

Fire truck Specification Review Committee
May 16 2017
6:30 pm
710 Cameron

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

Old and new trucks were present at the meeting at 6:30 for viewing and questions.

Consensus by the members that Andrew Veale will be the Chair of the committee.

Discussion took place and the following was noted:

Firetrucks are sent out for tender each year.

Carl Thibault has won the tender for several years.

All fire truck chassis are built in the US. The truck body is built in Canada.

The Fire Department is using the new way of doing business, utilizing best practice, performance management, cost benefit analysis and standardization. The fire fleet has been reviewed for standardization since 2001 and the fleet size has been reduced. The reduction in the number of trucks in the fire fleet is a cost avoidance of approx. \$9 mil. The new trucks are lasting longer and lower maintenance.

There is 1 rescue van and a couple of small scat trucks left in service. The overall fleet size at each hall has been reduced from 3 trucks to 2 trucks.

The draft terms of reference were circulated. The purpose of the committee is to meet the requirements of the council resolution.

RESOLVED THAT given the Fire Chief has indicated that there will be no further fire truck purchase requests until 2019, with the exception of an aerial truck; THAT the Fire Chief be directed to review and modify fire truck specifications for a more affordable standard that can be manufactured in Canada; and
THAT the Fire Chief provide a report to Council on this issue prior to any further tanker, pumper or combination truck budget requests.

The term "more affordable" needs to be defined.

The fire trucks currently purchasing are the minimum that meet the CANULC and NFPA standard.

Frames on new trucks have a 50 year guarantee; commercial trucks are 10 years on frames.

The fire service has had 2 trucks with broken frames which were old fleet.

Committee members were asked their input on why the current spec is a good truck:
Good turning radius (pumpers and tankers) on small roads. Assists with maneuvering on town roads with traffic, parked vehicles and street turns.
These trucks have 4, 5 or 6 firefighters on board arriving in protective equipment and ready to do suppression. Some neighbouring municipal trucks have two men cabs. Two men are not able to do fire suppression.

Andrew would like to see a copy of NFPA 1901 and CANULC S515 to review how they effect the fire trucks. An electronic version of NFPA 1901 will be sent out to the committee members.

Mike stated that typically firetrucks aren't spec'd on packages. It's the individual items.

The Mayor asked what would be cut out of the truck if the cost had to be reduced?
The Fire Service has already eliminated porta tanks, hose, and hard suction in order to meet the truck budget for the last purchase. These items were reused from the old truck. Lights across the top were also eliminated.

Can go to steel wheels instead of aluminum however steel wheels have corrosion and cost more in the long run to be replaced.

Ladder racks were taken off the trucks and reduced the cost by \$8,000.

Committee members were asked if there was more budget for fire trucks what would they add to the spec?

Aluminum dash, different heating system that distributes better, automatic hose bed doors vs manual.

Pumpers have monitors for water, but not tankers.

Tanks on pumpers are maxed at 800 gallons to keep the trucks smaller.

Andrew asked what could the department could get with a budget of \$300,000? A truck with this budget would only carry two men which is neither sufficient nor safe for firefighting.

Mike (EVT) was asked what has been the main thing he has had to fix on the new trucks?

Answer was lights, nothing major. There was one truck that the turbo was faulty but in the end the manufacturer covered it under warranty. It would have been an approx. \$30,000 repair.

Jason Teel arrived at 7:45 pm with another truck for viewing.

The Mayor asked how other firefighters would get to the scene if their trucks only carry two men. Steve replied that they had a van that carried people. In our CKL trucks every firefighter has an accessible air pak and arrives at the scene ready to do their work.

A question was asked about the possibility of purchasing used trucks. The new trucks are kept for 20 to 25 years. It would be lucky to get 10 serviceable years from used trucks. The Fire Service is extending the life of the trucks by moving trucks with higher mileage to stations that run less calls. The truck Jason Teel brought was a 2003 with approx. 35,000 km. on it. It is unlikely that a truck with low mileage could be purchased used.

Automatic greasers were added to the specs of the trucks. With the manual greasers and the weight carried on the trucks, the springs had to be replaced every two years. This is not required with the automatic greasers. If automatic greasers were removed from the truck spec the city would need to look at the maintenance costs of replacing the springs every two years.

The size of the cab is needed in order for firefighters to move around and get their paks ready. When the firefighters arrive at a scene they have a crew ready to work and have assigned jobs.

There was a short break while committee members viewed the truck that Jason had brought to the meeting.

Brenda suggested to move forward that we look at the NFPA and CANULC standards. Go through the truck specs and mark what is in the spec that meets the standards. For items outside of the standard the committee should look at why there is a requirement to have the item in the spec and the cost of ownership including extra maintenance that may be required if an item is removed from the spec.

The committee should look at new trucks with a life cycle of 20 to 25 years vs a used truck with a life cycle of 10 years including maintenance costs. At the end of the day are you saving money or is it costing money?

Mike feels used trucks would be a training issue and not be standardized. All compartments on firetrucks are standardized with the contents inside them standardized. Firefighters know where on a truck and which compartment contains the tools they require.

Brenda noted that the committee should look at the entire fleet when considering purchasing used trucks. Looking forward how many trucks will come up for replacement at the same time.

The committee should look at the option of leasing trucks. Andrew Veale will follow up on providing information on leasing.

Next meeting date June 13th at 7:00 pm.