

This GTA is based on the ADCOR 13225E3025 semitrailer chassis. The trailer provides a means to support, recover, and transport a standard 30-foot van over primary highways, secondary roads, open fields, and rough, off road terrain.

Designed as a checklist, this GTA provides guidance for properly preparing a transportable/mobile section for movement. Deviations from these guidelines can cause death, serious injury or damage to equipment.

Steps or conditions to be completed before movement.

Ensure loading plan or mission requirements are clearly posted inside of van and are being used to inventory and replenish equipment and supplies.

Ensure pneumatic (air) spring mounts are inflated to the following specifications to evenly raise and level equipment.

Raise each mount 1/16 inch between mounting base and top of equipment foot.

Raise mount in 1/8-inch increments to evenly raise equipment to 3½ inches.

Add air or bleed valve until all mounts are level.

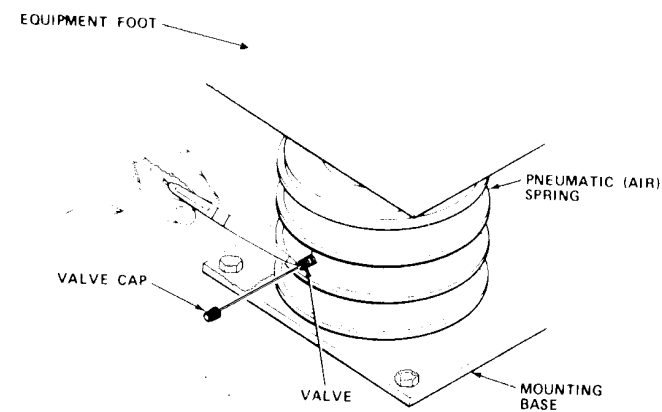


Figure 1. Pneumatic Spring Mount

Ensure all equipment is secured with tie-down straps, blocked, or stored in proper containers. All tie-down straps must be secured when slack is removed.

Safety Precautions.

Ensure the following steps are performed in sequence as a safety precaution to prevent death or serious injury and damage to equipment.

WARNING

DEATH OR SERIOUS INJURY MAY RESULT IF POWER CABLE IS DISCONNECTED WHILE POWER IS ON.

Turn equipment switches OFF.
Set circuit breakers OFF.
Turn main power OFF.
Turn safety switch OFF.

Disconnect cable at supply end. Then disconnect power cable from receptacle and put in storage box on trailer chassis.

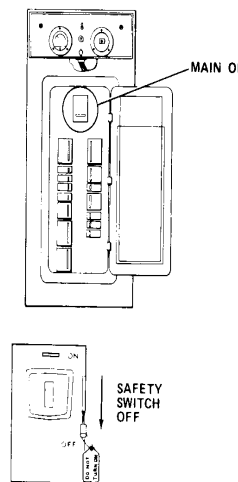


Figure 2. Main Power Control Panel and Safety Switch

Final steps for preparing van for movement.
Turn off emergency light switch and unplug emergency light cable.

Disconnect telephone cables.

Remove ground rod with slide hammer and put ground rods, couplings, and slide hammer inside van. Clean threads on each ground rod before storing.

Inspect van interior for loose equipment and ensure it is loaded according to loading plan or mission requirements.

Close van. Secure and lock all doors and cargo door.

NOTE: Be certain exhaust fan and air vent doors are securely closed.

Be sure air conditioner/heater covers are down and secured.

Remove handrails from boarding ladders.

Remove boarding ladders and insert rails into back of ladders.

Secure ladders to back of van.

Fully extend landing gear.

Retract leveling jacks.

Coupling tractor to van.

Ensure cable is hooked to 12 VDC power socket.

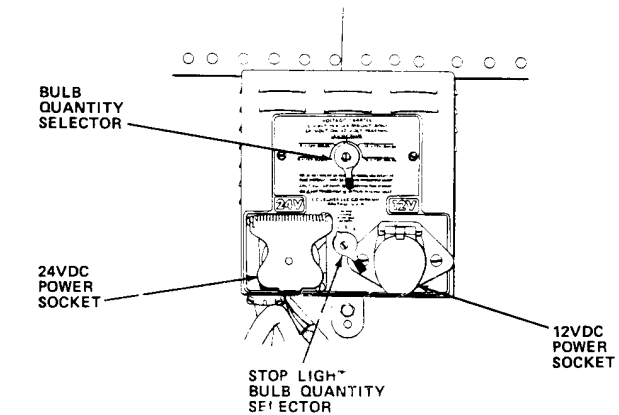


Figure 3. Unit Receptacles and Power Switch

Back up tractor so that coupler jaws (9) on fifth wheel are directly centered and in line with van kingpin (3). See Figure 3.

WARNING

DO NOT BACK UP WITHOUT GROUND GUIDE.

Stop vehicle in front of van, shift transmission (6) to neutral (N), and apply parking brake (7).

Turn landing gear crank (4) to adjust van height to tractor. Van approach plates (2) should be slightly lower than tractor's fifth wheel (1).

Block van wheels with chocks (5) stored on underbody of van.

Pull plunger lever (8) up and out to open fifth wheel coupling jaws.

NOTE: WHEN BACKING UP, MAINTAIN CENTERLINE OF TRACTOR WITH CENTERLINE OF VAN.

Release parking brake and slowly back tractor under van.

Stop vehicle when van kingpin connects with coupling jaws on fifth wheel, shift transmission to neutral (N), and release parking brake.

