamiliar with the mobile unit to perform the setup and transport procedures.

This manual contains the basic information needed to setup, transport, and service the mobile unit. This mobile unit was designed to operate within certain limitations and specifications. When performing the setup or transport procedures for the mobile unit, follow the proper logical steps that have been outlined in this manual. The drawings in this manual are representative of this product. In accordance with our program of continued product development designs and specifications are subject to change without notice.

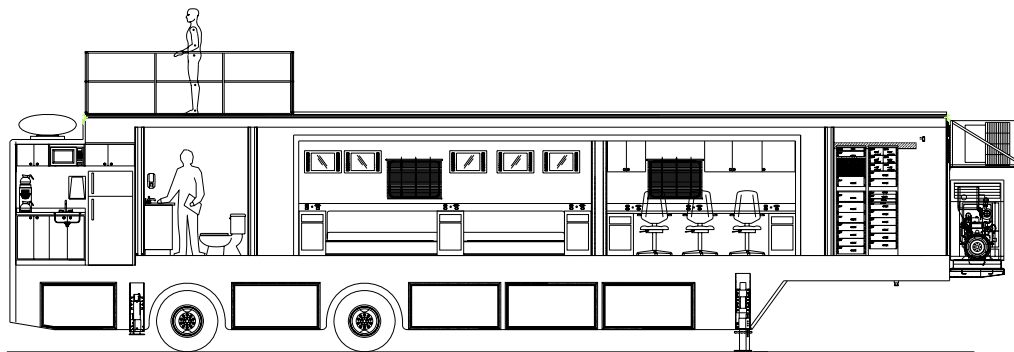


Figure 1: The Rockdale County Sheriff Mobile Command Center Unit



As part of Oshkosh Specialty Vehicles' on-going program to improve its products and service, (and their effectiveness in enhancing safety, reliability, performance, productivity, and the useful service life of the equipment) Oshkosh Specialty Vehicles reserves the right to implement product changes and disseminate changes in design and service information without notice or recourse.



Section 2: Safety Guidelines



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, and immediately notify appropriate maintenance personnel.



Use and follow the appropriate Lockout/Tagout procedures as required by OSHA Standard 1910.147 when performing maintenance or servicing any electrical, hydraulic or pneumatic systems. See Appendix E for Lockout/Tagout procedures.



It is the operator's responsibility to verify that the shore power receptacle is of the same type and voltage as the connection that is supplied by Oshkosh Specialty Vehicles. Failure to do this can result in injury or death to the operator of the mobile unit as well as irreparable damage to the mobile unit.



Make sure that all electrical parts are serviced only by a certified electrician or qualified personnel. Dangerous voltages are present which could result in injury or death.



Always make sure that eyes are protected while servicing the unit. Wear safety goggles when prying, drilling, grinding, or working with batteries. Wear safety goggles over regular prescription glasses unless the lenses are made of hardened glass and can serve as safety goggles.



Be certain to disconnect the power before working on any of the electrical systems.



When servicing the unit be certain that a first aid kit and fire extinguisher are within reach at all times.

This safety section contains important information in regards to general safety guidelines that should be followed. Before attempting to service the mobile unit, read this safety section as well as all other safety sections found in applicable manufacturers' manuals in the component literature binder.

2.1 Operator's General Safety Precautions

Your safety and the safety of other persons in the area of this vehicle are the result of your correct operation of this vehicle. Know the location, positions, and functions of all the controls. Know the meaning of the various Warning, Caution, Strobe, and Annunciator lights and their associated audible warning sounds.

Read this manual completely and make sure you understand the contents. Make sure you understand, for example, the characteristics of speed, stability, brakes, and steering, etc. of this vehicle. If you have any questions, contact Oshkosh Specialty Vehicles, (800) 839-0630. Always keep a copy of this manual with the vehicle.

The safety information in the manual does not replace any other rules or laws for safety that are used in your area. Know the local rules or laws for safety. Make sure that your vehicle has the correct equipment to operate according to these rules or laws.

All safety hazards that can possibly arise cannot be foreseen and noted in this manual. You must always use common sense and apply the general as well as the specific safety precautions.

Make sure the work area is well ventilated.

Disconnect the electrical power to prevent the possibility of electrical shock when servicing all electrical equipment.

Follow all manufacturers' directions and request material data sheets where applicable.

Always keep tools clean and free of grease.

Do not stand on chairs inside of the mobile unit under any circumstances.

Follow all safety precautions found in the documentation package that is included with the mobile unit.

2.2 Electrical Safety



Use and follow the appropriate Lockout/Tagout procedures as required by OSHA Standard 1910.147 when performing maintenance or servicing any electrical, hydraulic or pneumatic systems. See Appendix E for Lockout/Tagout procedures.



Before connecting or disconnecting from shore power, it is imperative that the shore power connections be moved to the "OFF" position. Failure to do this can result in injury or death to the operator of the mobile unit.



It is the operator's responsibility to verify that the shore power receptacle is of the same type and voltage as the connection that is supplied by Oshkosh Specialty Vehicles. Failure to do this can result in injury or death to the operator of the mobile unit as well as irreparable damage to the mobile unit.



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.

When working with the electrical system for the mobile unit. Follow the warnings and cautions listed above.



2.3 Transportation Safety

Walk around the unit to make certain that all doors are closed and locked, Expandos are full retracted, masts are fully retracted, roof mounted devices are properly stowed, and stabilizing legs are fully retracted for transport of the vehicle.

If any of the warning lights are illuminated, do not move the mobile unit.

Before moving the mobile unit, verify that all marker and running lights are working properly.

Consult with the local motor vehicle authority to determine if there are any travel restrictions or routes.



Section 3: Safety Systems

This safety section contains important information about the safety systems that have been built into the mobile unit to protect all personnel and equipment. Before attempting to service the mobile unit, read this safety section as well as all other safety sections found in applicable manufacturers' manuals in the component literature binder.

3.1 Emergency Lighting

In the event that the main AC power fails, four dual beam emergency lights are provided in the Equipment Room (1)Galley Area, (1)Command Area (1), and Communications Area (1). These lights will automatically illuminate when the main AC power is lost. The emergency lighting system is wired into a 120V AC electrical system that allows the lights internal circuitry to keep their batteries at 100% charge. The emergency lights will illuminate the exit doors for approximately 90 minutes.

Travel switches are provided for each emergency exit light. This protects batteries from damage during the transport mode.



Figure 2: Emergency Lighting (Typical)

3.2 Fire Suppression (manual)

Three fire extinguishers are supplied with the mobile unit. Instructions for operation are clearly printed on the canister of the fire extinguisher. The fire extinguisher meets the following standards.



Figure 3: Fire Extinguisher

- It is a class A/B/C 1211 hand held unit.
- It has a charged weight of 5 lbs.
- It is U.L. listed.
- It meets D.O.T. requirements.
- It is in accordance with N.F.P.A. Standard No. 10, "Portable Fire Extinguisher".

3.3 Fire Detection System

Alarm sounds when smoke is detected or manually tripped.

System Operation

During normal operations, the control unit remains in a supervisory mode. If one smoke detector goes into alarm, it will trigger the following actions.

The fire horn will sound continuously.

A (RED) alarm LED located on the front panel cover of the fire system control panel will illuminate.

The strobe light will flash.

The HVAC units will shut down.



Pull down station.

MS-2 fire Alarm Control Panel is responsible for monitoring the fire alarm system.

Smoke detector is responsible for detecting smoke.

Figure 4: Smoke Detection System



3.4 Marker Lights

Extra LED type marker and side turn signal lights are installed on the trailer body to assist the driver with maneuvering the mobile unit.

3.5 Warning Lights

Please refer to [Section 10: Lighting System](#) for additional information in regards to these systems.

Section 4: Mobile Unit Overview

The components of the mobile unit have been divided into alphabetical order following a brief description of the areas within the unit. With each component a picture, if possible, and description will be found to better illustrate the components of the mobile unit. Additional components of the mobile unit can be found within the remaining chapters.

