



# IMPORTANT SAFETY INFORMATION

Preface

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BEFORE PROCEEDING WITH INSTALLATION, REPAIRS OR MAINTENANCE OF THIS EQUIPMENT, PLEASE TAKE A MOMENT TO READ THROUGH THE FOLLOWING IMPORTANT SAFETY INFORMATION.

- » Follow all manufacturer's recommended safety procedures for this equipment and any tools or equipment used to perform installation, repairs or maintenance.
- » Always turn all electrical power Off and use lockout/tagout procedures before attempting any installation, repairs or maintenance on this equipment.
- » Use eye protection whenever working on this equipment, especially hoses. Splashing chemical or even minute residual pressure could cause an eye injury.
- » Always close and secure all guards before starting this equipment.
- » Use a ladder when working on objects above your head.
- » Never stand above the top two (2) rungs of a ladder.
- » Use care when performing maintenance procedures in the wash bay as floors tend to be wet, which could cause a slip hazard. Non-slip footwear should be worn by anyone working in the bay.
- » Clean up any oil spill immediately to prevent a slip hazard.
- » Never disable any safety device in order to run machinery.
- » Use common sense, and be aware of your surroundings at all times.
- » Never run the machine while someone is on the Bridge.



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### Unload & Identify Parts

When unloading your XP, please keep the following in mind:

1. Inspect the load and look for damage. Once a load has been signed for and the carrier has left, it is too late to claim shipping damage.
2. Safety first. Unload only on stable surfaces. Keep forklift forks as wide as possible for each item. Center of gravity is not necessarily 'center'. Above all, never place anyone in harms way, under or too close to an unsecured load.
3. Utilize a Load List or Sales Order Acknowledgement to check items off as they are unloaded, ensuring everything is there. See Pages 1.2 and 1.3 for a pictorial of XP Standard Equipment.
4. Even in the best neighborhoods, construction sites are prime targets for crime. Take this into consideration when deciding where to set parts most susceptible to theft or vandalism.
5. Give yourself room to work. Ease of access to items will facilitate the overall installation process.
6. To control cost, try to complete all jobs requiring a forklift as quickly as possible. In addition to unloading the truck, a forklift is critical to move the pumping unit into the equipment room, hang the bridge on the rails, and to set and anchor the dryer on its legs.
7. If your equipment room is narrow, before moving the pumping unit into place, first set all parts in place that will be behind it. Pump stands are somewhat top heavy, so use care in moving. If at all possible, leave 18 inches between the pump stand and the wall to allow for servicing.

### Mounting Wall Brackets and Cutting Transition Box Hole

1. Using a transit, laser transit, or rotating laser level, mark three (3) level points on each wall (front, center and rear) [Fig 1]. If bay is longer than 30 feet, mark points in the 30-foot section that will contain the wash.
2. Use a chalk line to snap a level line on both walls on the marks. (Continued on Pg 1.4)

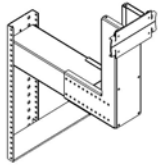


Fig 1. Mark 3 Level Points on Each Wall

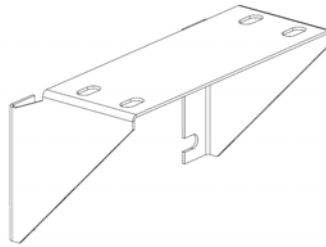


Fig 2. Find the High Point Measurement

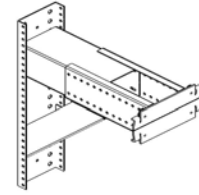
### XP Standard Equipment



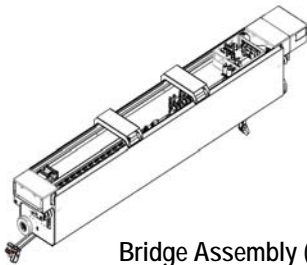
Offset Wall Bracket Assembly (2)



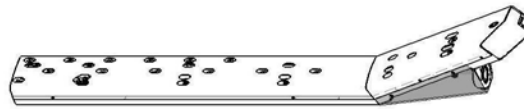
Trans Box Trough Support (1)



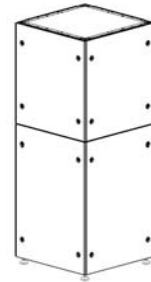
Straight Wall Bracket Assembly (3)



Bridge Assembly (1)



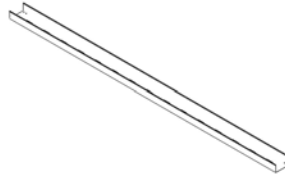
Wand Assembly (2)



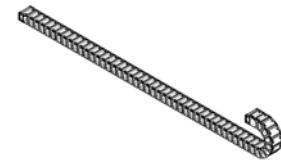
Pump Stand Assembly (1)



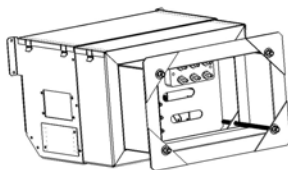
V-Rail Assembly (2)  
[Main Rails]



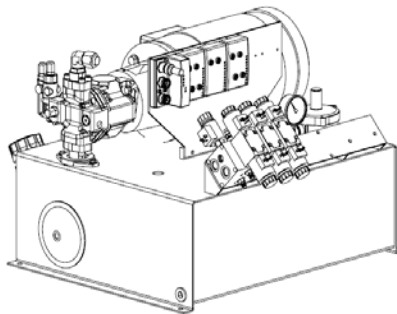
Cable Carrier Guide Trough (1)



IGUS Tube Assembly (1)



Transition Box (1)



Hydraulic Power Unit Assembly (1)

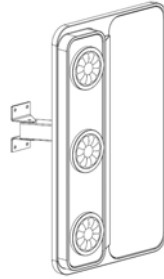


Oasis V-Trap Treadle (1)

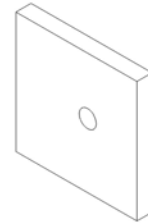


Chemical Filter w/Check Valve (8)

**XP Standard Equipment**



3-Station LED Sign (1)



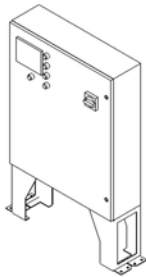
Wall Bracket Backup Plate (20)



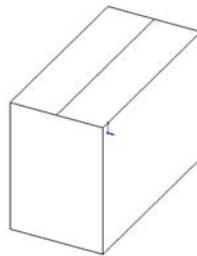
Instruction Sign (1)



Undercarriage Assembly (1)



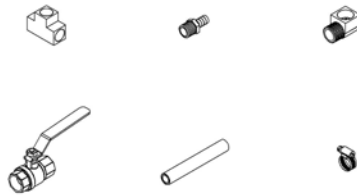
Control Panel (1)



Installation Bolt Kit (1)



Undercarriage Ramp (2)



Compressor Installation Hardware Kit (Basic) (1)

4M Trunk Cable Harness (2)

