



Emergency Response Trailer 14

User & Technical Manual



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Warning



If incorrectly used, this equipment can cause severe injury. Those who use and maintain the equipment should be trained in its proper use, warned of its dangers, and should read the manuals before attempting to set up, operate, adjust or service the equipment. Keep this manual for future reference.

Important Safety Information

System Planning

Proper planning is the cornerstone to an effective warning system. The Federal Emergency Management Agency (FEMA) publishes the “Outdoor Warning Guide” CPG 1-17, which should be used in planning your system. In addition, you should recognize and understand the following items:

- Outdoor warnings sirens and equipment are not intended to be heard indoors. Conversely indoor devices are not intended to cover outdoor environments. All devices have specific purposes and distances that they can be considered effective. Proper placement and selection of the correct equipment is necessary to cover a desired area. Refer to the FEMA guide for placement guidelines.**
- Training is necessary to ensure those responsible can correctly activate the system. It is also necessary that everyone understand the purpose of the warning system and the protective actions they need to take when the system is activated. Periodic tests can serve to accomplish the training for the operators, in addition to demonstrating the various signals to the public.**
- All warning systems must have contingency plans in case equipment problems or operator errors interfere with its performance. Just as with the primary warning system, the contingency plans should be periodically tested to make sure those responsible know how to implement them and the necessary response from the public is achieved.**

Important Safety Information

Installation & Service Precautions



• **Electrocution, severe personal injury and damage to equipment can occur during installation or servicing this equipment. All electrical work should be performed by, or under the supervision of an experienced electrician and in accordance with all applicable electrical, fire, building and safety codes.**



• **This equipment can start at any time from local controls, automatic timers, radio remote, commands from a computer and many other sources. The sound output can cause hearing damage, while other attached equipment can cause personal injury when they engage. Whenever working in or around the equipment you must assume it could activate at any moment, and take appropriate precautions to protect yourself and others. You should completely disable the equipment before working on or in close proximity to any part of it.**

• **You must test the system and equipment to insure it is operating correctly after the installation, as well as after any work has been performed.**

System Operation

• **Training is necessary to ensure those responsible can correctly activate the system. It is also necessary that everyone understand the purpose of the siren and the protective actions they need to take when the system is activated. Periodic tests can serve to accomplish the training for the operators, in addition to demonstrating the various signals to the public.**

• **You must carefully read and completely understand all the information about the system including its abilities and its limitations. Since no warning system is infallible, you must have contingency plans for warning, in the event the primary systems do not perform as expected, for any reason.**

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ERT-14™ Hardware

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Trailer

Before attempting to move the ERT (Emergency Response Trailer), the siren must be lowered and all equipment must be properly stowed.

Hitch Type

The ERT has a standard 2 inch receiver coupler. The coupler is a quick connect 2 inch. It may also be changed to Lunette or NATO ring.



Trailer Lights

The trailer light plug is a standard 4 pin connector. All of the trailer lights are LED style and sealed.

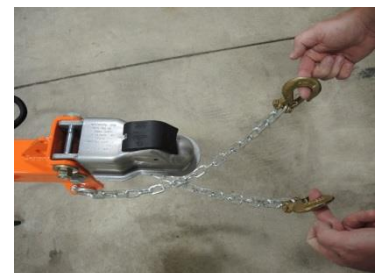


Safety Chains

The trailer is equipped with two standard safety chains. Be sure to cross them before connecting to the vehicle.

License Plate

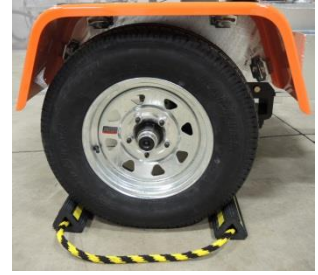
The unit comes equipped with holes located in the middle of the rear body plate that align to the holes on a standard license plate. A license plate illumination light is also supplied for this purpose.



Setup and Deployment

Site Selection

Select a firm, level site without any overhead obstructions. Position the trailer so that the solar array gets a **full** view of the Southern sky.



Power Lines

The trailer must be positioned at least thirty (**30**) feet away from any overhead power lines.

Wheel Chock Deployment

Remove the wheel chocks from their trailer position and place firmly on each side of the tire for all tires.

Disconnecting the towing vehicle

The tow vehicle **must be disconnected** from the hitch when deploying. The outrigger jacks and tongue are not designed to lift the tow vehicle.

Safety – Ensure Siren Control Power is Off

Before performing any work around the siren, open the control compartment verify the main power switch off. Verify the unit is off by opening the control cabinet and visually checking that the master switch is in the OFF position.



Stabilizers – Leveling



Once disconnected from the tow vehicle, use the tongue jack to initially level the trailer. Next, after removing the locking pins, proceed to remove the stabilizers from their trailering location.

Connect the leg to the jack before connecting the leg to the body. Insert the locking and securing pins and crank all 4 trailer jacks equally until each has a slight amount of weight so that they cannot be moved.