4.1 Battery Systems Overall

The underbody compartment, houses the battery pack and the charger/converters that keep the batteries charged. The 12V DC battery system components that support the Communications racks, Trailer systems, DC Hydraulic system, lower compartment DC lighting and trailer interior Thin Lights. In these compartments, the batteries and battery disconnects can be found. In the unlikely event of a power loss to the unit, the back-up batteries will supply 12V DC to power their respective systems.



Master Disconnect-
Disconnects hydraulic system

Figure 5: Battery Systems Overall



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4.2 Equipment Room Overall

The Equipment Room houses the system components that support the Communications Systems. In this room, the electronics racks can be found, along with the system controls, antenna connections, and cabinets for storage. In the front of the Equipment Room are the Power Distribution and circuit breaker panels.



Figure 6: Equipment Room Overall

4.3 Exterior Overall

In the photos the entry doors and the air conditioner housing can be seen.



Right Side



Left Side

Figure 7: Exterior Overall

The structural components of the mobile unit:

External Connections: Glad Hands connections, water and wastewater connections to the unit.

Stairs and Platforms: The stairs and platform provide access to the interior of the unit.

Expandos: The expandable sections increase the size of the communication room as they expand

4.4 Glad-hand Connections

The glad hands are the connection point between the tractor and the mobile unit. All connections must be made before moving the mobile unit. Failure to make all connections can result in damage to the mobile unit.

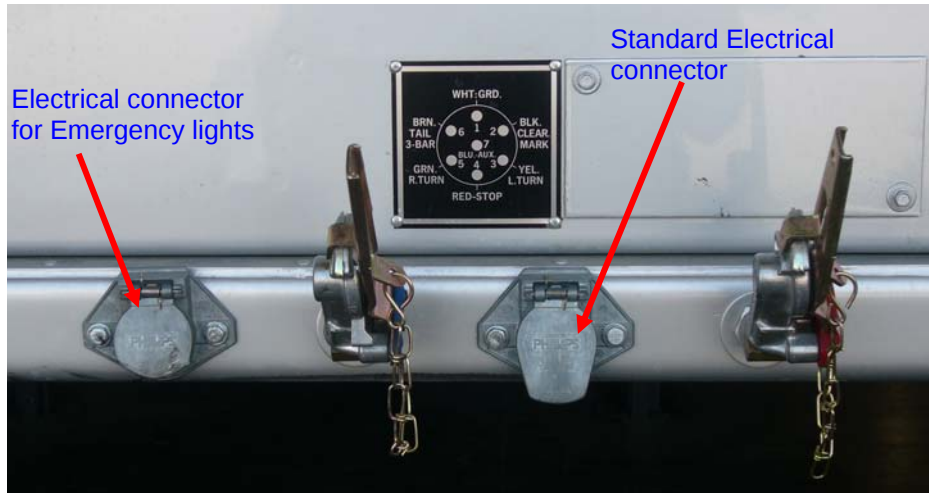


Figure 8: Glad Hand Connections

Emergency Airline:	Backup airline in the event that the main airline fails.
Service Airline:	The main airline for the mobile unit.
Air Suspension Electrical Connection	Connects the tractor mounted air suspension controls to the trailer
Standard Electrical Connector	Connects the tractor electrical controls to the trailer
Back-Up Light Switch	Controls the trailer mounted Back-Up Lights
2 nd -Electrical Connector	For emergency lights



Figure 9: Water and Wastewater Connections

4.5 Ladder

The ladder provides a means to climb to the roof of the unit from the outside in order to set up antenna arrays, etc. Prior to using the ladder, ensure that it is properly installed.



Ladder Stored for Transport

Figure 10: Ladder



Before using the ladder, it should be inspected for broken or cracked welds, deformed rungs and/or risers, which would render it unsafe to use. Using the ladder in an unsafe condition could result in serious personal injury or death.

4.6 Levels, Digital

The digital levels allow the mobile unit to be leveled front to back and side to side. It is essential that the unit be leveled prior to use.



Figure 11: Digital Levels

4.7 Mobile Unit Controls

Located on the walls and panels inside of the mobile unit are the various controls that are used for operating such items as, the interior and exterior lights, fire alarms, and emergency equipment.



Figure 12: Mobile Unit Controls

Interior Light Switches:	ON / OFF light switch for interior lights.
Exterior Light Switches:	ON / OFF light switch for the exterior lights.
Systems Monitor II	Monitors water supply for sink and shower
Thermostat:	Temperature controls for the mobile unit.

4.8 Stabilizing Legs, Rear

The rear stabilizing stands are extended underneath the rear of the mobile unit when the system is in use. These legs help to level the mobile unit and decrease vibration.



Figure 13: Rear Stabilizing Legs

4.9 Stabilizing Legs, Front Landing

The front Landing / stabilizing legs and auxiliary support legs can be found at front of the mobile unit. They are used in order to level the unit prior to use.



Figure 14: Front Stabilizing Legs

4.10 Expandable Restraint Hardware

The expandable restraint hardware is used to restrain the expandos during transport. The expandos are secured during transport with four closed cam locking pins. Two pins per side. Use the cam locking crank to unlock the cam locks.



Figure 15: Expandable Restraint Hardware



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4.11 Stair and Platform Assembly

The stairs allow access to the interior of the mobile unit through the front and rear entry doors.

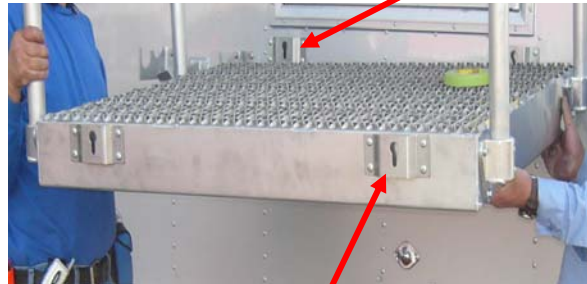
The platforms attach directly to the mobile unit. A bolt, mounted on the back side of the each platform, is inserted into a key slot mounting bracket located on the mobile unit as shown.

The stairs are installed into the platform in the same procedure.

Tighten the hardware as required.

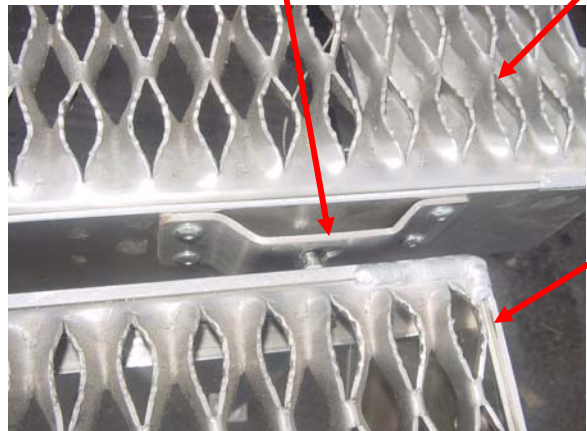
Two persons are required for installation of the stair and platform assemblies.

Mobile Unit-Two per
entry door.



Key Slot
Mounting Bracket.

Tighten/adjust the hardware as
required



Platform

Stairs

Figure 16: Stair and Platform Assembly

Section 5: Mobile Unit Setup Procedure



The stabilizing legs are not to be used to raise the mobile unit off the ground. The legs are meant only to level the unit and place it in a parked position. If the legs are used in an attempt to raise the mobile unit from the ground, serious damage may occur to the mobile unit.



A checklist can be found in Appendix A that may be used as a guideline for the following procedure.

5.1 Park the Mobile Unit

In order to join the mobile unit to the facility, place the unit on the pad per the site-planning guide. Set the trailer parking brake.

5.2 Lower the Front Stabilizing Legs

After the mobile unit has been parked on the pad per the site-planning guide, the front stabilizing legs must be lowered to stabilize the mobile unit before it can be used. Each stabilizing leg is extended and retracted individually. Refer to [Figure 32: Front Stabilizing Leg](#) Assembly for the following procedure.

1. Depress automatic handles in front left compartment.
2. The operator must stand in a position that will enable a clear view of the front stabilizing legs.
3. Extend the legs far until the front of the unit has been raised high enough to clear the fifth wheel.