8M Trunk Cable Harness (2)

Bridge & Installation Hose Kits (See Pg 4.4 to 4.19)

3. Using a tape measure, find the highest spot between the level line and the floor (the smallest measurement on the tape) [Fig 2, Pg 1.1]. That distance [high point measurement] will be used in Step 4 to determine the placement of the wall brackets and transition box. If the floor has considerable slope and the highest point is not used, the unit could set too low.
4. Using bay layout for your particular unit [RH Van, LH Van, RH Car or LH Car], calculate the height for center of transition box, bottom of offset wall brackets, and bottom of straight wall brackets. To do this, first locate each of these three (3) measurements on the bay layout. Next, subtract the high point measurement obtained in Step 3. This is the distance to measure up from the level line to mark the position for each item.
5. From bay entrance, measure 15 feet along level line. From this point, use a 4-foot level and the measurement obtained in Step 4 to plot the transition box center to proper height.
6. Using center mark, plot out transition box hole 19½" wide by 12" high. Hammer drill all four (4) corners and saw between holes. Be careful not to over-cut on corners, as it weakens the wall around transition box and is unsightly from bay. A chisel bit and hammer drill can help clean up the corners.



Fig 3. Hammer Drill the Corners

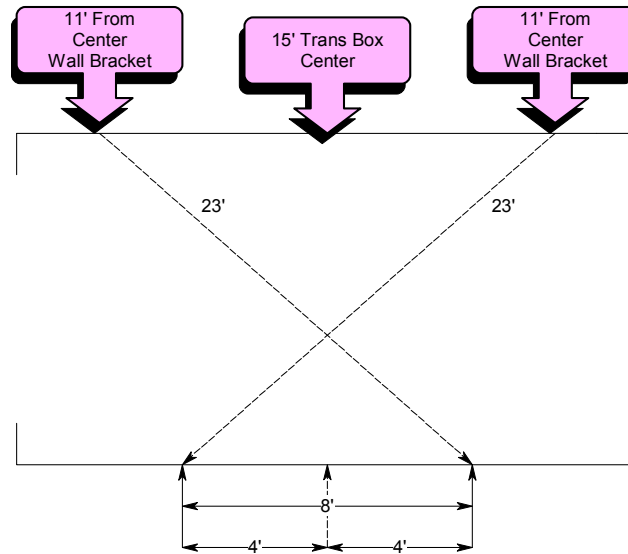


Fig 4. Saw Between the Holes

7. From center mark on level line, measure 11 feet in both directions. With a level and your measurement from Step 4, mark points for front and rear [offset] wall brackets. Mark point and measure over to the right by 2" and mark wall. Use this mark to set wall brackets.
8. Using a level and bracket height calculation, mark set point for the wall bracket on each side of transition box. Set point is center of the bottom of the bracket. Using a level, mark a point 3" on each side of center point, and connect the 3 lines. Using wall bracket as a template, place center of wall bracket on center point. Bracket should be perpendicular. Mark one (1) hole for drilling. Repeat for other bracket.
9. From the two (2) 11-foot marks for wall brackets, measure diagonally across bay 23 feet and mark. Measuring between these two (2) new marks and dividing that measurement in half will give the center point for the center wall bracket. Measure 11 feet in both directions to locate the front and rear wall brackets. To double check your calculations, repeat this process using 25 feet. The center mark should be within ¼" of the original mark. [Fig 5, Pg 1.5]
10. Using a level and bracket height calculation, mark set point for the three (3) non-control wall brackets. Set point is center of the bottom of the bracket. Using a level, mark a point 3" on each side of center point, and connect the 3 lines. Using wall bracket as a template, place center of wall

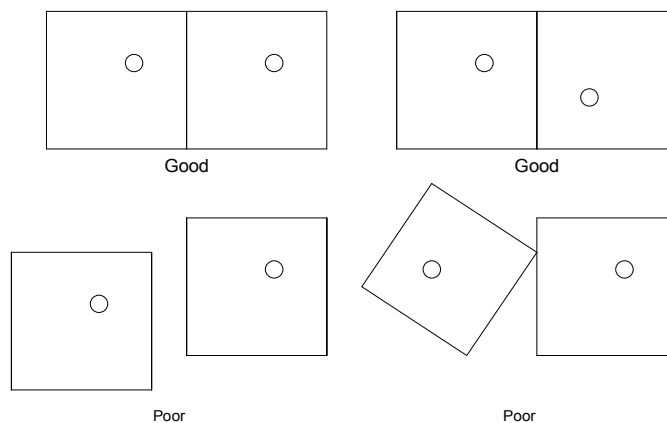
bracket on center point. Bracket should be perpendicular. Mark one (1) hole for drilling. Repeat for the other two (2) wall brackets.

Fig 5. Triangulating for Center Wall Bracket



11. Bolt transition box into place with the all-thread provided. If wall is less than 6" thick, cut wall flanges on box to 1/2" less than wall thickness. Use level across top of transition box to ensure it is square, being certain the mark on box is aligned with wall mark. Once box is securely in place, tighten bolts evenly. Do not over-torque or wall damage may result.
12. Drill one (1) hole for each of the wall brackets, making sure center of bracket is aligned with center mark on wall. When hammer drilling through wall, ease up on drill for last inch to minimize mushrooming. Using all-thread and backup plates, bolt wall brackets into place and level each one. Visually check that brackets are all on the same plane. Being careful to keep level, drill three (3)

Fig 6. Backup Plate Placement



more holes for each bracket (total of 2 holes at top and 2 at bottom). Using all-thread, backup plates and hardware, secure to walls. The backup plate holes are purposely not in center of plates to correct for hammer drill drift [Fig 6, Pg 1.5]. Correct placement of backup plates makes the installation look complete and professional. On control side, one wall bracket needs the IGUS tube support bracket bolted to the inside of the offset. This bracket will always be on the exit end of bay.

13. After all wall brackets and transition box are installed, measure between the ends of the wall brackets. From wall to wall, the distance should be  $144\frac{3}{4}$ " (+/-  $\frac{1}{8}$ " ). If measurement is too long, expand non-drive (straight) wall brackets to correct. If too short, compress non-drive wall brackets to correct. You are now ready to hang the rails and bridge.

### Hanging Rails and Bridge Assemblies

The first step to hanging the rails is to determine which rail is for the driver's side of the unit and set it in the right direction. The key for locating the correct rail is to look for the count correction target [Fig 7] on the inside of rail (solid side), one-third of the length from the square home stops. This rail will be placed on the driver's side of the bay, with the square stop toward exit end of bay. Center seam on rail will be located in center of transition box and center of the middle wall bracket.

