Minutes
Fire Committee Meeting
Wednesday, February 18, 2021

The Fire Committee Meeting was held Wednesday, February 26, 2020 at 3:00 P.M. in the Raymond Pridgen Auditorium. The following were notified of the time, date, and place of the meeting: Council Chairman Andre Campbell, Mayor Pro Tem Pat Phillips, Council Member Terry Davis, the City Staff, and the press. Present at the meeting were the following: Council Chairman Andre Campbell, Mayor Pro Tem Pat Phillips, Council Member Terry Davis, Fire Chief Robert Stetson, Virgil Slagle was present via teleconference.

1. Call Meeting To Order & Welcome: Council Chairman Campbell called the meeting to order and welcomed all present.

2. Disclosure that local media has been informed of meeting pursuant to South Carolina Freedom of Information Act: Committee Chairman Campbell stated the local media had been contacted regarding the time, date, and place of the Fire Committee meeting for February 18, 2021.

3. Re:

(a) Proposed Fee Schedule

Mayor Pro Tem Phillips made a motion to present the Proposed Fee Schedule to City Council at the March meeting. Council Member Davis seconded the motion. The schedule is attached to the minutes.

(b) MFD's Consulting Firm Review

Attached is a copy of the Consulting Firm Review from Applied Knowledge Vehicle Services, LLC.

Council Member Davis made a motion to present the review to Council at the March meeting. This will be contractual and will be presented in Executive Session. Mayor Pro Tem Phillips seconded the motion. The review is attached to the minutes.

Committee Chair Campbell stated the Fire Committee will have another meeting on March 4th at 3:30 PM.

4. Adjournment:

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Mayor Pro Tem made a motion to adjourn. Council Member Davis seconded the motion. The meeting was adjourned.

_____
Andre Campbell
Fire Committee Chairman

ATTEST:

_____
Felicia J. Sawyer, City Clerk

Request To Burn Property

Date: _____

Fire Chief/City Administrator

City of Mullins

P.O. Box 408

161 E. Front St.

Mullins SC 29574

Applicant: Thank you for submitting your request. The burning of privately owned property by The Mullins Fire Department is now a paid service. Please understand that the fees charged are only to offset the cost of the use of fire apparatus (Fuel, Maintenance, etc.) and manpower. Please read the following document carefully. Once understood complete the document with all required information and return to the Mullins Fire Department during business hours.

RE: Address _____Mullins SC 29574

Tax Map Number:_____ & Parcel Number:_____

Fee Inside City: $200.00

Fee Outside of City: $250.00

Continued:

Please Read and Initial The Appropriate Lines Below For Properties Inside The City:

- _____ The aforementioned property is located within the city limits of Mullins.
- _____ I understand that after the burning of the property is completed The City of Mullins and/or the Mullins Fire Department are not responsible for any further clean up.
- _____ I understand that I am solely responsible for the clean up of any remaining debris after the burn and that I have 60 days to complete said clean up.
- _____ I understand that failure to complete the clean up within 60 days of the burn date could result in a monetary fine by The City of Mullins.
- _____ I understand that The City of Mullins and/or the Mullins Fire Department are not liable for any damages to the property that may occur during the burn such as Tire ruts from apparatus, burned trees and/or shrubbery, etc.
- _____ I understand that the fee must be paid in full before the burn will be completed.
- _____ I understand that the property will undergo an inspection by a Fire Department representative once this application is submitted and that this representative has the full authority to deny completing a burn on this premises if he/she deems that it is not feasible to do so. (Safety of neighboring structures, proximity of power/utility lines, proximity of gas lines, etc.)
- _____ I understand that after said inspection is completed that I will be notified of the result of that inspection.

Please Read and Initial The Appropriate Lines For Properties Outside of the City:

- _____ The aforementioned property is located outside of the City Limits of Mullins.
- _____ I understand that after the burning of the property is completed The City of Mullins and/or the Mullins Fire Department are not responsible for any further clean up.
- _____ I understand that The City of Mullins and/or the Mullins Fire Department are not liable for any damages to the property that may occur during the burn such as Tire ruts from apparatus, burned trees and/or shrubbery, etc.
- _____ I understand that the fee must be paid in full before the burn will be completed.
-
- _____ I understand that the property will undergo an inspection by a Fire Department representative once this application is submitted and that this representative has the full authority to deny completing a burn on this premises if he/she deems that it is not feasible to do so. (Safety of neighboring structures, proximity of power/utility lines, proximity of gas lines, etc.)
- _____ I understand that after said inspection is completed that I will be notified on the result of the inspection.

Continued:

I have read and fully agree to the terms set forth in this document.

Please make payment to: (Insert Desired Payment Method)

Property Owner's Signature_____

Notary Public for South Carolina_____

My Commission Expires:_____

Date Burn Completed:_____

Fire Department Official:_____

Annex C Weights and Dimensions for Common Equipment

This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.