5.3 Disconnect the Tractor

Once the front stabilizing legs have been lowered, the tractor can be disconnected from the mobile unit, if required.

1. If the tractor is to be disconnected from the trailer, verify that the mobile unit has been raised high enough to clear the tractor fifth wheel, and then disconnect the tractor from the mobile unit.

5.4 Lower the Rear Stabilizing Legs



The stabilizing legs and rear suspension are not to be used to raise the mobile unit off the ground. The legs are meant only to level the unit and place it in a parked position. If the legs are used in an attempt to raise the mobile unit from the ground, serious damage may occur to the mobile unit.

After the tractor has pulled from the mobile unit, the rear stabilizing legs can now be lowered into position. When lowering the rear stabilizing legs, lower them the minimum amount to level the mobile unit. Each stabilizing leg is extended and retracted individually.

1. Depress automatic handles in front left compartment.
2. The operator must stand in a position that will enable a clear view of the rear stabilizing legs.
3. Extend the rear stabilizing legs enough to level the unit.

5.5 Re-level the Mobile Unit

After the preceding steps have been completed, the mobile unit may no longer be level. Re-level the unit, front to back and side to side, if necessary using the digital levels that have been provided. Refer to [Figure 11: Digital Levels](#) if needed.

5.6 Connect to Shore Power

Refer to [Figure 29: 208V AC Phase Power Monitors](#) for the following procedures.



Before connecting or disconnecting from shore power, it is imperative that the shore power connections be moved to the “OFF” position. Failure to do this can result in injury or death to the operator of the mobile unit.



It is the operator’s responsibility to verify that the shore power receptacle is of the same type and voltage as the connection that is supplied by Oshkosh Specialty Vehicles. Failure to do this can result in injury or death to the operator of the mobile unit as well as irreparable damage to the mobile unit.



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.

1. Verify that the shore power disconnect is in the “OFF” position.
2. Open the underbody compartment door and remove the power cables from the underbody compartments of the mobile unit.
3. Insert the Oshkosh Specialty Vehicles supplied connectors into the shore power receptacles.
4. Remove the pass through cover plate in the underbody compartment floor and pass the cables up through the opening.
5. Insert the Oshkosh Specialty Vehicles supplied connectors into the underbody trailer receptacles.
6. Move the shore power disconnect to the “ON” position.
7. Note: The Phase Power Monitor checks the incoming shore power to ensure that it has the correct phase rotation (ABC) and that all three phases are present. If all three phases are present and in the correct rotation, the 208V AC OK Light, on the monitor, will illuminate.
8. If any phase is not present or if the phase rotation is not correct, the 208 VAC Fault Indicator Light will illuminate, and a piezo-electric horn will sound. Disconnect shore power immediately and investigate to determine the cause of the fault. See paragraph 7.2.
9. NOTE: If shore power is not available, the onboard generator may be used or the power cable may be connected to an independent 100KW generator or other source using the interconnection panel and cables provided.
10. Close the underbody compartment door.



5.7 Install the Stair and Platform Assembly

Attach the platform directly to the mobile unit. Two people are required to install the stair/platform assemblies. The instructions are covered below. The stair and platform should be installed separately.

Platform Assembly

1. Remove the platform assembly from the underbody compartments.
2. Insert the bolt end of the platform assembly into the key slot bracket located underneath the door. See [Figure 16: Stair and Platform Assembly](#).
3. Adjust the hardware, to keep the platform from drifting or moving
4. Install and adjust the height of the platform legs as necessary to in order to level and secure the platform.
5. Install the handrails into their operating position and secure in place with the hardware provided.

Stair Assembly

1. Remove the stair assembly from the underbody compartments.
2. Insert the bolt end of the stair assembly into the key slot bracket located in the front of the platform. See [Figure 16: Stair and Platform Assembly](#)
3. Adjust the height of the stair legs as necessary to in order to level and secure the stairs.
4. Install the handrails into their operating position and secure in place with the hardware provided.
5. Close the doors to the underbody compartments.

5.8 Extend the Expandos

After the unit has been leveled and the front stairs installed, the expandos can be extended. The expandos must be extended as prescribed in the sequence below in order to prevent damage to equipment.

1. Ensure that all underbody compartment doors are closed and there are no obstructions in the path of the expandos
2. Retrieve the expando cam lock handle from the underbody compartment and unlock the cam lock hardware that is being used to hold the expandos in the transport position. Turn the cam lock handle clockwise to unlock the expandos. There are two (2) cam locks on each expando. See [Figure 15: Expandable Restraint Hardware](#) .
3. Insert the expando cam lock handle into the cam lock receptacle.
4. Retrieve the remote control pendant located in the mast compartment.
5. Turn on circuit breaker #25, located in the equipment room control panel. Turn on the compressor unit. Wait 5 minuets before extending the expandos.
6. The operator must be in a position to observe the expandos section being extended.
7. Extend the right expando.
8. Extend the left expando.
9. Secure expandos in the open position, using the extended expando lock or swing clamp at both ends. See [Figure 17: Extended Expando Lock](#) .
10. Lower expando hinged floors



[**Figure 17: Extended Expando Lock**](#)



5.9 Remove Restraining Hardware and Position Equipment for Use.

There are two types of restraints that may need to be removed prior to using the communications systems. They are as follows.

- The first type deals with the restraints that are used by the communications equipment manufacturers. Follow all instructions provided by the communications equipment manufacturer when adding or removing restraints from the communications equipment. These instructions can be found in the system manuals provided by the communications equipment manufacturers.
- The second type deals with the restraints that are used by the mobile unit manufacturer. Various items may be secured while the unit is being transported. These items may consist of chairs, monitors, door, cabinets, tables, and rooftop equipment. Remove all restraining equipment prior to using the systems.
 1. Enter the mobile unit using the right front door.
 2. Unlatch and lower the Expandos hinged floor sections into place. Install removable floor panels on sliding mechanism area.
 3. Remove the restraint devices used to restrain the chairs and other equipment in place for transport. Set up the chairs and other equipment as required for operations.
 4. Set up roof antennae, handrails, lights, cameras, etc.
 5. Deploy the Satellite Dish antenna.
 6. Raise the Light and Camera Masts as required.

5.10 Extend the Masts for Use.

The masts are pneumatically operated and controlled by a remote pendant and control panel. The controls are located in the mast compartment at the right rear side of the unit. The air compressors and control valves for both masts are located in the mast compartment.



Care must be taken to ensure that the cables do not get snagged while extending or retracting the masts. Failure to do so could result in severe or irreparable damage to equipment.

1. Using the remote control pendant, raise the Light mast following the instructions outlined below:
2. To raise the Light Mast, turn on the "Master Power Switch" located on the control panel behind the Camera Mast. Raise the Light mast using the remote control pendant to extend the mast to the desired height.
3. Once the mast has been extended, leave the switch on the remote control to the "Hold" position.
4. To operate the "Pan & Tilt" functions of the Light Mast, place the "RUN / Auto Stow" switch in the "RUN" position. Return the remote control pendant to its storage location.
5. Using the control panel and remote pendant, raise the Camera mast following the instructions outlined below:
6. To raise the Camera Mast using the control panel, place the "Master Power" switch in the "ON" position.
7. Using the pendant, place and hold the "Mast Up/Down" switch to the "UP" position to extend the mast to the desired height. Release the switch to hold the mast at the desired height.

5.11 Extend the Awnings for Use.



Figure 18: Extending the Awning

The awnings are electrically operated and controlled by a switch inside front door.



Figure 19: Awning Switch

5.12 Setting up Observation Deck Handrails

Set-up rooftop handrails for observation deck



Figure 20: Observation Deck Handrails





Section 6: Mobile Unit Transport Procedure



The stabilizing legs are not to be used to raise the mobile unit off the ground. The legs are meant only to level the unit and place it in a parked position. If the legs are used in an attempt to raise the mobile unit from the ground, serious damage may occur to the mobile unit.



Before transporting the mobile unit, check to verify all warning lights as well as all exterior marker lights are working correctly.