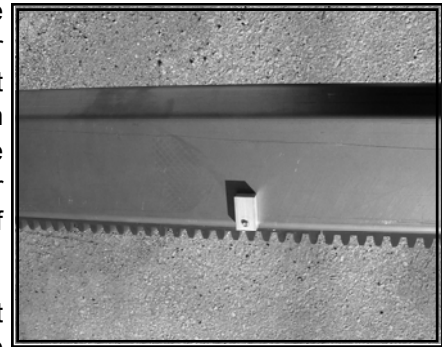


Fig 7. Count Correction Target

On the two (2) outside wall brackets, remove the two (2) bolts that hold the bottom pinch plate and set it aside. Loosen the two (2) top bolts enough to create a notch to hold the rail in place. At center of rail on outside (open side), remove the four (4) 5/16" bolts that attach rail to stitch plate. You are now ready to raise the rails. If the forklift can maneuver into the bay, position so fork can be raised just in front of center of transition box. Center rail on the end of the fork. With a spotter on each end, start raising the rail. Once raised to head level, one at a time the spotters move to step ladders. With one spotter watching the transition box and the other watching the ceiling, continue raising the rail until the open side of rail is even with top of the wall bracket. Hook both sides of rail into the notches on the wall brackets. Reattach the two bottom sections of the wall bracket pinch plates. Before tightening the bolts, move to transition box and bolt from back into rail at the four (4) corners. Tighten all bolts and proceed to next rail.

Second rail should be hung the same as the first, except the four (4) center bolts on splice plate bolt onto wall bracket. Centering rail on transition box and center rail ensures rail will be square.

When hanging bridge, always keep in mind that you are dealing with a very heavy piece of equipment that is a potential danger until all of the following steps are completed. First, determine which side of the bay would be best for hanging the bridge. Once that is decided, remove the stops from both rails on that side of the bay. When moving bridge, spread forks as wide as possible, and plan entry into the bay in an organized manner. Furniture dollies can be very helpful in getting a bridge through a narrow doorway. Place bridge so that IGUS tray connection is on transition box side of bay [bridge end plates are marked R (right), and L (left)]. Align bridge with rails and raise carefully with someone spotting to ensure forklift doesn't hit ceiling. Check home proximity switch to ensure it is securely inside the bridge plate before placing bridge on rails. When vee rollers are aligned with top rails, move bridge onto rails until both rollers are firmly on rail.

Replace stops that were removed to mount bridge, and push bridge against stops on both rails. Since rails are square in bay, putting the bridge against rail stops should square it also. With bridge against stops, fix the gears to the idler shaft hubs on both sides of bridge. This will keep the bridge from being





pushed sideways off the rails. Once the idler shaft gears are tight, push the gears snugly into the rack and tighten the flange bolts.

### **Filling the IGUS Tube**

Proper filling of the IGUS tube will not only make the rest of the installation easier, it will help ensure maximum life from hoses and cables [Fig 9, Pg 1.8].

Using the IGUS tube support tray as a work bench, elevate it to a comfortable height (2½-3½ feet) with saw horses. Place the IGUS tube in the support tray with hinged covers down and hinge toward the outside wall. When filling, place all hoses in the tube using the transition box end as a guide for proper hose length [Fig 10, Pg 1.8]. Using IGUS tube cover removal instructions [Pg 10.77], remove all top covers except the first and last ones.

The first hose to place in the tube is the high pressure .750 ID hose. Place it on the side of the tube closest to the equipment room. The high pressure hose should not be permanently tied down in the IGUS tube, but you can temporarily tie it down to keep it in place. Leave 6" of hose extending from the transition box side.

The welded (ribbon) hoses are labeled for each use. For best results, install them in the correct order. With the blue hose closest to the high pressure hose, allow 24" of hose to extend out the transition box side. Tie hose at both ends of IGUS tube to black tiedown fingers. Be sure the zip tie connector head is outside the IGUS tube. Continue adding welded hoses, and tie each hose to the original bundle. If the welded hoses that extend from each end of the IGUS tube have not already been separated, it is best to do it while still at ground level. First, using a sharp razor knife, carefully score both sides of each weld. Next, cautiously cut and separate the hoses.

One at a time, place the six (6) hydraulic hoses in the IGUS tube on the inside wall, leaving 16" of each hose extending from the transition box side.

Fish tape or similar device should be laid in the tube to pull the two IGUS communication cables from the bridge to the transition box. These cables are pulled through AFTER the IGUS tube is put in place. It is critical to tie off both ends of the cables for maximum cable life. Replace IGUS tube covers.

### **Mounting IGUS Tube Support Tray and IGUS Tube**

Place IGUS Tube support tray on brackets provided on transition box and exit end wall bracket. At the area where transition box meets IGUS tube support tray, insert two (2) 5/16" bolts to secure tray to bracket. (When IGUS tube is secured, these will be removed). At exit end wall bracket, insert and secure button-head screw between center tray slot and slot in support bracket. If the slots do not line up, the tray can be drilled to secure in place.

With IGUS tube facing the proper direction, lift IGUS tube over rail and lay in tray. Slide IGUS tube to exit end of bay, one foot past the transition box. Remove bolts that were holding tray to bracket, and put hoses and cable into transition box. Slide IGUS tube back to the left, keeping hoses directed into transition box. When IGUS tube is approximately ¾" from transition box, line the four (4) top holes on IGUS end cap with the four (4) holes in tray and bracket. Insert 5" bolts and tighten securely. Do not over-tighten, as it will stress and crack the IGUS tube. IGUS tube can now be secured to bridge.

Insert cable and all hoses into rectangular hole in bridge. Work hoses into bridge until IGUS tube end contacts bridge. Using 1.25" bolts, bolt from bridge into IGUS tube and secure.

