

FOR SALE

Used HD SNG Mercedes Sprinter 519 CDI - 1+1 full redundant SNG

In top condition

Prepared for 2 CCU camera chains

Right hand drive vehicle

Can be changed to left hand drive easily

First registration in May 2010

HPAs:

2x 150W Stellar Outdoor HPAs

The vehicle is prepared for 2x CCU camera chains, 1x EVS 12 channel server,
1x graphic position , 1x recording position

All new cabling has been done 2 years ago

(Camera chains, EVS servers, graphic and recording systems are not included –
available on request!)

See more information about the equipment on the next pages!



Price on request:

Excl. V.A.T.

Excl. transport & insurance

Excl. custom fees

Used HD SNG Mercedes Sprinter – right hand drive vehicle

Condition of the vehicle:

The vehicle has zero rust!

The original Mercedes engine block spare part sticker is still on the engine.

It runs fine, is in good order.

The vehicle is in top condition.

First registration:

31st of May 2010

Mileage:

245.100 km

Measurements:

Length: 7,2 mtrs

Height: 3,3 mtrs

Width: 2,0 mtrs

Euro Emission Norm:

Euro Norm 4

Maximum weight:

5.000kg

Hydraulic Jacks:

There are electric/hydraulic jacks (HWH), an auxiliary 12V battery for the jacks plus an automatic connect/disconnect relay between vehicle battery and aux battery.

Also an automatic 230V 20A battery charger.

Manual awning:

Manual awning on the left side of the vehicle

Tyres of the vehicle:

Pirelli all season tyres are from November 2018 and are in very good condition

Repairing:

Coolant and water pump repaired in February 2020

Pressure Transducer – changed

Suspension – changed

Working places inside the vehicle:

1x video gallery working place

1x audio gallery working place

1x vision control working place

1x cutter working place

1x editorial working place

sports tv media distribution

Paradeisergasse 9 • 9020 Klagenfurt, Austria
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Video Gallery:

Video Mixer:

1x Videomixer Panasonic AV-HS450
16 In / 4 Out
2 DVE

Monitoring:

4x 19" TV Logic Monitors

Matrix:

16x16 Nevion Matrix
6x 8 channel synchronizer
4x 8 channel embedder

Measuring device:

Tektronix WVR 5000

Cluemodule:

Lynx

Distributor:

Mentor

Audio Gallery:

Audio Mixer:

Yamaha O1V96

Formats:

Stereo / Surround
Prepared for Surround DolbyE

Sound Boxes:

Fostex

Audio Matrix:

Evertz 16x16

Intercom Matrix:

Delec Digital Matrix – 8x8

N-1 Codec:

Mayah & Centauri 3001

Editorial place:

Audio Mixer
Yamaha DM1000

Voice over:

Located in the drivers cabin – behind the driver seat

Dish type and size:

Advent Newswift180 - 1.8m diameter

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HPAs: STELLAR outdoor HPAs:

2x 150W STELLAR Outdoor HPAs

Helix power HPA 1: 00,3

Operation hours HPA1: HV hours: 400 – SB hours: 46

Helix power HPA 2: 00,2

Operation hours HPA2: HV hours: 3431 – SB hours: 2744

Tandberg Encoder/Decoder:

2x Encoder Tandberg Evolution 5000

2x Decoder Tandberg RX8200

8PSK

MPEG2 / MPEG4

The encoders (E8040) can work with any symbol rate from 1.0 to 14.4 SR (1-18MHz), in QPSK / 8PSK / 16 APSK / 32APSK.

They have max of four audio pairs (4x2), BISS, SD or HD, MPEG2 or MPEG4 in 4:2:0.

Encoder output is L-Band, and both encoders can be on-air at the same time.

The upconverters are inside the HPA's.

A laptop controls Encoders and receivers but can also control the antenna and HPA controller.

It is however more practical to control antenna and HPA from the front panel of the controller inside the truck.

The receivers are simple Tandberg RX8200, and can handle everything the encoders can do, but no 16APSK or 32APSK.

Workflow Uplink system:

Advent Newswift180 antenna was built for roof-mount HPA, but can be converted for indoor HPA, if necessary.