A checklist can be found in Appendix A that may be used as a guideline for the following procedure.

6.1 Secure all Equipment



The following procedure must be accomplished prior to transporting this vehicle. If these items are not accomplished, the "Transit Warning Light", located on the left side of the mobile unit will remain illuminated.

Two types of restraints need to be supplied before transporting the mobile unit. They are as follows:

- The first type deals with the restraints that are used by the communications equipment manufacturers. Follow all instructions provided by the communications equipment manufacturers when applying restraints to the communications system. These instructions can be found in the system manuals provided by the communications equipment manufacturers.
- The second type deals with the restraints that are used by the mobile unit manufacturer. Various items must be secured prior to transporting the mobile unit. Such items may consist of chairs, monitors, doors, cabinets, tables, and rooftop equipment. Use the supplied restraining hardware to secure these items before transporting the mobile unit.

6.2 Retract the Awnings for Transport.

The awnings are electrically operated and controlled by a switch at the lower right corner of each Expandos when facing the Expandos.

6.3 Retract the Masts for Transport.

The masts are pneumatically operated and controlled by a remote pendant. The controls are located in the mast compartment at the right rear side of the unit. The air compressors and control valves for both masts are located in the mast compartment.



Care must be taken to ensure that the cables do not get snagged while extending or retracting the masts. Failure to do so could result in severe or irreparable damage to equipment.

Before retracting the Camera Mast, ensure that the camera is level and pointing to the rear of the unit in order to provide the proper clearance for retraction and stowage.

1. Using the control panel and remote pendant, retract the Camera Mast following the instructions outlined below:
2. Open the drain-cock when exhausting the mast pressure to drain off any accumulated water.
3. Using the remote pendant, place the “Mast Up/Down” switch to the “Down” position.
4. Once the mast has been fully retracted, ensure all switches on the control panel are in the “OFF” position.
5. Using the remote control pendant, retract the Light Mast following the instructions outlined below:
6. Using the remote control pendant, turn the “RUN” / AUTOSTOW” switch to the “AUTOSTOW” position.
7. Open the drain-cock when exhausting the mast pressure to drain off any accumulated water.
8. Place the Mast Up switch in the “Down” position.
9. Once the mast has been fully retracted, ensure that the Master Power switch on the control panel is in the “OFF” position.
10. Return the remote control pendant to its storage location.

6.4 Secure all Rooftop Equipment for Transport

1. Fold down all handrails and secure them for transport using the restraining hardware provided. Verify that all equipment is secure and ready for transport.
2. Retract the Satellite Dish antenna to its transport position.
3. Remove the Globe Cameras and store them for transport.
4. Lower the observation deck handrails and secure them for transport.
5. Lower the “Quick Raise” light masts for transport.
6. Stow the ladder for transport.

6.5 Secure Interior Equipment for Transport

1. Secure the interior equipment (chairs, monitors, printers, fax, water bottles, kitchen equipment, all loose equipment, etc.) for transport using the restraining hardware provided. Verify that all equipment has been properly secured and ready for transport.
2. Ensure that all secured equipment will not interfere with the retraction of the Expandos.
3. Using the D-rings installed, lift the floor sections and latch them in place using the hardware provided. Remove all removable panels and store at the lower compartment.
4. Raise false panel above sliding door.
5. Fold table to down position. Remove workstation dividers, before folding table top leaf.
6. Close and lock sliding doors.

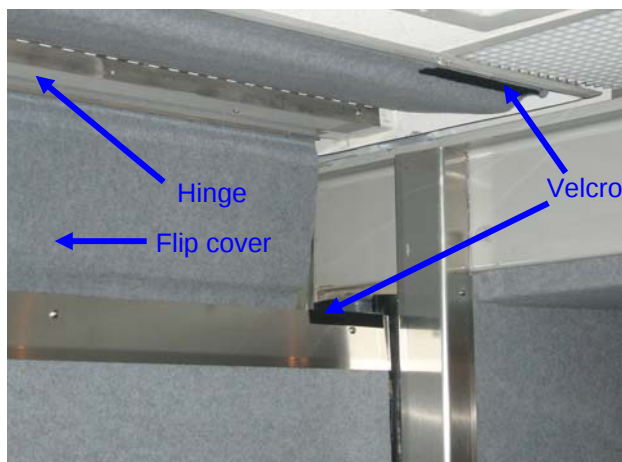
6.6 Disconnect from Shore Power

1. If shore power was utilized, move the shore power disconnect to the "OFF" position.
2. Remove the power cables from the shore receptacle and store in the cable storage compartment.
3. Install the underbody pass through cover plate.

6.7 Retract the Expandos

After the right rear stair assembly has been removed, the expandos can be retracted.

1. Un-secure extended expando locks. Refer to Figure 17: Extended Expando Lock .
2. Lower front room conference table and remove partitions. See Figure 23: Flip Down Conference Table w/partitions .
3. Remove and secure expando floors around sliding floors.
4. Lift and secure slide out floors.
5. Lift and secure cover above sliding doors with the Velcro strips.



Cover in place position



Cover in the UP position

Figure 21: Cover



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Secure the chairs as shown.



Figure 22: Securing Chairs

Secure Table Partitions



Figure 23: Flip Down Conference Table w/partitions

Close and secure sliding doors in position.



Figure 24: Secure Equipment Room Door

Secure Expando Floors



Figure 25: Securing Expando Floors

1. Turn-on circuit breaker #25, located in the equipment room control panel. Turn on compressor unit.
2. Retract the left rear expando.
3. Retract the right rear expando.
4. Retract the left front expando.
5. Retract the right front expando.
6. Secure the expandos with the restraint device.
7. Lock exterior expandos by inserting the cam lock closing pin and lock with the cam lock wrench. See [Figure 26: Securing Expandos](#) .

Secure the Expandos



Figure 26: Securing Expandos

6.8 Remove and Store the Stair and Platform Assemblies

Before removing the stair and platform assemblies, check the interior of the unit one last time to verify that all equipment is secure and ready for transport.

The stair assembly should be taken down with two people. The instructions are covered below.

Standard Stair System

1. Close and lock the door with the key that is provided.
2. Loosen the hardware holding the handrail in place. Remove the handrail from the stair assembly.
3. Lift the stair bolt assembly from the platform key lock bracket.
4. Place the stair assembly on the ground.
5. Using the sole of your shoe, step on the spring loaded release to retract the adjustable legs on each side of the stair assembly.
6. Open the underbody compartment doors and store the stair assemblies for transport.

Platform Assembly

1. Loosen the hardware holding the platform handrails in place. Remove the handrails from the platform assembly.
2. Loosen the hardware holding the platform assembly in place. Lift the platform bolt assembly from platform key lock bracket located underneath the door.
3. Place the platform assembly on the ground and remove the leveling legs.
4. Store the platform assemblies for transport and close and lock the underbody compartment doors.

6.9 Connect the Tractor Air and Electrical Lines

In order to remove the rear stabilizing stands, the air and electrical lines must first be connected from the tractor to the mobile unit. Please refer to [Figure 8: Glad Hand Connections](#) and follow the steps outlined below.

1. Back up the tractor to the mobile unit, but do not back under it at this time.
2. Attach the air and electrical lines from the tractor to the mobile unit.

6.10 Raise the Rear Stabilizing Legs

Each stabilizing leg is extended and retracted individually.
Retrieve the remote control pendant from the underbody compartment on the right side second from front.

1. The operator must stand in a position that will enable a clear view of the rear stabilizing legs.
2. Retract the rear stabilizing legs completely.

6.11 Connect the Tractor to the Mobile Unit

Before connecting the tractor to the mobile unit, be certain that enough clearance has been left for the fifth wheel. If the fifth wheel cannot fit underneath the mobile unit, the front end must be raised. If it is necessary to raise the front of the mobile unit to clear the fifth wheel, please follow the steps below. Each stabilizing leg is extended and retracted individually. Refer to [Figure 32: Front Stabilizing Leg](#) Assembly for the following procedure.

