

DROP AND BLOCK WIRING

PLACING WIRE AND CABLE

FOR AUTOTRAILERS

1. GENERAL

1.01 This section covers general information and procedures pertaining to the placing of drop and block wire, and station wire and cable for autotrailers.

1.02 This section replaces 625-460-200CA, which is cancelled.

1.03 Placing drop wire, station wire and cable, and station protectors on autotrailers should be on the same basis as installations for permanent buildings with the exceptions noted herein. Makeshift pole lines, insufficient clearances, etc, should definitely be avoided.

1.04 Prior to proceeding with installation, all necessary arrangements with the customer and autotrailer park manager should be made. These arrangements may include facilities such as private poles, opening and closing trenches for buried underground wire, and permission to attach wire to the autotrailers. Where such arrangements have not been made or are unsatisfactory, refer the matter to the supervisor.

HAZARD:- Do not climb or place ladder against subscriber's owned 4 x 4 poles.

1.05 Where attachments are made on jointly used poles and posts, the standard separations between power and telephone wires shall be provided as for permanent residences.



Defects in electrical equipment or wiring in an autotrailer may energize the body and present an electrical hazard to persons in or near the autotrailer. If a hazardous condition is found to exist, workman shall proceed no further until the condition has been corrected and his supervisor informed of the condition. Workman should inform autotrailer occupant of any hazardous condition found.

2. TESTING AUTOTRAILER

2.01 Before workman makes bodily contact with *any* metal portion of autotrailer, the following tests should be made:

- (1) Test metallic autotrailer body for possibility of being energized.
- (2) Test chassis of autotrailer body for possibility of being energized.

2.02 Workman should use the best available ground (water pipe, ground rod, etc) for making test:

2.03 To verify presence or absence of hazardous voltage on autotrailer body or chassis, use the Z voltage tester as described in Section 620-105-010. If it is necessary to cut through paint to insure good contact between autotrailer and Z voltage tester, select an inconspicuous location to avoid marring the appearance of the autotrailer. Use insulating gloves and avoid bodily contact with autotrailer during this operation.



If Z voltage tester indicates that any part of the autotrailer is energized, do not proceed until condition is corrected and supervisor is informed. (See 1.05).

3. INSTALLING SERVICE DROPS

3.01 The distribution plant serving a trailer camp may be any of the following types, depending on the number of lines required.

- Drop Wire—Multiple or Single
- Distribution Wire
- Aerial Cable

Service to individual trailer may be either an aerial drop wire or a buried wire. Typical service connections to trailers are shown in Fig. 1 and 2.

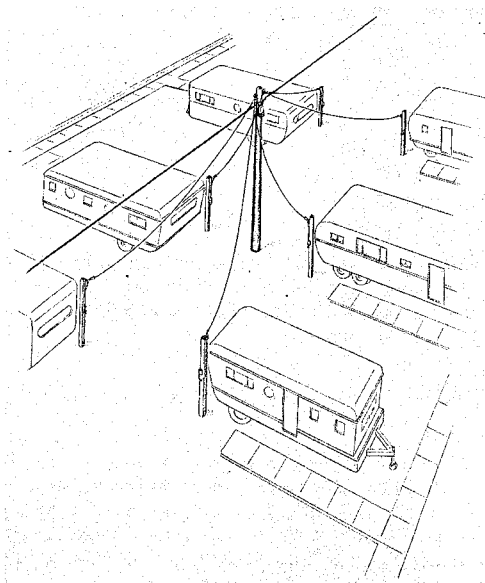
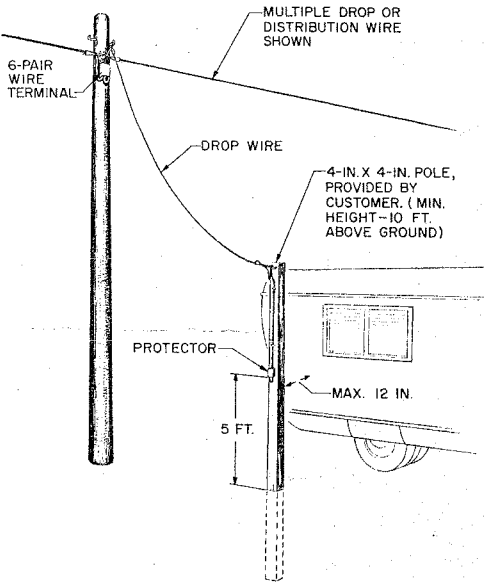


