



Memo



To: Libby Heiny-Cogswell, Township Supervisor
From: Mark Barnes, Fire Chief
Date: July 6, 2018
Re: New Status of Fire Apparatus # 532 and current work to replace #521 and 582.

The purpose of this memo is to bring the Board up to date on our currently approved efforts to replace two fire apparatus (#521 and 582) with one truck and the unforeseen failure of unit 532 to pass its annual inspection.

Unit #532 (Quint).

Oshtemo's Quint is a versatile fire apparatus by combining the features of a standard fire engine and an elevated waterway (see photo). Our unit was built in 2003 by the American LaFrance company.



They installed a 75' long waterway manufactured by Telesquirt. The American LaFrance company ceased to exist in 2014. The Telesquirt company has changed ownership a number of times since 2003 and is now owned by Smeal who was then purchased by Spartan Motors in 2016.

Per the National Fire Protection Association (NFPA) standard #1911 we have our aerial trucks inspected and certified each year. Incidentally, similar annual testing is also done for our ground ladders, firehose, fire pumps and other equipment. These certifications provide assurances that the equipment is reasonably absent of defects and ready for duty. These certifications are also evaluated by the Insurance Services Office (ISO) during their inspections of our department.

On June 27, 2018, United Laboratories (UL) performed their inspection of Oshtemo's unit #532 which has resulted in the truck not being certifiable until the following 9 deficiencies are corrected:

1. Repair or replacement of all torque box members with delaminating corrosion.
2. Repair of the unit main frame defects.
3. Repair or replacement of all delaminating corrosion, frame rails, left and right side above the rear axle.
4. Repair of all turntable structure component weldment defects
 - a. Two welds were found with cracks.
5. Repair or replacement of all turntable components with delaminating corrosion.
6. Repair or replacement of all delaminating corrosion on the rear axle U-bolts.
7. Repair of the communication system (intercom between ground and aerial tip).
8. Repair of the boom illumination.
9. Determining that the relief hydraulic pressure is within the manufacturers specifications.

The above list has been arranged by what we believe to be the most expensive - top to bottom. Although we are awaiting written cost estimates, an unofficial estimation based on experience is in the \$300,000 range. These extensive repairs do not address other less critical but existing deficiencies

such as body corrosion or the normal aging of 15-year old components especially considering that the original manufacture no longer exists.

Request

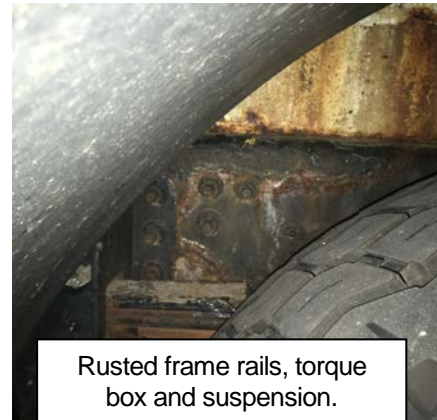
With these factors in mind, I am asking that we be allowed to accelerate the scheduled 2019 replacement of this apparatus by immediately beginning the process. Due to urgency, it is my intent to first develop the needs specification and then focus on finding an available demonstrator unit. That could result in this planned 2019 expenditure occurring yet this year.



Cracked weld on turntable.



Exterior body corrosion.



Rusted frame rails, torque box and suspension.



Degradation of plastic engine cover.

Replacing units 521 & 582.

Our currently approved efforts to replace units 521 (Engine) and 582 (Rescue) are on schedule. The committee members have diligently worked their way through seven lengthy responses to our RFP.

As an update, we have become aware of a demonstrator rescue engine by Rosenbauer. The committee is working that through the filters to ensure that it is a comparable unit. If so, and if it becomes the recommended unit, we are poised to come in well underbudget. However, making that purchase will need to happen rapidly. Demonstrator trucks can sell swiftly. It is a first come, first served scenario.

Demo Truck	
Est. Cost	\$550,000
Trade-Ins	(\$125,000)
Final Cost	\$425,000

Budget

Attached is our tentative 20-year capital budget projections. Assuming that the current demonstrator truck is purchased, our bottom line for 2018 and beyond will be about \$150,000 better than currently projected.