Finally, crank the tongue jack until it no longer touches the ground. Place a spirit level on the body and adjust the four stabilizers on the trailer until the body is level in all directions.

Mast and System Deployment

Safety – Maximum Wind Speeds

Do not attempt to extend the mast in winds above **35 mph**.



Remove Control Pendant

The control for raising and lowering the mast is housed in the control cabinet. The mast cannot be raised or lowered without the main power switch in the ON position. Practice caution when turning on the master switch as this also turns on the power to the control board, amplifiers and the siren could activate.

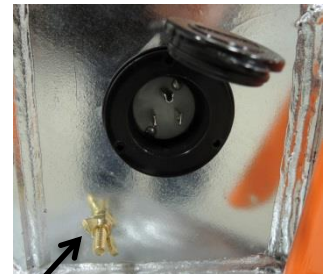
Extending the Mast

The control pendant has a long enough cable so you can stand clear of the trailer while extending the mast. As the mast is extending, monitor the mast and cables for any snags. Stop the extension at once if there are any problems or entanglements. The mast has an upper limit control and will automatically stop when it is at the maximum height.



Applying AC power

The ERT can be plugged into 110 volt, 60 Hz power to charge its batteries. The batteries are always connected to the solar chargers as well as the AC chargers. The system will automatically charge the batteries from either the solar cells or from the AC charger. The plug-in is located on the right-hand side of the rear of the body.



Equipment Ground

Take Down and Stowing

Safety – Maximum Wind Speeds

Do not attempt to retract the mast in winds above **35 mph**.



Retracting the Mast

As the mast is retracting, monitor the mast and cables for any snags. Stop the retraction at once if there are any problems or entanglements. When fully retracted, the mast nests completely into each previous section. The mast is a gravity retract only, and does not use power to retract.

Safety – Turn Off Control Power

Turn off main switch and return pendant to its location within the control cabinet.



Rotate Dolly Wheel

Rotate dolly wheel to the vertical position and crank the dolly wheel down until it has some weight placed on it.

Return Jacks

Lower each leg and jack then unpin and return jack to their transport position at the front of the trailer. Make certain that the securing pins are reinstalled before moving the trailer. If the unit is equipped with handle bungies, install them before transporting trailer.

Return Wheel Chocks

Remove wheel chocks and store them in their transport location.

System Power

Batteries

One high quality battery supply power to all the computer boards, radio equipment, amplifier system, mast winch and all the other components on the ERT. They are charged by either the solar or AC power, depending which source has the higher charge voltage. The battery power will last up to (3) three days without a charging source. The battery is a type 4D marine.

Solar

A solar panel can supply the necessary power to recharge the batteries and run the ERT. The solar array must be facing the optimum sun position. The ERT requires an unobstructed view of the Southern sky. The panel is large enough to charge the batteries in Northern latitudes in winter. If the sun is obstructed from the panel, you must plug the ERT into an AC power source.

AC

The AC power connection located on the side of the body accepts a standard extension cord with 110 to 120 volt, 60 Hz AC power. The battery is charged from the AC source whenever it is available. There are no switches or jumpers necessary to move when connecting or disconnecting the AC power. The ERT system automatically makes the transfer between AC and solar power.

Trailer Maintenance

Tire Pressure

Check tire pressure before traveling with trailer.

Tire Wear

Change tires if there is 3/32 or less tread remaining.

Bearings

Lubricate the bearings every 1000 miles of travel. The trailer has Zerk fittings on each hub for this purpose. Use only wheel bearing grease.

Coupler

Check for wear of the coupler before each trip or every 1000 miles.

Lights

Check lights before each trip.

Battery

Load test the battery once per year.

Take Down / Stowing Checklist

Turn Off Controls

- Power switch in battery cabinet turned ON.
- Power status visually verified in control cabinet.

Mast

- Winds below 35 mph.
- No overhead obstructions.
- Mast fully retracted.
- Pendant returned to cabinet.
- Power switch turned OFF.

Trailer

- Jacks and outriggers returned to transport location.
- Outrigger securing pins installed.
- Tongue hinge pin and locking pin installed.
- Chocks secured.
- Trailer lights checked.
- Coupler checked.
- Chains checked.
- All items on trailer secured.
- All debris removed.

Setup / Deployment Checklist

Safety

- Power switch in battery cabinet is turned ON.
- Power off status visually verified in control cabinet.

Trailer

- Firm level ground.
- Face solar panels South.
- Wheels chocked.
- All stabilizers extended, jacked down and pinned.
- Trailer is level.

Mast

- Winds below 35 mph.
- No overhead obstructions.
- 30ft away from power lines.
- Speaker covers removed.
- Final leveling completed.
- Mast fully extended.

Turn on Controls

- Hearing and safety protection.
- Power status visually verified in control cabinet.
- Low power Chirp test, optional.
- High power Chirp test, optional.
- Chirp test from remote wireless switch, optional.