1. Retrieve the remote control pendant from the underbody compartment on the right side second from front.
2. The operator must stand in a position that will enable a clear view of the front stabilizing legs.
3. Extend the legs far until the front of the unit has been raised high enough to clear the fifth wheel.

6.12 Raise the Front Stabilizing Legs

After the tractor has successfully connected to the mobile unit, the front stabilizing legs can be raised. Each stabilizing leg is extended and retracted individually. Refer to [Figure 32: Front Stabilizing Leg](#) Assembly for the following procedure.

1. Hydraulic controls are located in the underbody compartment on the right side.
2. Stand in a position that will enable the operator to have a clear view of the front stabilizing legs.
3. Retract the front stabilizing legs completely.



6.13 Verify that the Mobile Unit is ready for Transport

Before the mobile unit can be transported, a final check of all components is necessary. Please refer to the following when checking the mobile unit.

1. Have the chairs, monitors, doors, cabinets, tables, and rooftop equipment been secured? Make sure that all of these items have been secured with the supplied hardware prior to transporting the mobile unit.
2. Are all exterior doors closed and locked? If not, make sure that all exterior doors are closed and locked.
3. Ensure that the masts, antennae, observation deck hand rails, and ladders are properly stowed and secured for transport.
4. Are all running & marker lights working correctly?
5. Are any warning lights illuminated? If so, check to find the cause of the warning. Do not move the mobile unit if any warning lights are illuminated. If further assistance is needed, refer to the Oshkosh Specialty Vehicles *General Information* binder for a list of local service representatives or call Oshkosh Specialty Vehicles for further assistance.





Section 7: Electrical System



Electrical, mechanical, and pneumatic 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, and immediately notify appropriate maintenance personnel.



Use and follow the appropriate Lockout/Tagout procedures as required by OSHA Standard 1910.147 when performing maintenance or servicing any electrical, hydraulic or pneumatic systems. See Appendix E for Lockout/Tagout procedures.



Before connecting or disconnecting from shore power, it is imperative that the shore power connections be moved to the "OFF" position. Failure to do this can result in injury or death to the operator of the mobile unit.



It is the operator's responsibility to verify that the shore power receptacle is of the same type and voltage as the connection that is supplied by Oshkosh Specialty Vehicles. Failure to do this can result in injury or death to the operator of the mobile unit as well as irreparable damage to the mobile unit.

The entire electrical system is installed in conformance with the National Electric Code.

The system is completely installed in the factory. Service access is gained through the underbody compartments of the mobile unit with thin wall conduit and/or wire-mold sized to accept the required service entrance conductors used throughout the mobile unit.

All electrical materials, devices, appliances, fittings, and other equipment are approved and listed by Underwriters' Laboratories, Inc. (UL).

All required tags, labels and rating nameplates are permanently installed in their proper locations before the mobile unit leaves the factory.

There are two panels used in the electrical system.

120/208V AC distribution panels located at the Equipment Room in the mobile unit. These panels (Panel A and Sub Panel A) are responsible for all other AC powered components aboard the mobile.

Sub Panel A is 208V AC 3 phase.

7.1 120/208 AC Electrical Panels

The 120/208 AC electrical panels are responsible for the power supplies to the equipment aboard the mobile unit. If a problem exists with the equipment, or the power supply to them, a circuit breaker will trip in order to prevent damage. On the inside of the panel access door, a listing of all the circuit breakers can be found.



120/208V AC Electrical Panel

208V AC 3 Phase Electrical Panel

Figure 27: 120/208V AC Electrical Panels



Trailer Underbody Power Connections

Figure 28: Shore Power Connectors

7.2 208V AC Phase Power Monitor



Make sure that all electrical parts are serviced only by a certified electrician or qualified personnel. Dangerous voltages are present which could result in injury or death.

There are two power monitors. Both are connected to the Load Side and monitor the 208V AC incoming shore power to ensure that it has the correct phase rotation (ABC) and that all three phases are present. If all three phases are present and in the correct rotation, the 208 VAC OK green light, on the monitor, will illuminate.

If any phase is not present or if the phase rotation is not correct, the 208 VAC Fault Indicator red light will illuminate, a piezo-electric horn will sound. Disconnect the power immediately and investigate to determine the cause of the fault.



Figure 29: 208V AC Phase Power Monitors



7.3 Facility Power Connection

Although the shore power connection is not an actual physical feature of the mobile unit, it is an integral part of the daily operations.

Oshkosh Specialty Vehicles
Connector:

The plug that is provided by Oshkosh Specialty Vehicles for connection to the shore power receptacle.

Power Cable:

The cable that runs between the shore power connections and the 208V AC electrical panel.

Shore Power Disconnect:

The shore power disconnect terminates the power to the receptacle. This must be in the "OFF" position when connecting to the receptacle.

Shore Power Receptacle Outlet:

The receptacle outlet that the shore facility has installed for use with the Oshkosh Specialty Vehicles connector and power cable.

Shore Power Unit:

The complete shore power assembly.

Circuit Breaker	
N/A	

Receptacle	
Manufacturer:	Leviton
#16R21-B, #16R21-E, #16R21-R, #16R21-W	
Ampere Rating:	200 A

7.4 Power Cable

Descriptions:	Specifications
Service Amps:	200 A
5 Wire:	3 pole plus neutral and ground
Power Plug	Leviton 16d22-B, 16d22-E, 16d22-R, 16d31-G 16d22-W
Cable:	200 A, a #1/0-2/0, 600V – 2000V, 90° C, 150'-0" (45.72m) long



Section 8: HVAC System



Figure 30: A/C Units

Two air conditioning units are used to maintain the internal environment of the mobile unit. Both air conditioners come from the factory preset to the specifications required by the communications system manufacturer. Under no circumstances should the factory presets be changed or altered from their factory setting. Irreparable damage can occur to the communications system if this is done.

The HVAC system is designed specifically to maintain only the internal environment of the mobile unit. The HVAC system is not designed to handle areas outside of the mobile unit, such as adjoining corridors or hallways. It is important to keep all exterior doors closed at all times. All interior doors, computer doors, partitions, and damper settings, must be in the intended positions before running the communications equipment. Do not attempt to store any boxes or items in the Equipment Room of the mobile unit, as this will interrupt the intended airflow requirements.

In order to ensure proper operation of the HVAC system at all times, refer to Section 11: General Maintenance and Section 12: Specific Maintenance.



8.1 System Specifications and Descriptions

The HVAC system is completely designed and installed in full conformance with all applicable codes.

The HVAC system utilizes forced air.

The HVAC utilizes electricity as the source of power.

Heat producing appliances must be approved by Underwriters Laboratories, Inc. (U.L.) and installed in accordance with the terms on their listings.

The air ducts are constructed of approved materials and installed in conformance with all applicable codes.

Air conditioning and heating registers are installed in accordance with the approved plans.

Return air is provided as required and is in full conformance with all applicable codes.

All warning and identification labels as required are installed at the factory.

All aspects of the HVAC system such as damper settings, venting, component set points, and sensor placement are adjusted for optimum operation. Under no circumstances should these settings be altered.

Two (2) separate and individually controlled units provide air conditioning and heating for the mobile unit.

The air conditioning ductwork is lined with a sound absorbent material for reduced noise and operator comfort.

8.2 Exterior HVAC Specifications

The HVAC system is designed to work within certain limitations. The ambient exterior temperatures must be within the range of -20°F to 110°F.

Turn the A/C units "ON" or "OFF" using the circuit breakers in the 208V AC Distribution Panel.

8.3 Interior HVAC Specifications

Each air conditioner has a cooling capacity of 120,000 BTUH. The temperature in each room is maintained at approximately 70°F with an acceptable range of 68° to 72°F. Both air conditioned and heated air is distributed through an insulated duct which starts at the discharge side of the air conditioner.

A heating controller is provided to help regulate the heat. The controller incorporates a preset sensor, which activates heat strips in the air conditioning unit. The heat will activate when the temperature drops below 68°F. When the temperature rises above this setting, the heat strips will deactivate. The controller is located in the in the return air duct vent. The controller is powered by a 12V terminal block located in the air conditioning unit, and is wired using standard 5c Accustat wire.