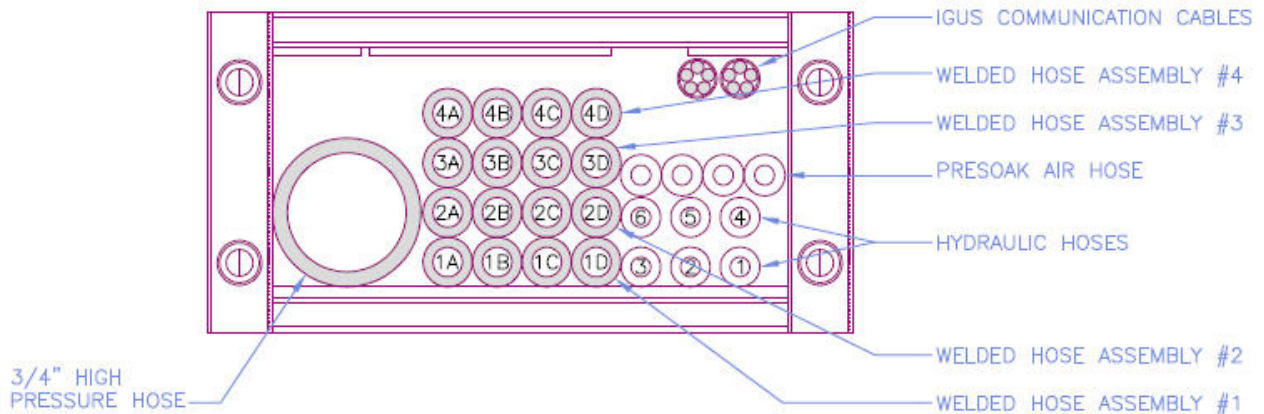
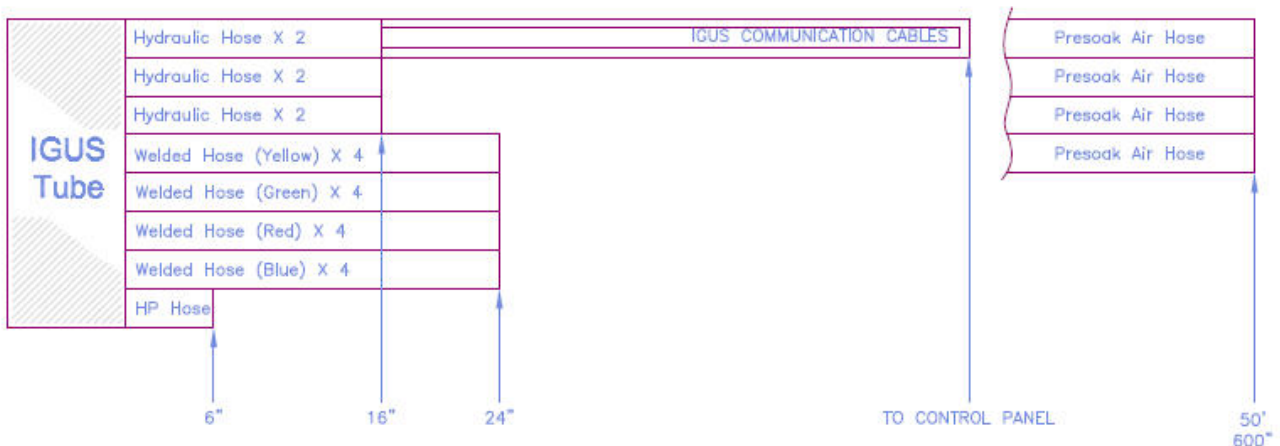


Fig 9. IGUS Tube End View Hose and Cable Layout

<b>WELDED HOSE</b>				
Hose Color Code	BLUE (A)	RED (B)	GREEN (C)	YELLOW (D)
Assembly Number				
4	Triple Foam Air	Heat #4	Spot Free	Spot Free
3	Triple Foam Blue	Heat #3	Triple Foam Red	Triple Foam Yellow
2	Presoak #2 Fixed Wand	Heat #2	Presoak #2 Adjustable Wand	Tire Cleaner
1	Presoak #1 Fixed Wand	Heat #1	Presoak #1 Adjustable Wand	Air Purge

Fig 10. Distance the Hoses and Cable Extend from IGUS Tube on Transition Box Side





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## Hanging Wands

The XP has two (2) different wands...one (1) fixed, and one (1) adjusting. The easiest way to distinguish between the two is the fixed wand has the optic transmitter at the bottom. There is only one way to hang the fixed wand, so hang with the three (3) bolts provided and snug tightly. When hanging the adjusting wand, first confirm the orientation of the spindle. Use a screwdriver or drift punch in one of the three mounting holes. While standing below [looking up], attempt to rotate spindle clockwise. When spindle will not turn, you have the wand in the home position. Hang the adjustable wand the same direction as the fixed wand, and snug bolt tightly.

## Hoses and Cable

Hoses will be connected at several locations. This manual includes line schematics to answer questions on how the various parts connect. When connecting hoses and cable, the following tips may be helpful.

1. When cutting hoses, don't cut too short. You can always make a second cut.
2. When connecting threaded fittings, always tighten completely the first time.
3. When making electrical connections, a small amount of dielectric grease on connecting threads helps to lubricate and provide a firmer, waterproof connection for less chance of corrosion.
4. When connecting JIC fittings, put a small amount of anti-seize on the male end to help create a tight seal and aid in removal should you have to disassemble later.
5. If a third low pressure function is used, please consult an Oasis factory technician for proper installation instructions.

Hosing for the wands runs through an IGUS flex tube [Pg 10.80]. One high pressure hose goes through each side of the center rib of the IGUS flex tube. The two high pressure hoses on the adjustable wand are the same length, so special care must be taken to ensure proper connections. The low pressure and heat hoses should be added after the high pressure hoses. If the unit has winterization, run one heat line beside each of the high pressure hoses. Low pressure hoses will work through the IGUS flex tube best if the tube is straight. Pay attention to the logo stamps on the tube, and line them up to line up the center ridge. An optic cable runs from the IGUS tube to the bottom of the fixed wand.

The hoses from the transition box to the bridge should be connected in the following sequence:

- Hydraulic Hoses
- High Pressure Hoses
- Low Pressure and Heat Hoses

In both sides of the transition box, connect in the following order:

- High Pressure Hoses
- Hydraulic Hoses
- Low Pressure and Heat Hoses

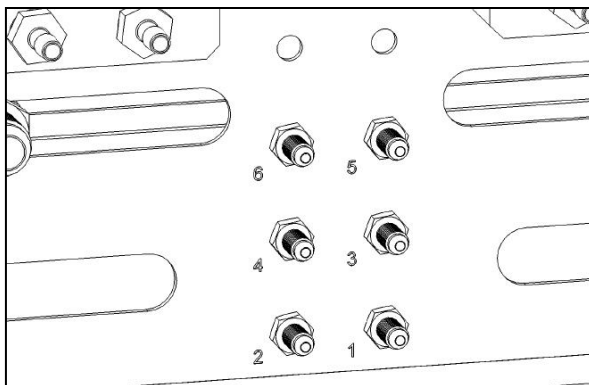
When connecting the low pressure and heat hoses, keep in mind that you will most likely need to revisit the high pressure hose fittings in the future, so leave room for your wrenches.

Hoses in the equipment room should be arranged as neatly as possible, keeping high pressure hoses as free as possible to act as a barometer of sorts to show excessive vibration, cavitation and pulsation.