Fig. 1 — Typical Aerial Service Connections

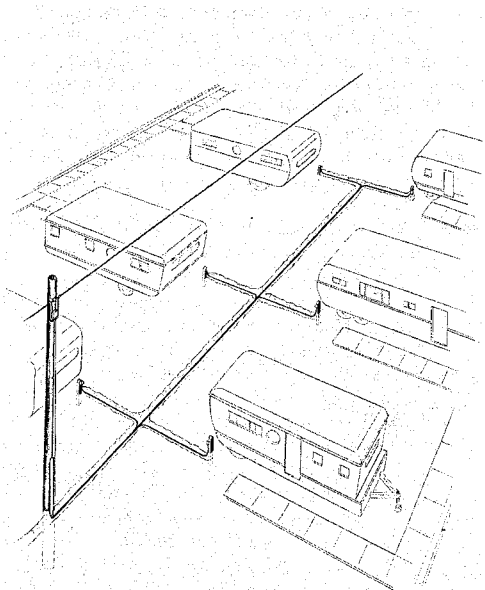
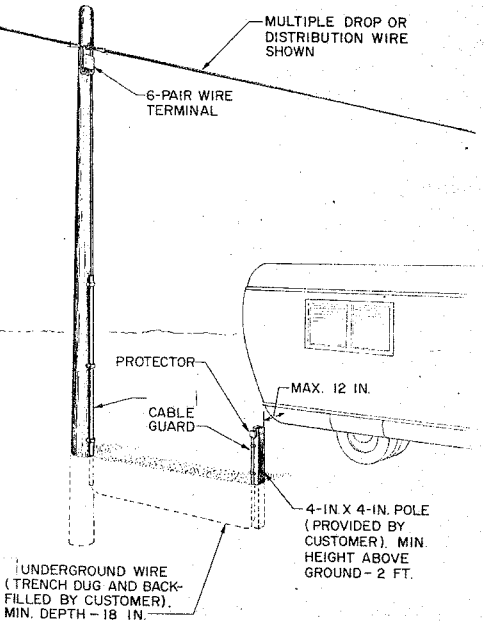


Fig. 2 — Typical Buried Service Connections

4. INSTALLING STATION WIRE AND CABLE

4.01 Autotrailer installations generally vary, depending on the type of facilities provided by the customer. Typical wiring arrangements are shown in Fig. 3 and 4.

4.02 The protector should be located as near as possible to the autotrailer on a private post or mounted on the outside surface of autotrailer. When mounting protector on outside surface of autotrailer, use 79-type or other suitable backboard. This backboard may also be used for the drop or block wire attachment.

Grounding

4.03 Refer to protector and grounding practices for proper grounding medium and wiring of protector.

Bonding Autotrailer

4.04 The protector ground should be bonded to the autotrailer body or chassis by No. 10 ground wire. The ground wire bonding the autotrailer should be installed to give the best possible mechanical protection, such as that shown in Fig. 3 and 4.