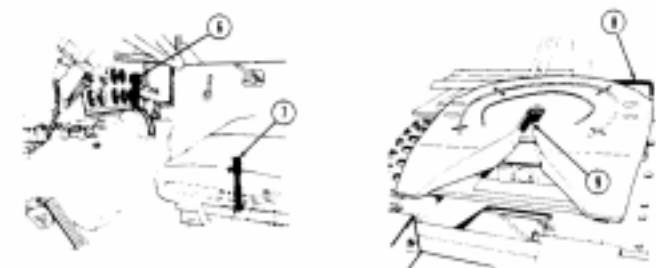
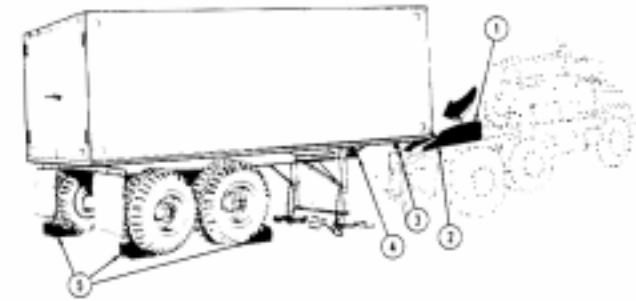


Figure 4. Tractor and Van Hitch Components

Connect tractor air coupling (10) to van air couplings (11).

CAUTION

Do not cross air coupling hoses (12) or allow them to contact tractor's fifth wheel (1). Hoses may become tangled or damaged.

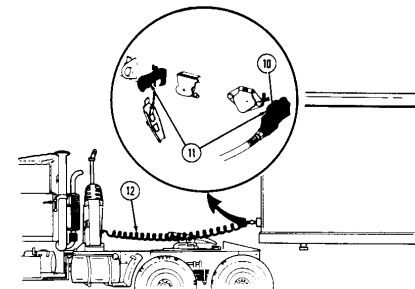


Figure 5. Airbrake connection

Note: Airbrake hose shutoff cock levers (13) must be open at all times during normal operations of tractor/truck. Visually check each shutoff cock lever at base of airlines. Cock lever should be in down (open) position (13b). Open cocks if lever is in (closed) position (13a).

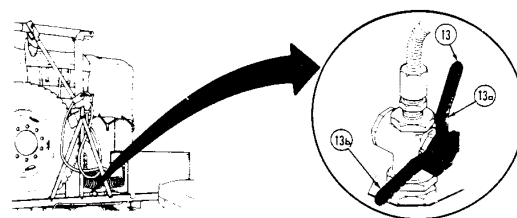


Figure 6. Airbrake Air Control

Press in trailer air supply valve (3) and hold in place for 15 seconds before releasing. Valve should remain in, indicating van air brake system has proper air pressure.

WARNING

DO NOT CONTINUE WITH COUPLING OPERATION IF TRAILER AIR SUPPLY VALVE FAILS TO ENGAGE. DISCONNECT AIR COUPLINGS AND NOTIFY ORGANIZATIONAL MAINTENANCE.

Pull down trailer air brake control handle (2) to engage van brakes.

Release tractor parking brake (6), shift transmission (5) to reverse (R), and resume backing up.

Stop vehicle when tractor coupling jaws (7) close around van kingpin (8). Visually check to make sure jaws have completely closed.

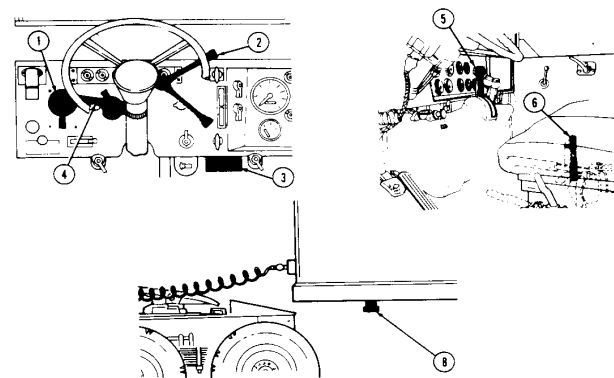


Figure 7. Operational Controls

With trailer air brake control engaged, shift transmission to first gear and slightly depress accelerator pedal. Tractor will not move forward if fifth wheel is properly connected to van.

CAUTION

Stop vehicle immediately and repeat last four steps if tractor moves forward.

Shift transmission to neutral (N) and apply parking brake.

Connect electrical cable to electrical receptacle on van. See Figure 3.

Check van lights.

Turn main switch (1) to STOP TURN or SERVICE DRIVE.

Operate turn signal switch (4) and direct ground guide to check if van turn signals are properly working.

Depress brake pedal and direct ground guide to check if van stoplights are properly working.

Turn crank (9) to raise landing gear (11) on van.

Stow landing gear float pads (12) in racks (10) and remove wheel covers.

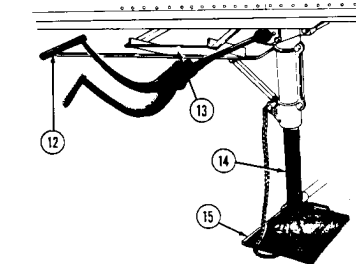
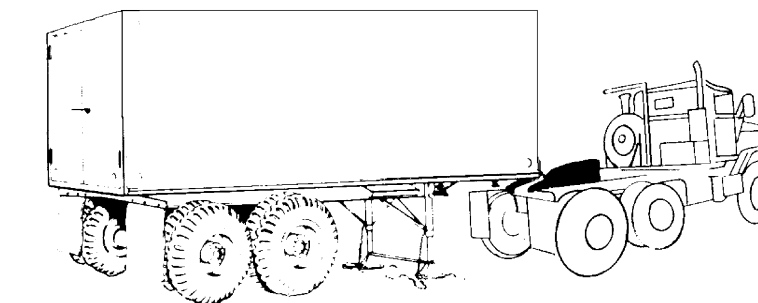


Figure 8. Landing Gear Assembly

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OF
TRANSPORTABLE/MOBILE SECTION
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