The antenna has a pod, a sort of protective case on the bottom.

Inside the pod is the Advent controller electronics, 2 x 180W nominal Stellar HPA with built-in upconverters, the motors and gearboxes, dummy load.

Azimuth gearbox and spindle-bearings has been removed about a year ago.

On the roof is also a small Coleman air conditioner, an automatic Astra/Hotbird receiving unit for SD and HD, and six communication whip antennas for GSM and two-way radio. There is also a roof camera, rigging lights, etc.

Inside is totally everything else needed for transmission, including monitors for video and audio. There is a push-button router for embedded, very practical for switching signals to encoders, monitors, etc.

Two-carrier is also possible.

There is a Courtyard test-pattern generator, also with colour bars, moving station ID, audio, a Courtyard VALID-signal for checking synchronicity of video/audio.

It has Advent ACU dish controller, HPA-controller. The dish controller has an auto-locate function, but that needs new software from Advent.

Storage Area:

In the rear compartment, the vehicle has an auxiliary equipment rack on the left side, and a mains isolation transformer plus HWH electric/hydraulic jack system and auxiliary battery on the right side.

The isolation transformer can be removed or bypassed if law permits.

There are 3 phase 16A input and output.

Nothing in the truck needs 400V, so all three phases of the van can work on one single incoming 230VAC phase.

The isolation transformer is heavy (ca. 100kg) and big, about 40 x 80cm.

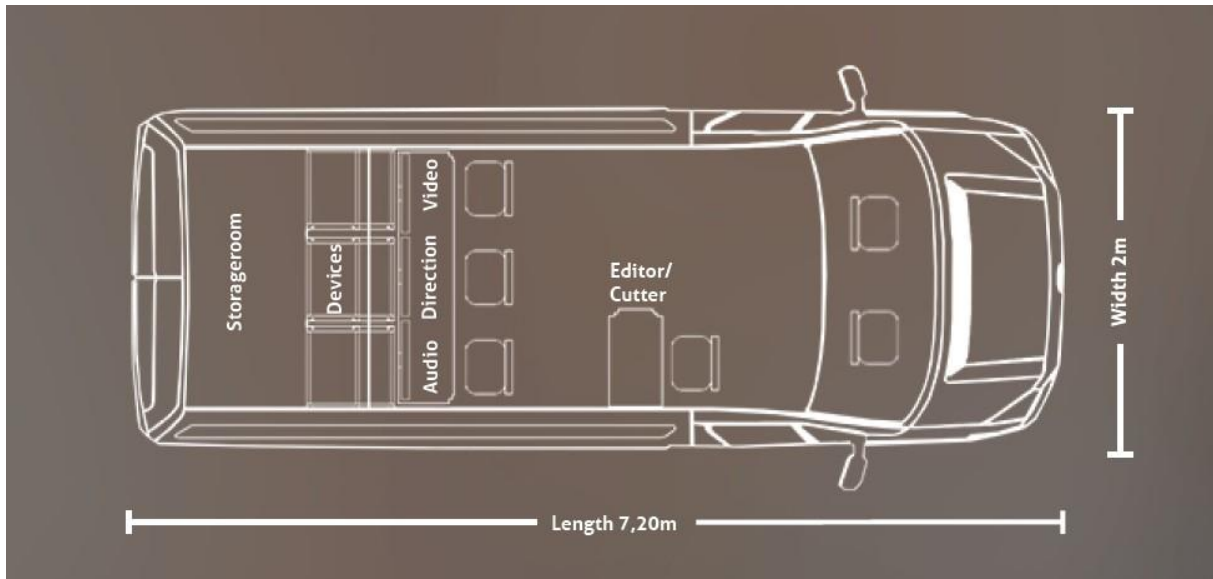
In case it is not needed it can be left out.

Paper documentation for mains, 12V, HF, etc. is available and up-to-date.

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Layout of the SNG:



Pictures of the SNG:



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Manual awning on the left side of the vehicle

1.8m diameter dish
Advent Newswift180

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Pictures driver cabin:



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Helix Power & HPA working hours:



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