Air is returned to the air conditioner via ceiling vents located throughout the mobile unit. Each duct is strategically placed over the equipment for adequate ventilation. These return air ducts are located in each room and draw air from all rooms.

One 16" x 30" x 1" fiber core air filters are provided at the air return duct of each air conditioning and heating unit. This filter provides dust free air throughout the interior of the mobile unit. The air filter is accessible through an access door on the front of the plenum.

8.4 Thermostat Temperature Control



The HVAC system is critical to the operation and life of the communications system. The communications system operates within strict specifications regarding temperature and humidity. All aspects of the HVAC system such as damper settings, venting, component set points, and sensor placement are adjusted for optimum operation. Under no circumstances should these settings be altered.

The temperature setting is controlled by the use of two thermostats.



Figure 31: Temperature Control



Section 9: Stabilizing Legs



Under no circumstances should the stabilizing legs and the rear air suspension be used to lift the mobile unit from the ground. If any attempt is made to raise the unit from the ground using the only the stabilizing legs and the rear air suspension, serious damage can occur to the suspension system of the mobile unit.

Both the stabilizing legs can be found at the front and rear of the unit. The legs are manually controlled. The stabilizing legs installed on this mobile unit are only for the purpose of parking and stabilizing the mobile unit. Please refer to the product manual located in Volume II of the literature provided by Oshkosh Specialty Vehicles for additional information.



Figure 32: Front Stabilizing Leg Assembly

Stabilizing Leg Control:	The stabilizing legs are controlled with a remote hand controls located in the underbody compartment right side, first compartment.
Stabilizing Leg:	Allows the mobile unit to be parked without the tractor being attached to the unit.
Digital Levels:	Allows the mobile unit to be leveled both front to back and side to side.
Sand Shoe:	Helps prevent the stabilizing legs from sinking due to weight.



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9.1 Rear Stabilizing Legs

The rear stabilizing legs are extended beneath the rear of the mobile unit, and allow the mobile unit to be stabilized for operation on site. The legs are extended and retracted by controls located in the underbody compartment, right side first compartment.



Figure 33: Rear Stabilizing Legs



Figure 34: Stabilizing Leg Controls

Section 10: Lighting System

The lighting provided for the mobile unit can be divided into either interior lighting, or exterior lighting. Explanations are listed below concerning the lighting provided.

10.1 Emergency Lighting

In the event that the main AC power fails, two dual beam emergency lights are provided in the (1), Galley Area (1), Command Area (1), and Communications Area (1). These lights will automatically illuminate when the main AC power is lost. The emergency lighting system is wired into a 120V AC electrical system that allows the lights internal circuitry to keep their batteries at 100% charge. The emergency lights will illuminate the exit doors last for approximately 90 minutes.



Emergency Light



Command Area Emergency Light

Figure 35: Emergency Lighting

10.2 Exterior Lighting

IMPORTANT

All warning lights are located on the left side of the mobile unit.

The exterior lighting system can be divided as follows. For additional information of the warning lights Please refer to [Appendix B: Troubleshooting](#).

Underbody Compartment Lighting

Located inside of the underbody compartments there are wall mounted halogen lights connected to door switches. The lights will illuminate when the timer is set.



Figure 36: Underbody Compartment Lights

Entrance Door Lighting / Exterior Service Lighting

A fixture that is located next to the door provides the entrance door lighting.

The switch for this light is located inside of the mobile unit next to the entry door.



Figure 37: Entry Door Lighting

Marker & Running Lights

When the mobile unit is in transit, federal law requires specific illumination characteristics. The mobile unit meets and exceeds these standards as outlined in Motor Vehicle Safety Standards Guide, Federal Safety Standard No. 108-4.

All lights are 12V DC, and are powered by the tractor. All wiring is run through the underbody wire harnesses. The top marker lights are wired through a 0.5" loom pipe that is run through the sidewalls of the mobile unit. The wires terminate at the glad-hands which are located in the front of the mobile unit for tractor hookup. Two electrical connections are supplied on the glad-hands, one six terminal connection and one seven terminal connection.

10.3 Interior Lighting

The interior lighting system can be divided as follows.

Command Area

The light controls for the lighting in Command Area are located just inside the entry door to that leads into the room. Light fixtures are located at the ceiling and wall juncture and have been strategically placed for effective illumination of the equipment both during operation and while being service.



Figure 38: Command Area Overall Lighting

Communications Area

The light controls for the lighting in Communications Area are located just inside the access door to that leads into the room. Recessed light fixtures are located in the ceiling panels and have been strategically placed for effective illumination of the equipment both during operation and while being service.



Figure 39: Communications Area Overall Lighting

10.4 Warning Lights

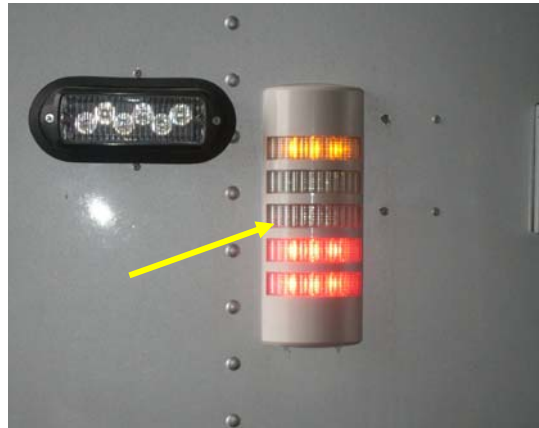


Figure 40: Warning Lights

Warning lights have been installed on the exterior left side of the mobile unit in order to provide the operator and technician of the status of the mobile unit at all times during transit or while in the parked position. A description of each of the warning lights and their location can be found below. If any of the warning lights are illuminated, please refer to Appendix B: Troubleshooting for additional information.

Transport Warning Light



If the Transport Warning Light is on, the mobile unit must not be moved. If the mobile unit is moved while this light is on, irreparable damage can occur to the mobile unit.

The Transport Warning Light is located on the exterior right side of the mobile unit and will illuminate when the Mast is up, leveling legs are down or expandos are extended.

10.5 24V DC Halogen, Gimble Lighting



Figure 41: 24V DC Halogen Back-up Lighting & Controls

A 24V DC Halogen back-up lighting system has been installed in the mobile unit in order to provide the operators and technicians lighting when the normal power system is not connected to the unit. A rocker switch at the left side of the switch panel next to the entry door controls these lights. The lights may be selected as white or red lights.



Section 11: General Maintenance



Use and follow the appropriate Lockout/Tagout procedures as required by OSHA Standard 1910.147 when performing maintenance or servicing any electrical, hydraulic or pneumatic systems. See Appendix E for Lockout/Tagout procedures.



Make sure that all electrical parts are serviced only by a certified electrician or qualified personnel. Dangerous voltages are present which could result in injury or death.



Always make sure that eyes are protected while servicing the unit. Wear safety goggles when prying, drilling, grinding, or working with batteries. Wear safety goggles over regular prescription glasses unless the lenses are made of hardened glass and can serve as safety goggles.



Be certain to disconnect the power before working on any of the electrical systems.



When servicing the unit be certain that a first aid kit and fire extinguisher are within reach at all times.

11.1 Daily Maintenance

1. Keep the A/C grills clean and free of debris.
2. Check and verify that no warning lights are illuminated.

11.2 Weekly Maintenance

1. Check the A/C filters. Replace if necessary.
2. Check the electrolyte levels in the DC batteries and fill if necessary using only distilled water.
3. Check all running lights, marker lights, brake lights, and turn signals.
4. A qualified technician should check tire pressure and verify that all wheels are at the correct pressure as specified by the tire manufacturer.



11.3 Monthly Maintenance

1. Put a few drops of 20W oil, or similar graphite oil, on the swivel pin of all door hinges and key openings of all door locks.
2. Check the operation of the smoke detectors and vacuum internally.
3. Check the fire extinguisher gauges for safe charges.
4. Inspect the power cables for any damage.
5. Check for cut, damaged, or loose wire connections.
6. Check and verify that all connector bolts are tight and secure.
7. A qualified A/C technician must check the A/C condensers every month. Refer to the Air Conditioning Owner's Manual for more information.
8. Lubricate the front and rear stabilizing legs.