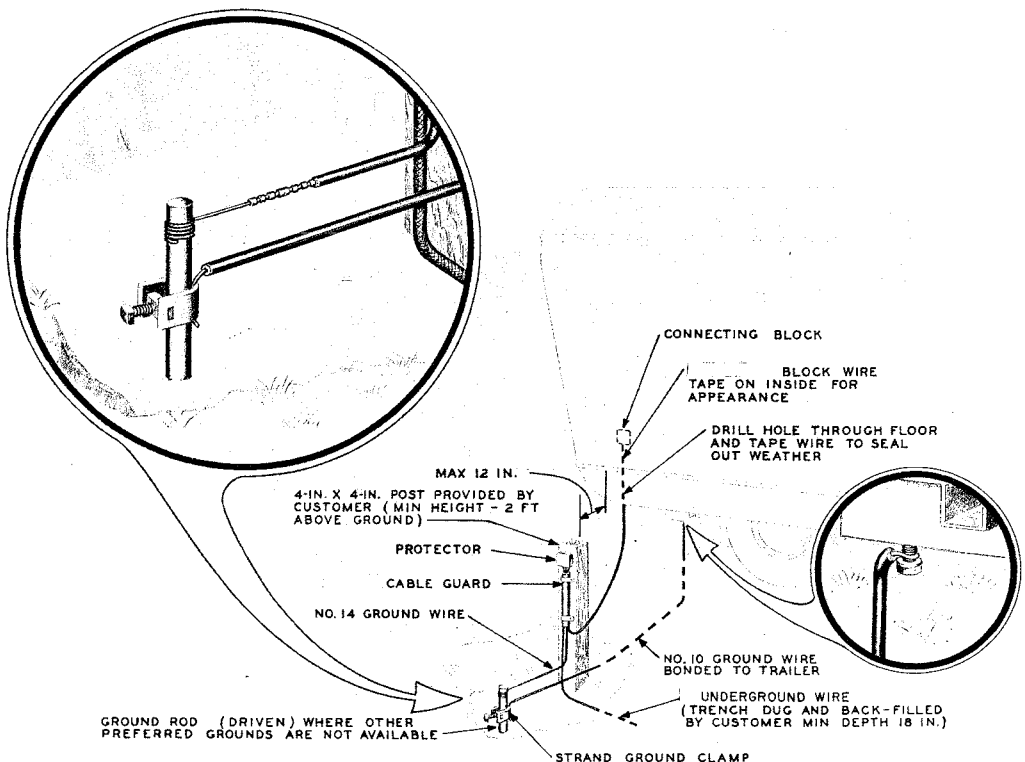


Fig. 3 — Buried Wire Distribution

Wiring

4.05 The inside wiring and cabling of autotrailers should be on the same basis as that for permanent structures. In some autotrailers, short lengths of conduit for telephone wiring are provided between the bottom of the autotrailer and outlet locations. Where such facilities are not provided, entrance holes generally should be drilled in the floor of the autotrailer, the wire pulled through, taped to seal out weather, and

terminated on a connecting block on the inside wall of the autotrailer. On autotrailers that move often and require telephone service, it may be desirable to place permanent wiring inside of autotrailer to a protector mounted on the outside.

4.06 Use wood guard or conduit from post to autotrailer to protect drop or block wire from damage when the post cannot be placed 12 inches or less from the autotrailer.

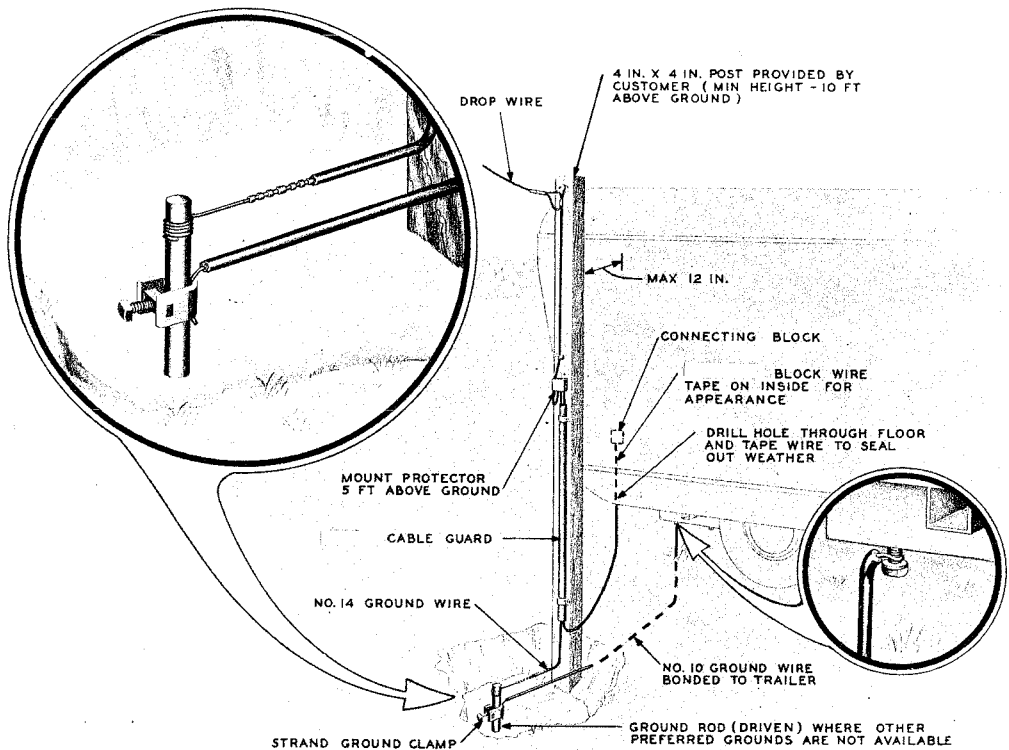


Fig. 4 — Drop Wire Distribution