The diagrams below show the proper connection of hydraulic hoses from the Transition Box (Equipment Room Side) to the Hydraulic Power Unit [Figures 11 and 12], and from the Transition Box (Bay Side) to the Bridge [Figures 13 and 14]. The hoses are numbered from 1 to 6, and should be connected to the corresponding number on each component. The function of each hose is as follows:

1. Bridge Motor Extend
2. Bridge Motor Home
3. Trolley Motor Extend
4. Trolley Motor Home
5. Rotary Wand Motor Extend
6. Rotary Wand Motor Home

Fig 11. Transition Box [Equipment Room Side]



TO

Fig 12. Hydraulic Power Unit

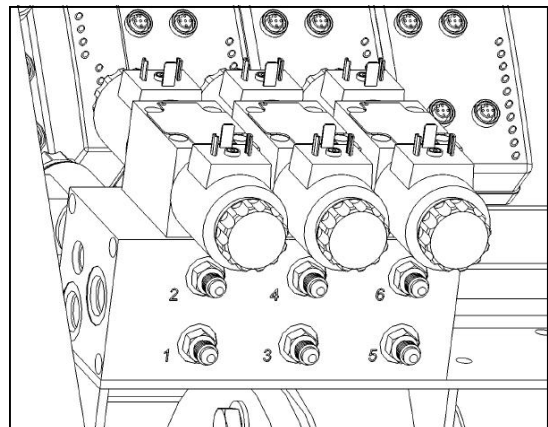
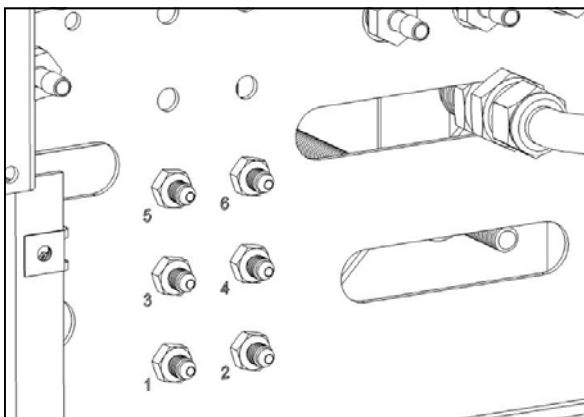
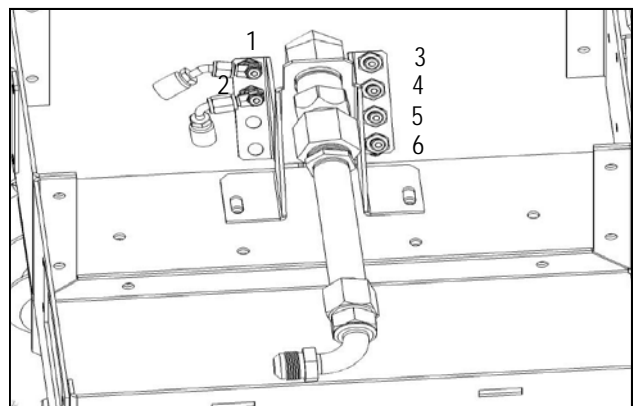


Fig 13. Transition Box [Bay Side]



TO

Fig 14. Bridge





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## V-Trap Treadle

To position the V-Trap Treadle, find the count correction target on main rail. Drop a plumb line from center (front to back) of count correction target to floor. This will be the location of the center (raised area between the two stop pads) of treadle. Outside edge of treadle will be 18" in from inside face of main rail. The easiest way to transfer the measurement from the rail to the floor is to measure from inside face of rail to wall and add 18". Place treadle and measure both ends to ensure treadle is placed square with wall. Mark and drill holes to anchor treadle. If unit has floor heat and there is danger of drilling through it, try to keep anchors above depth of floor heat.

## ESP (Electronic Scanning & Positioning)

Refer to Section 9 Drawings: XP Optic and Bay Sign Detail, ESP Sensor Wiring Schematic D10470, Optic Receiver Assembly B-12580, Optic Transmitter Assembly B-12581, and Ultra Sonic Assembly B-12473.

Secure Optic Transmitter, Optic Receiver, and Ultra Sonic Sensor Mounting Brackets B-12466 to the bay wall in the positions indicated by the Optic and Bay Sign Detail. Wire per the ESP Sensor Wiring Schematic.

Center the Optic Transmitter and Receiver on the PVC conduit. Align Transmitter and Receiver in the horizontal and vertical positions until both the green and yellow indicator lights are illuminated. Reattach Covers B-12468 onto the Optic Receiver, Optic Transmitter and Ultra Sonic Assembly as shown on Drawings B-12580, B-12581 and B-12473.

The Ultra Sonic Sensor is a teachable device. Place a vehicle, plywood or large piece of cardboard perpendicular to the floor eight inches (8") inside of the driver's side wand directly in front of the Ultra Sonic Sensor. Inside the Control Panel, locate the Ultra Sonic Sensor cable. Remove the cap from the gray wire and ground it for two (2) seconds to any #4 terminal. The Ultra Sonic Sensor will blink slowly then speed up until the red light is solid (taking less than 20 seconds), indicating the teaching process is complete. It will automatically set the window left and right in the bay that the vehicle must be located before the wash cycle will begin.

Test the optics by slowly driving a vehicle into the wash bay until the 'Stop' light illuminates. If the distance from the front of the vehicle to the front wand is too great, adjust the stop optics toward the exit end of the bay while maintaining proper alignment. Do not locate the stop and backup optics so close together that the customer finds it difficult to stop within the allotted area.

## Spot Free Delivery

The XP is capable of delivering spot free water in three (3) different ways:

1. Spot free through the high pressure pump using a choice of two (2) bypass valves for either medium or low pressure delivery. This option brings spot free water through an inlet valve, and delivers spot free through the standard nozzles. This option is most often chosen when there are no water softeners and spot free is used for chemical delivery. When using the high pressure pump for delivery, the incoming spot free water should have pressure of 40 to 70 lbs. and be able to deliver 8 gallon/minute.
2. Spot free can be delivered via an Oasis supplied booster pump. This pump is mounted on or near the XP pumping unit, and is normally gravity fed from the RO storage tank.
3. The third delivery option is a pump at the RO production unit. This option requires running the spot free hose from the bridge to the delivery pump on the RO production unit, and running a 24 volt DC line from the XP control panel to the delivery pump motor contactor.

## Spot Free Low-Level Float

Spot Free float input is normally only used when the spot free motor starter for delivery is in the Oasis panel. When spot free is sent from the production unit, the low level spot free float is connected there in accordance with manufacturer's instructions, and the Oasis low level input needs to be jumped (from 3 to 1006).

## Winterization Package

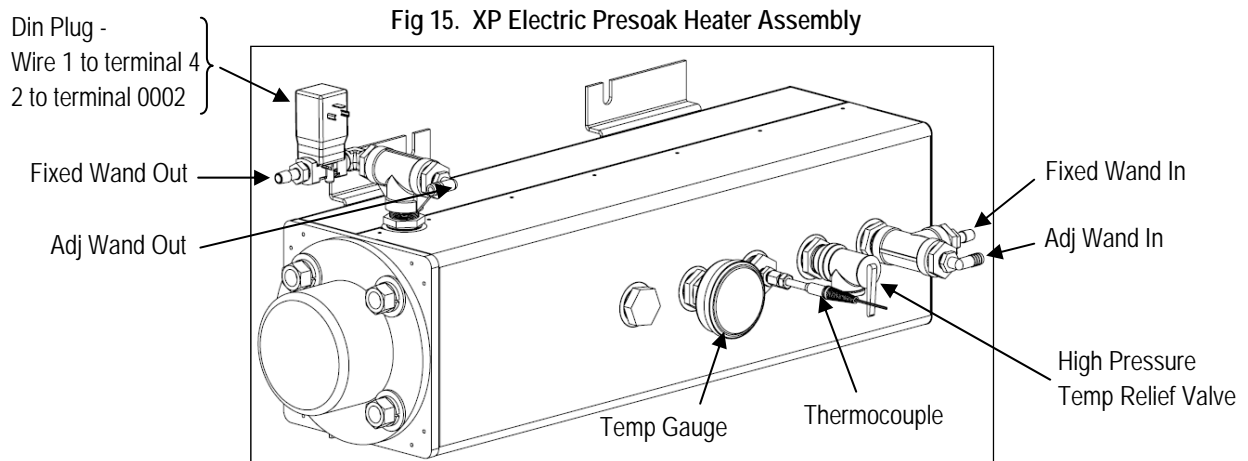
When connecting the winterization package, both gas and electric, use the line schematic to ensure hoses are connected correctly. Pump manifold for winterization system has the air thermostat mounted on it, and needs to be placed so the bulb can reach into the transition box. The sensing bulb should be routed into the transition box. A hole needs to be drilled in the bottom of the box, and the bulb moved through that hole and secured to the box with a C-clamp and self-tapping screws.