11.4 Quarterly Maintenance

1. Once a year, perform the preventative maintenance on the stabilizing legs. Refer to the accompanying manual for the stabilizing gear system.
2. Rotate the tires.
3. Check wheel lug nuts with torque wrench and verify that all inner and outer wheels, both the front and rear, are tightened to 450-500 foot pounds. This must be done after every 500 miles of driving. In accordance with torque procedure, lugs and nuts must be installed dry. Do not use any type of lubricant.

Section 12: Specific Maintenance



Use and follow the appropriate Lockout/Tagout procedures as required by OSHA Standard 1910.147 when performing maintenance or servicing any electrical, hydraulic or pneumatic systems. See Appendix E for Lockout/Tagout procedures.



Make sure that all electrical parts are serviced only by a certified electrician or qualified personnel. Dangerous voltages are present which could result in injury or death.



Always make sure that eyes are protected while servicing the unit. Wear safety goggles when prying, drilling, grinding, or working with batteries. Wear safety goggles over regular prescription glasses unless the lenses are made of hardened glass and can serve as safety goggles.



Be certain to disconnect the power before working on any of the electrical systems.



The HVAC system is critical to the operation and life of the equipment. The communications equipment operates within strict limits regarding temperature and humidity. All aspects of the HVAC system such as baffling, venting, component set points, and sensor placement are adjusted for optimum operation. Under no circumstances should any aspect of the HVAC system be altered from factory specifications.



Image quality can be impaired with improper door closer adjustment.



A power washer should never be used to clean the A/C units. Serious damage to the A/C coils may occur.



When servicing the unit be certain that a first aid kit and fire extinguisher are within reach at all times.

12.1 Door Closer Adjustments

The door closer must be adjusted so that the door does not slam shut. Refer to the door closer component sheet in the component literature manual for proper adjustment. Adjust door closer as required to insure proper non-slamming door action.

12.2 Electrical System

1. Inspect the power cables for any damage.
2. Check the cable tie downs.
3. Check for cut, damaged, or loose wire connections.
4. Check and verify that all connector bolts are tight and secure.

12.3 HVAC System



The HVAC system is critical to the operation and life of the equipment. The communications equipment operates within strict limits regarding temperature and humidity. All aspects of the HVAC system such as baffling, venting, component set points, and sensor placement are adjusted for optimum operation. Under no circumstances should any aspect of the HVAC system be altered from factory specifications.

1. The HVAC system is designed specifically to maintain only the internal environment of the mobile unit. The HVAC system is not designed to handle areas outside of the mobile unit such as adjoining corridors or hallways.
2. It is important to be sure that the doors, partitions, and baffling are in the intended positions before running the communications system.
3. Do not attempt to store boxes, or any other items near computer system air inlets or in the aisles. Such actions will disrupt the intended airflow requirements.
4. A qualified A/C technician must check the A/C condensers every month. Refer to the Air Conditioning Owner's Manual for more information.

12.4 Stabilizing Legs

1. Once a year, perform the preventative maintenance on the stabilizing legs. Refer to the accompanying manual for the stabilizing gear system.
2. Extend the stabilizing legs and coat lightly with clean grease.
3. Grease the alemite fittings and check the valve on each leg. Use "NGLI" lithium grease with a grade of "00" or "0".
4. Check for loose bolts and nuts. Tighten as necessary.



Appendix A: Mobile Unit Checklist



It is the operator's responsibility to verify that the shore power receptacle is of the same type and voltage as the connection that is supplied by Oshkosh Specialty Vehicles. Failure to do this can result in injury or death to the operator of the mobile unit as well as irreparable damage to the mobile unit.



Before connecting or disconnecting from shore power, it is imperative that the shore power connections be moved to the "OFF" position. Failure to do this can result in injury or death to the operator of the mobile unit.



Make sure that all electrical parts are serviced only by a certified electrician or qualified personnel. Dangerous voltages are present which could result in injury or death.



Always make sure that eyes are protected while servicing the unit. Wear safety goggles when prying, drilling, grinding, or working with batteries. Wear safety goggles over regular prescription glasses unless the lenses are made of hardened glass and can serve as safety goggles.



Be certain to disconnect the power before working on any of the electrical systems.



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.



The stabilizing legs and rear suspension are not to be used to raise the mobile unit off the ground. The legs are meant only to level the unit and place it in a parked position. If the legs are used in an attempt to raise the mobile unit from the ground, serious damage may occur to the mobile unit.



Failure to completely exhaust the suspension before uncoupling the airlines may result in damage to the suspension of the mobile unit.



Before transporting the mobile unit, check to verify all warning lights as well as all exterior marker lights are working correctly.



When servicing the unit be certain that a first aid kit and fire extinguisher are within reach at all times.



Mobile Unit Setup Checklist

1. Park the mobile unit on the pad per the site-planning guide. Set the trailer parking brake.
2. Lower the front stabilizing legs.
3. Disconnect the tractor.
4. Lower the rear stabilizing legs.
5. Re-level the mobile unit as needed.
6. Verify that the shore power disconnect is in the "OFF" position and connect to the power cable to the shore power receptacle.
7. Move the shore power disconnect to the "ON" position.
8. Extend the expandos.
9. Install the stair and platform assemblies.
10. Remove restraining hardware and position equipment for use.
11. Extend the Light Mast and Camera Mast for use.
12. Set up handrails, antennae, and cameras on roof.
13. Extend the awnings for use.

Mobile Unit Transport Checklist

1. Secure all equipment and moveable objects such as chairs, monitors, doors, cabinets, and tables.
2. Retract the awnings for transport.
3. Retract the masts for transport.
4. Secure all rooftop equipment.
5. Secure the interior equipment for transport.
6. Remove and store all stair and platform assemblies.
7. Move the shore power disconnect to the "OFF" position and disconnect to the power cable from the shore power receptacle.
8. Retract the expandos.
9. Connect the tractor air and electrical lines.
10. Retract the rear stabilizing legs.
11. Connect the tractor to the mobile unit.
12. Raise the front stabilizing legs.
13. Verify that the mobile unit is ready for transport.
14. Has all equipment, including rooftop equipment been secured?
15. Are all exterior doors closed and locked?
16. Are all running & marker lights working correctly?
17. Are any warning lights illuminated?



Appendix B: Troubleshooting

If any of the following troubleshooting guides do not correct the problem, or if the problem worsens, please contact Oshkosh Specialty Vehicles for service, or refer to the volumes of literature that shipped with the mobile unit. In these volumes you will be able to find individual product manuals, as well as a list of local service representatives.

AC Power Indicator Light is off...

If the AC Power Indicator Light is "OFF" then the mobile unit is not receiving AC power. The mobile unit must have power for normal operation of the systems. If the mobile unit is on site, shore power must be connected or the onboard generator must be operating.

Transport Warning Light is on...



If the Transport Warning Light is on, the mobile unit must not be moved. If the mobile unit is moved while this light is on, irreparable damage can occur to the mobile unit.

If the Transport Warning Light is illuminated, the mobile unit is not ready for transport. Before the mobile unit can be transported, this light must be off. Please refer to the following table:

Problem:		Solution:
The Mast Compartment door is not properly closed and locked for transport	1.	Make sure the door is closed and locked in position for transport.

Temperature is out of specifications...

If the temperature is out of specifications, either too high or too low, refer to the following table.

