

Fire truck Specification Review Committee Meeting
June 13, 2017
710 Cameron Road
7:00 pm

Present:

Andy Letham, Mayor
Andrew Veale, Councillor
Gerard Jilesen, Councillor, Volunteer Firefighter
Mark Pankhurst, Fire Chief
Ron Raymer, Deputy Fire Chief
Bill Lockwood, Platoon Chief
Dan Golde, Volunteer Firefighter
Don Logan, Volunteer Firefighter (absent)
Steve Rendell, Volunteer Firefighter
Mike Cooper, EVT
Brenda Stonehouse, Strategy and Performance Specialist
Valerie Knights, Executive Assistant

The minutes of May 16, 2017 meeting were circulated at the meeting. A correction was noted that the tanks on pumper trucks are maxed at 800 gallons and the truck body but not the cab is built in Canada. Commercial trucks are 10 year warranty on frames.

Used Truck Option

Ron Raymer supplied information on a used 2010 Pearce truck \$536,000 Canadian. The specs on the used truck are not the same as the trucks used by the Fire Service. Must also consider conversion of US price to Canadian funds and there is not much difference in the price of purchasing new. The used trucks Ron looked at had smaller tanks. Ron circulated information on how trucks in use by the department have been recirculated through the halls moving to less busy halls to extend the life cycle. The Fire Service has 14 trucks that have been repurposed to halls that run less calls. Over 25% of the fleet is trucks that have been moved through the halls to extend the life cycle. Send chart of reissued trucks to committee members. Pipe threads on used trucks can be different threads than what is used by the department. A question was asked about the availability of used trucks in Canada. A truck in Fenelon was purchased from Toronto and required another \$80,000 put into it to make it roadworthy. Toronto trucks often have had frame issues.

Pro – cost less, Cons – may not meet NFPA standard of the day. Some standards can be grandfathered; some have to be brought up to standard when sold. Pros and cons of used trucks should be included in the final report. Andrew noted that most fire departments in Ontario follow NFPA standards. The committee would like to look at maintenance costs (from Vadim or EVT spreadsheets) to look at maintenance costs of higher mileage trucks. There is a truck in Norland that has required costly repairs – pump \$25,000, cabinets \$12,000

Include in the report that the department follows the NFPA standard, direction of department, reduced fleet, standardization, etc. Other departments such as Toronto may have a policy/plan for how they cycle how out their trucks based on maintenance costs.

Leased Truck Option

Andrew made some requests to other fire departments and couldn't find any department that leases their fire trucks. He has spoken with leasing companies and some lease other large municipal vehicles but not fire trucks and he has put a proposal to their board. Andrew should have this info on Friday. Andrew has supplied them the specs and the pricing of the last trucks and the leasing company will use this info and provide costs of leasing. The municipality would tender for the truck and then the leasing company would pay the vendor. There would be a term of 15 years and a buy out at the end of 15 years. Need to compare this to debenture rates and look at the HST rebate implications on leasing.

Specification Requirements

The 6 items that are optional above the NFPA specs were reviewed.

Item 1 Trash line-

Dan – stated that this line is used for 90 percent of fires; it is fast and convenient deployment, out of the way of the pump operator.

Bill - In Lindsay it is the most used line, Lindsay runs with smaller crews and the trash line is ground level, don't have to climb up on hose beds, had for 20 years on pumpers, for structure fire don't use it, easy to rebed – roll and stack, hooked into foam system for car fires.

Gerard – always pull the cross lays, the trash line is not used in Omeme and they didn't have this line on their trucks.

Consensus to keep the trash line in the specification.

Item 2 Second VMUX screen-

This was added to the spec as there used to be one screen that was swivelled between the driver and the passenger but this would break wires.

Used in unit 212 to change climate control, open door warning, change lights.

Dan – his hall has the one screen on the swivel, it is easier to have someone other than the driver operating the screen, driver would have to know where everything is to operate it.

Bill – The truck is usually pre-set at the start of the shift, driver is responsible for it, the lights are on the main master screen.

Steve – need to have a passenger to run the second screen.

Consensus was to remove the second VMUX screen from the specification.

Item 3 V-Mux Wiring Harness

Addressed through a standard operating guideline. It is up to the driver in the captain seat as to what is on.

Consensus to keep the V-Mux wiring harness in the specification.

Item 4 Zico access ladder –

Bill asked if you can reach across the top? The answer was yes. There is a walkway,

Consensus to keep Zico access ladder in the specification.

Item 5 Roll up compartment doors –

Consensus to keep roll up compartment doors in the specification.

Item 6 Auto lubrication systems –

Dan noted that this is one of the best options to have. The trucks always have weight on them and to try to manually grease is difficult.

Consensus to keep auto lubrication systems in the specification.

Preparation of report to council

Next steps are to gather information on the used truck and leased truck option. The information can be circulated to the committee members. TBD if another meeting is required.

Fire can put the shell of the report together including info talked about tonight and using past truck report formats and circulate to all.