The expansion tank should be mounted on the wall above the pump manifold assembly, higher than the transition box but low enough that antifreeze can be added to the unit.

## Electric Control Cables

All devices outside the control panel are controlled by standard IO cards, and hard-wired from the control panel to junction boxes on the bridge, trolley, pump stand, and hydraulic power unit. Robotics cable supplied by Oasis will be used through the robotics cable carrier to the bridge and trolley. Standard multi-conductor cable will be supplied to the pump stand and the power unit [on normal, next-to-bay installation].

Factory connections can loosen during shipping, so check all connections including cable terminations at proximity switches, optic sensors, etc. Make sure cables are not in harms way for wear, abuse, or excessive chemical or water contact. Neatness counts...bundle and secure excess cable. Cables on both entrance and exit should be secured to ensure longevity. Part of monthly maintenance is to check that cable is still secured at both ends.







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## Heated Presoak System

Heated presoak, both gas and electric, should follow the chemical schematic. Oasis recommends heating only your alkaline (high pH) presoak. Heater should be placed as close to the transition box as possible to ensure hot presoak on car in the quickest possible time. Presoak on the fixed wand will not be on for front or rear of car, so it will be the one that uses a solenoid valve to control it coming out of the heater. On electric heaters, exit valve must be at top [Fig 15]. All heaters must be filled with fluid before they are activated or the unit will be ruined.

## LED Signs

The LED signs are designed for maximum visibility even in bright light; however, they will be most effective if not placed in the path of direct sunlight.

The 3-position sign is placed 6" ahead of the exit wall bracket on the driver's side. Position the top of sign 60" above the floor.

The optional 2-position entrance sign should be hung at the same height, on outside entrance wall on driver's side, clearly visible to waiting drivers.

The optional 6-position sign may be placed in various positions, depending on the layout of bay. It is normally mounted at a height where the bottom edge of sign matches the height of the bottom of the 3-position sign.

LED signs must be supplied with the following number of wires from signs to XP control panel:

2-position sign - four (4), including common and ground

3-position sign - five (5), including common and ground

6-position sign - eight (8), including common and ground

On all LED signs, ground must be connected first, power connected next, and signal last.

## Expansion Tank

If the XP has two (2) or more inlet valves, an expansion tank system will be required and must be supplied by the customer. This system will consist of a diaphragm type accumulator to be plumbed into the incoming supply on the second inlet valve. The accumulator should be charged to a pressure 5-10 PSIG greater than the incoming water supply.

A check valve must also be used on incoming water supplies. This is especially important on the spot free inlet to prevent contaminating the spot free holding tank should a valve malfunction. The check valve cannot be plumbed inline between the accumulator and the inlet valve. Doing this would eliminate the usefulness of the accumulator.

## Equipment Room Layout

Fig 16, Pg 1.14 shows an example of a typical equipment room layout. As every equipment room will vary in size, shape and components, this should be used as a guideline only. An exploded version of each component is shown on pages 1.15 and 1.16, with general information about each.

**IMPORTANT:** Before installing the hydraulic power unit or pump stand more than 50' from the control panel, please contact the factory. Additional cables, wires and components will be required in order for the equipment to function properly.

Fig 16. Sample Equipment Room Layout  
[Full size drawing in Section 9]