Problem:		Check for:	Solution:
The temperature inside of the mobile unit is too warm.	1.	Check for exterior doors left open during warm weather conditions.	The HVAC system can only support the environment of the mobile unit. Unless opened for use, all exterior doors should remain closed all of the time.
	2.	Check for blocked or dirty air vents and/or air conditioner filters.	Clean the air vents and/or change the air conditioner filters. After this has been done, verify that cold air is blowing.
	3.	Check to see if the A/C disconnect is in the "OFF" position.	Turn the A/C disconnect to the "ON" position.
	4.	The Penn Control settings are correct.	Verify that the Penn Control is set at 68°F. Please contact Oshkosh Specialty Vehicles for further assistance.
The temperature inside of the mobile unit is too cold.	1.	Check for open exterior doors left open during cold weather conditions.	The HVAC system can only support the environment of the mobile unit. Unless opened for use, all exterior doors should remain closed all of the time.
	2.	Check for blocked or dirty air vents and/or air conditioner filters.	Clean the air vents and/or change the air conditioner filters. After this has been done, verify that warm air is blowing.
	3.	Check to see if the A/C disconnect is in the "OFF" position.	Turn the A/C disconnect to the "ON" position.
	4.	The Penn Control settings are correct.	Verify that the Penn Control is set at 72°F. Please contact Oshkosh Specialty Vehicles for further assistance.



Appendix C: HVAC Set Points



The HVAC system is critical to the operation and life of the equipment. The communications equipment operates within strict limits regarding temperature and humidity. All aspects of the HVAC system such as baffling, venting, component set points, and sensor placement have been adjusted for optimum operation. Under no circumstances should any aspect of the HVAC system be altered from factory specifications.



Be certain that the HVAC system is operational at all times.

There are two set points for the HVAC system. These points are set at the factory and should not be changed under any circumstances. Altering these points can result in damage to the communications equipment.

Temperature Controller Settings

The temperature setting is factory set at 68°F. The temperature controller works on a $\pm 4^\circ$ differential.

The high temperature sensor is set at 72°F. If the ambient temperature in the mobile unit reaches 72°F, the HVAC system will automatically start in order to cool the unit.

The low temperature sensor is set at 64°F. If the ambient temperature in the mobile unit reaches 64°F, the HVAC system will automatically start in order to warm the unit.





Appendix D: Circuit Malfunction Checklist

Category 1

Visual Checks – Check for the most common occurrences.

Is the circuit breaker, in the 208V AC electrical panel, in the “ON” position?

Is the circuit breaker in the 208V AC electrical panel in the “ON” position?

Category 2

Check the 12V DC Disconnect Switches are they in the “ON” position?

For additional troubleshooting, please contact Oshkosh Specialty Vehicles for assistance.





Appendix E: Lockout/Tagout Procedures

Specific Energy Control Procedures

Machine or Equipment for this Procedure:

Specialty Vehicle Trailer:

The Rockdale County Sheriff Mobile Command Center Unit

Control of Hazardous Energy:

Type of Hazardous Energy		When is it Necessary to Lock Out
Electrical	208V AC	When servicing main electrical power line
Electrical	120/208V AC room circuits	When servicing or performing installation inside specific sections of the trailer
Electrical	12V DC	When servicing the following: Satellite Controllers, Lights, Mast Air system Controls, Radio Equipment
Electrical	12V DC From Battery	When servicing the following: Satellite Controllers, Lights, Mast Air system Controls, Radio Equipment

Affected Personnel to notify when the Specialty Vehicles Trailer is to be Locked Out:

Name/Department:	Location:
Production and Maintenance employees	In the vicinity of the trailer



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Shut down specifications for the Specialty Vehicle Trailers:

Energy Type and Rating:	Type of Energy Isolating Device:	Location of Energy Isolating Device:	Lockout Device Used:
Main power feed Electrical 208V AC	Circuit Breaker or Plug	Normally located above the Facility Power Shore	Lock and tag with or without lockout hasp
Light or outlet circuits Electrical 120/208V AC	Wall switch or circuit breaker	Distribution panel for circuit breaker, wall switch for room circuits	Lock and tag with a Universal Wall Switch Lockout, Universal Circuit Breaker Lockout
Electrical 12V DC From Battery	Remove Battery Cables	On battery in Underbody compartments	Lock and tag with a Plug Lockout attachment device
Electrical 12V DC From Batteries or Chargers	Battery Lockout Switch	At disconnect panels in Underbody compartments	Lock and tag with a Universal Wall Switch Lockout, Universal Circuit
Electrical 208V AC	Gang Circuit Breaker	208V AC Panel in Equipment Room	Lock and tag with or without lockout hasp
Air Conditioning System	Circuit Breaker	208V AC Panel in Equipment Room	Lock and tag with or without lockout hasp
Heating System	Air Conditioning Circuit Breaker	208V AC Panel in Equipment Room	Lock and tag with or without lockout hasp

Methods to dissipate energy:

N/A

Method of Verifying the Isolation of the Machine or Equipment:

Voltmeter



Appendix F: Quarterly Maintenance Checklist



PREVENTIVE MAINTENANCE CHECKLIST

Company Performing Preventive Maintenance:

Service Technician:

Trailer ID # :	Date	Date	Date	Date	
HVAC	3M	6M	9M	12M	Comments
Inspect/change filters					
Inspect Thermostats					
Verify heat strip operation					
Inspect/clean evaporator coil					
Clean/inspect condenser coils					
Inspect electrical contactors					
Verify refrigerant pressures					
Inspect refrigeration piping abrasion					
Lubricate fan motors if applicable					
Inspect covers/fasteners					
Verify compressor amp draw					
Verify condensate pans/drains					
Verify Condenser motor operation					
Chiller	3M	6M	9M	12M	Comments
Inspect electrical contactors					
Verify refrigerant pressures					
Inspect refrigeration piping abrasion					
Inspect pump seal					
Lubricate motors					
Clean/replace aluminum filters					
Inspect covers/fasteners					
Verify operating/alarm controls					
Verify CW supply temp 45-75 F					
Inspect/replace glycol filter					
Clean/ inspect condensing coils					
Verify/adjust glycol level					
Verify Condenser motor operation					



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Trailer	3M	6M	9M	12M	Comments
Test/inspect lift gate					
Inspect rails/ pins					
Inspect lift fittings/pivot points					
Clean / lubricate slide rails					
Verify lift switches and remote					
Load test van battery (lift)					
Verify hydraulic fluid level					
Verify van battery charger					
Verify roll door controls					
Inspect roll door mounting bolts					
Inspect roll door clutch/hardware					
Inspect roll door side track rails					
Inspect roll door key way					
Inspect awning					
Inspect bay door shocks/hardware					
Verify bay light operation					
Inspect clean and RF door gasket. Verify RF door operation					
Verify RF door lock and the handle operate correctly					
Check RF door for binding and loose hardware.					
Check door hinges/stops/latches for proper operation					
Inspect Slide outs for operation					
Inspect Slide out compressor					
Empty compressor drain and verify Y-strainer is cleaned out					
Check Fire system Last Inspection Date _____					
Inspect stair mounts					
Inspect interior flooring					
Verify bay heater operation					
Inspect cabinet latches and hinges					
Verify phone/communication lines					
Inspect landing gear					
Inspect locking pins					
Inspect air drive or air/hydraulic					
Inspect air tanks					
Verify hub fluid levels					
Inspect undercarriage/frame					
Inspect airbags/airlines/fittings					
Inspect shocks/bushings					
Inspect Tires / Rotate as needed					
Note hub meter mileage _____					



Generator	3M	6M	9M	12M	Comments
Clean fuel/water separator & replace filter					
Lamp test on control panel					
Inspect fuel lines & injectors					
Change oil/filters- 250 hrs					
Check crankcase breather					
Check hoses/belts					
Verify radiator coolant level					
Verify coolant freeze point & pH					
Verify block heater operation					
Inspect housing mounting bolts					
Inspect muffler/brackets					
Verify battery charging voltage					
Load test battery/clean terminals					
Verify voltage & hertz output					
Record hours run since last P.M. () Recorded Generator Hours					

Electrical	3M	6M	9M	12M	Comments
Inspect breakers and panels					
Inspect lighting and bulbs					
Inspect power cord and plug					
Inspect 110volt outlets					

Humidifier	3M	6M	9M	12M	Comments
Inspect/replace steam tank					
Verify humid control set point					
Inspect/fill water reservoir					
Clean fill and drain valves					
Verify 12 volt pump					

Misc.	3M	6M	9M	12M	Comments
Attach and/or fill out Quarterly Service Record for all major components					

Comment :



Signature of Technician:

Date:
