

**SAGE DATA TRANSMISSION SYSTEMS — PRIVATE SERVICE SYSTEMS**  
**AIR-GROUND VOICE COMMUNICATION SYSTEM**  
**COMMON USER GROUP EQUIPMENT**  
**EMERGENCY PATCHING — CHANNELS AND TRUNKS**

**1. GENERAL**

**1.01** This section covers the method to be followed in patching channel circuits to trunk circuits when the connection cannot be established in the normal manner for some reason such as a defective crossbar switch.

**1.02** When the patch is established, all transmission and signaling functions will be performed as though the connection had been established in the normal manner.

**1.03** Each channel is patched individually to a specified trunk. The patch must be made at both the direction center and the radio site. The patch cords at the two locations should be inserted at as nearly the same time as possible.

**2. APPARATUS**

**2.01** 6P1B patch cords, as required.

**2.02** No. 322A (make busy) plugs, as required.

**3. METHOD**

**3.01** Insert a make-busy plug in the OS jack at the direction center toll testboard for each trunk which is to be patched to a channel.

**3.02** Insert one end of a patching cord in the PA and PB jacks at the radio site controller frame for the first channel which is to be patched to a trunk.

**3.03** Insert one end of a patching cord in the PA and PB jacks at the direction center controller frame for the first channel which is to be patched to a trunk.

**3.04** Check that the BUSY lamp at the direction center toll testboard is extinguished for the first trunk to be patched. The STATUS

lamps at both the direction center and the radio site toll testboards will be lighted.

**3.05** Insert the other end of the patching cords that are associated with the channel circuit in the PA and PB jacks for the trunk at the controller frames at the direction center and radio site.

**3.06** Remove the make-busy plug for the trunk which has been patched from the OS jack at the direction center toll testboard.

**3.07** Check that the STATUS lamps are extinguished and that the BUSY lamps are lighted at both the direction center and radio site toll testboards for the trunk which has been patched.

**3.08** Repeat 3.02 to 3.07 for each channel which is to be patched to a trunk.

**3.09** After the controller has been restored to service, remove the patch cords as outlined in method A or B.

**Method A**

**3.10** If there will be sufficient trunks available to handle any load which may develop, remove all patching cords from channel PA and PB jacks at the direction center and radio site controller frames.

**3.11** Remove all patching cords from trunk PA and PB jacks at the direction center and radio site controller frames.

**Method B**

**3.12** If there will not be sufficient trunks available to handle any load which may develop, remove the patching cords from the PA and PB jacks of one trunk at both direction center and radio site controller frames.

**3.13** When the STATUS and BUSY lamps associated with this trunk are extinguished from this usage at both direction center and radio site toll testboards, remove the other end of the patching cords from the channel PA and PB jacks.

**3.14** Repeat 3.12 and 3.13 until all patching cords are removed.

**4. GENERAL PRECAUTIONS**

**4.01** Since a channel circuit is out of service as long as one end of the patching cord is inserted in its PA and PB jacks and the other end is not associated with trunk PA and PB jack, the interval during which this condition occurs should be as short as possible.