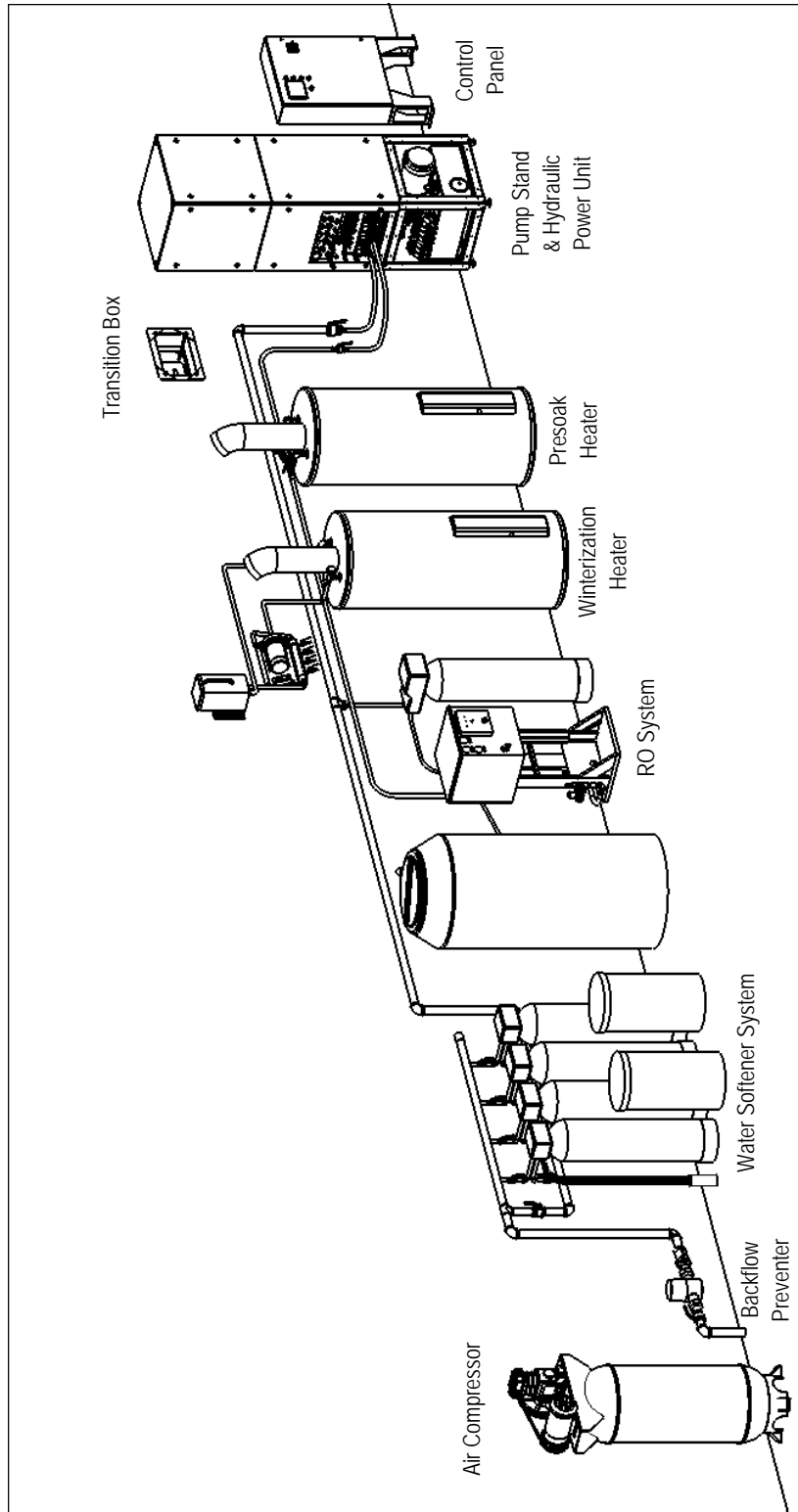




Fig 17. Backflow Preventer

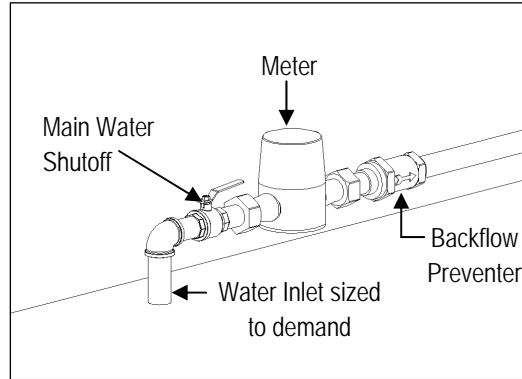
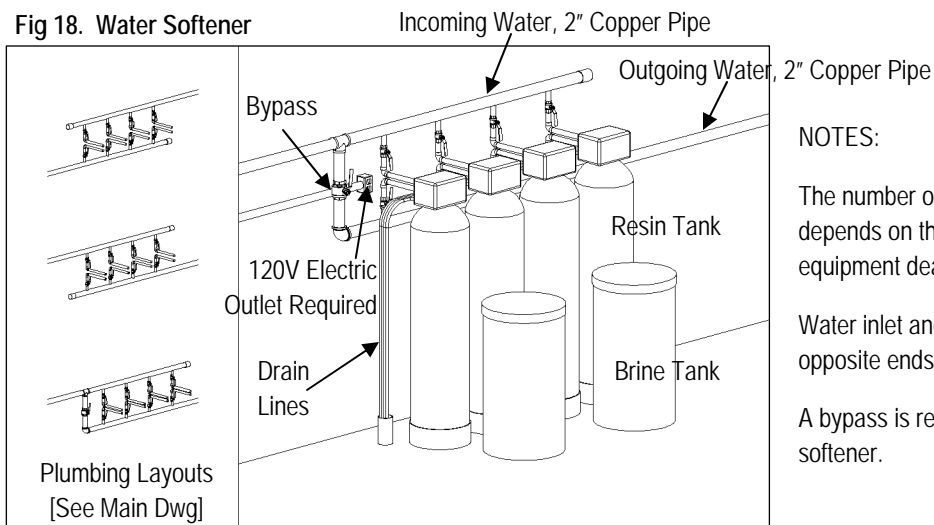


Fig 18. Water Softener



NOTES:

The number of brine and resin tanks depends on the water specs. Check with equipment dealer.

Water inlet and outlet should always be at opposite ends of the manifold.

A bypass is recommended to bypass softener.

Fig 19. R/O System

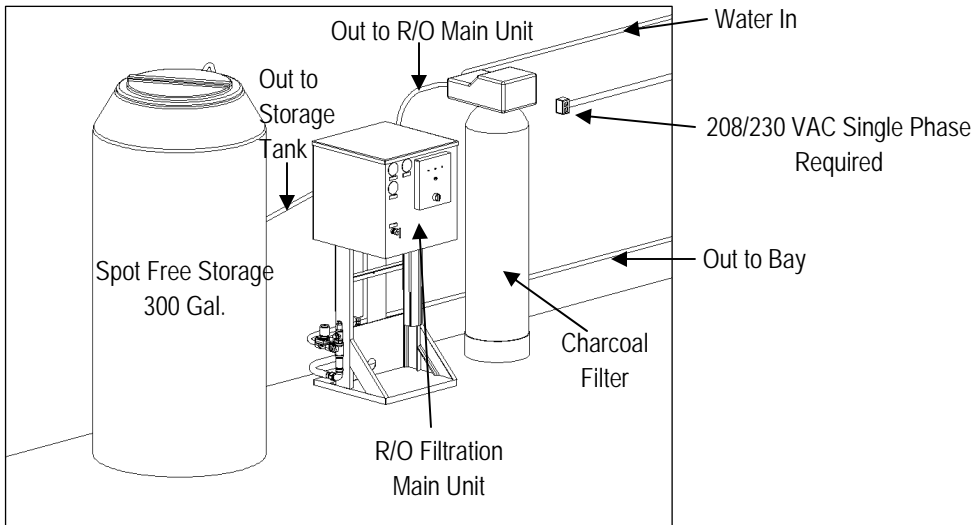


Fig 20. Winterization & Presoak Heaters  
60,000 BTU Natural Gas/Propane

NOTE: All connections and venting should be in accordance with State and Local Codes.

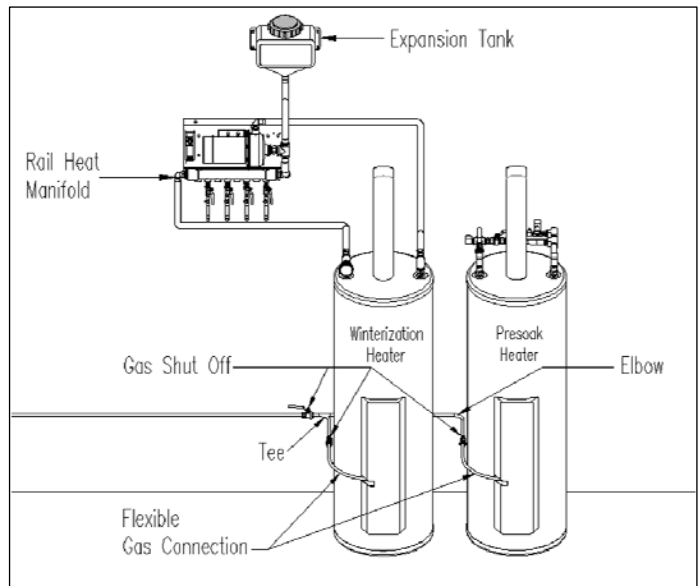
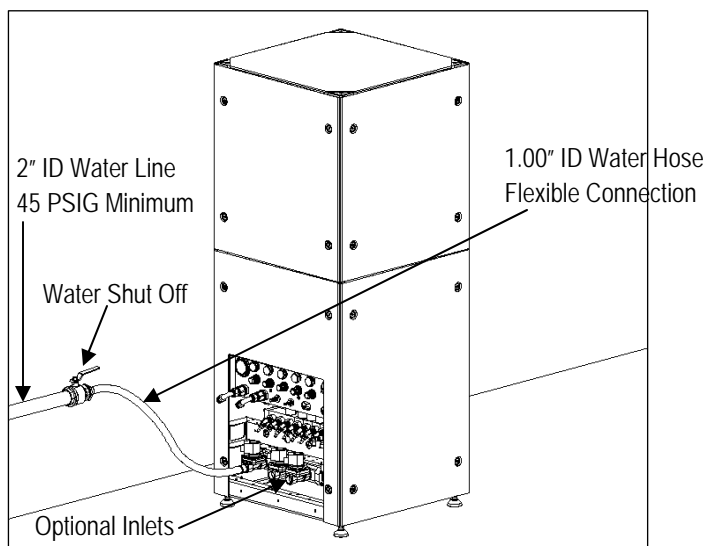


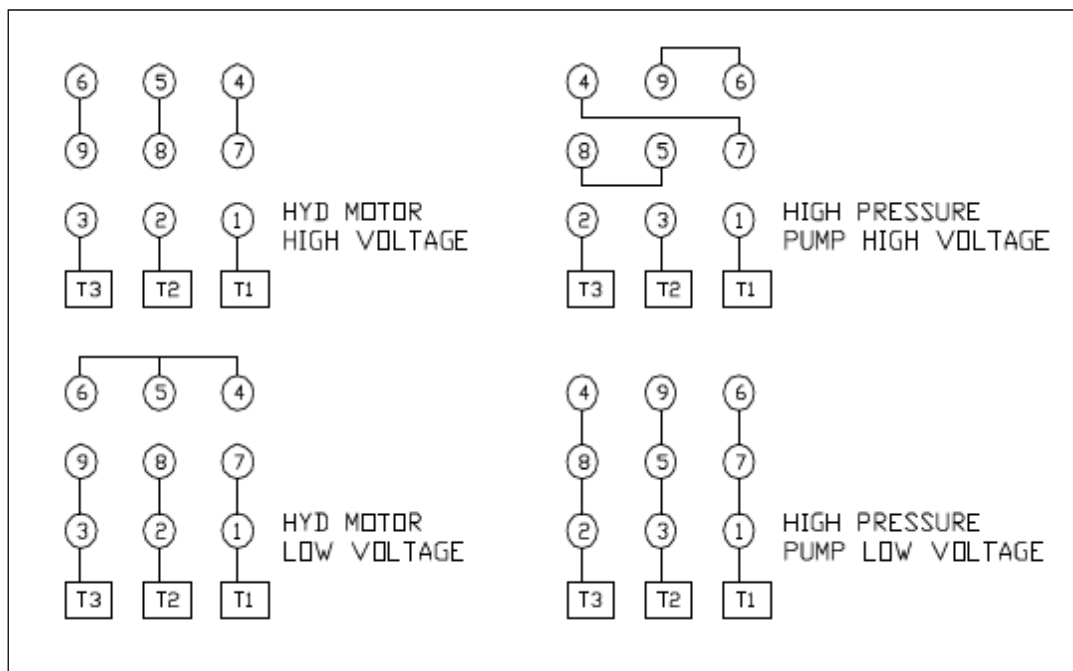
Fig 21. Pump Stand & Hydraulic Power Unit



## Wiring the Pumps

3-phase voltage connections for the high pressure pump and the hydraulic motor pump should be made as shown in the diagram below:

Fig 22. 3-Phase Wiring Connections





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## FINAL INSPECTION REPORT

It is very important that you are satisfied with the completeness of the installation of your Oasis XP system. The following list of items should be checked, and a copy of this report signed by you and the installer, with a copy returned to Oasis Car Wash Systems.

### Bay Equipment

- Check tightness of bolts
- Check tension settings on wand breakaway knuckles
- Make sure all high pressure hoses are secure, with NO leaks
- All nozzles are free from obstructions
- All drive gears are properly adjusted
- All bearings and rollers are greased through single grease port on Bridge
- Check 'Stop' sign for proper operation
- Optics are on and positioned correctly
- IGUS tube support trays bolted securely
- Cable connections are tight and secure
- Proximity switches are adjusted and tightened to proper distance  
(18mm prox = .150 inch) (30mm prox = .400 inch)
- Prox cables tightened one-half turn past hand tight
- Undercarriage fittings tight, and carriage wand secured
- Check Stop Station for proper inputs on processor
- Covers installed on Bridge prior to high pressure spray being activated
- Equipment is clean and has been wiped down

### Optional Equipment

- Winterization hose clamps are secure with NO leaks
- Winterization system is balanced and heating all zones
- Tire cleaner wands on board
- Extension kit pipes or hoses in trough are secured
- Extension kit cable connections are tight, bundled, and tied securely
- Extension kit trough drop-in roof is secure and will not leak
- Extension kit trough lid is secure
- Money acceptor is programmed and functioning
- Dryer secured and electrical box completed
- Count down timer for dryer completed



- Clearance tube in place and anchored
- Arch entrance package mounted and secured
- Doors wired, with proper settings in program
- R/O system plumbed and wired properly

### Equipment Room Systems

- Pump stand is level
- Hoses are secure and will not rub
- Electrical cables are secure and cannot be rubbed by hoses
- All wiring terminals are tight
- Air purge is connected and functioning
- No low pressure or high pressure water leaks
- No hydraulic leaks
- Oil level in hydraulic power unit is OK  
(Operational volume = 13 gallon) (Minimum volume = 11 gallon)
- PSI - Hydraulic pressure (1400)
- PSI - Water pressure from city at pump station
- PSI - High pressure water during Side Blaster spray
- PSI - High pressure water during Wash cycle and Rinse cycle
- PSI - Low pressure during Presoak & Soap - PS & Soap gauge
- PSI - Low pressure during Wax cycle - Wax gauge
- PSI - Spot Free Rinse system pressure
- Oil level is OK in high pressure water pump
- High pressure water pump plunger wicks have been oiled
- Winterization fluid level is correct and system is operating normally
- Speed control LED readout on hydraulic manifold reads '02'
- Water tank is filled, and ball valve is open
- Tighten mounting screws on undercarriage and bypass solenoids on pump stand
- Spare parts kit review with customer

All items checked above have been completed to my satisfaction.

\_\_\_\_\_  
Customer Signature

\_\_\_\_\_  
Installer Signature