C.1 The Fire Apparatus Manufacturers Association (FAMA) provides a worksheet for use by purchasers to calculate the portable equipment load anticipated to be carried on an apparatus. To ensure that the apparatus chassis is capable of carrying the installed equipment (pump, tank, aerial device, etc.) plus the specified portable equipment load with an appropriate margin of safety, the purchaser should use this worksheet to provide apparatus vendors with the weight of the equipment they anticipate carrying when the apparatus is placed in service.

C.1.1 The approximate measurements and weights of equipment that are commonly available and used during fire department operations are listed on the worksheet. The purchaser should fill in the number of units of each piece of anticipated equipment in the column titled "Quantity" and multiply that by the weight per unit to get the total weight. The dimensions of each piece of equipment are given to assist in planning compartment size or the location on the fire apparatus. Where the purchaser wants to carry specific equipment in a specific compartment, that compartment designation should be shown in the column titled "Compartment Location."

C.1.2 The worksheet can be downloaded as an Excel spreadsheet from the FAMA website, *www.fama.org*, and customized to show only the equipment a department expects to carry. There are additional columns on the spreadsheet to assist the fire department in maintaining records of the equipment it carries on the apparatus.

Annex D Guidelines for First-Line and Reserve Fire Apparatus

This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.

D.1 General. To maximize fire fighter capabilities and minimize risk of injuries, it is important that fire apparatus be equipped with the latest safety features and operating capabilities. In the last 10 to 15 years, much progress has been made in upgrading functional capabilities and improving the safety features of fire apparatus. Apparatus more than 15 years old might include only a few of the safety upgrades required by the recent editions of the NFPA fire department apparatus standards or the equivalent Underwriters Laboratories of Canada (ULC) standards. Because the changes, upgrades, and fine tuning to NFPA 1901 have been truly significant, especially in the area of safety, fire departments should seriously consider the value (or risk) to fire fighters of keeping fire apparatus more than 15 years old in first-line service.

It is recommended that apparatus more than 15 years old that have been properly maintained and that are still in serviceable condition be placed in reserve status;be upgraded in accordance with NFPA 1912; and incorporate as many features as possible of the current fire apparatus standard *(see Section D.3)*. This will ensure that, while the apparatus might not totally comply with the current editions of the automotive fire apparatus standards, many of the improvements and upgrades required by the current editions of the standards are available to the fire fighters who use the apparatus.

Apparatus that were not manufactured to the applicable NFPA fire apparatus standards or that are over 25 years old should be replaced.

D.2 Evaluating Fire Apparatus. It is a generally accepted fact that fire apparatus, like all types of mechanical devices, have a finite life. The length of that life depends on many factors, including vehicle mileage and engine hours, quality of the preventative maintenance program, quality of the driver training program, whether the fire apparatus was used within the design parameters, whether the apparatus was manufactured on a custom or commercial chassis, quality of workmanship by the original manufacturer, quality of the components used, and availability of replacement parts, to name a few.

In the fire service, there are fire apparatus with 8 to 10 years of service that are simply worn out. There are also fire apparatus that were manufactured with quality components, that have had excellent maintenance, and that have responded to a minimum number of incidents that are still in serviceable condition after 20 years. Most would agree that the care of fire apparatus while being used and the quality and timeliness of maintenance are perhaps the most significant factors in determining how well a fire apparatus ages.

Critical enhancements in design, safety, and technology should also play a key role in the evaluation of an apparatus' life cycle. Previous editions of the fire department apparatus standards featured many requirements advancing the level of automotive fire apparatus safety and user friendliness. Contained within the 2009 edition were requirements for rollover stability; tire pressure indicators; seat belt warning systems requiring all occupants be properly seated and belted; extended seat belt length requirements resulting from an in-depth anthropometric study evaluating the average size of today's fully dressed firefighter; roadability, including minimum accelerations and top speed limitations; enhanced step and work surface lighting; cab integrity testing; increased use of retroreflective striping in the rear of apparatus, providing a consistent identifiable set of markings for all automotive fire apparatus; and enhanced aerial control technologies, enabling short jacking and envelope controls.

D.3 Upgrading Fire Apparatus. Any apparatus, whether in first-line or reserve service, should be upgraded in accordance with NFPA 1912, as necessary, to ensure that the following features are included as a minimum:

(1) Seat belts with seat belt warning systems are available for every seat and are new or in serviceable condition.
(2) Warning lights meet or exceed the current standard.
(3) Reflective striping meets or exceeds the current standard.
(4) Slip resistance of walking surfaces and handrails meets the current standard.
(5) A low-voltage electrical system load manager is installed if the total connected load exceeds the alternator output.
(6) The alternator output is capable of meeting the total continuous load on the low voltage electrical system.
(7) Where the gross vehicle weight rating (GVWR) is 36,000 lb (16,000 kg) or more, an auxiliary braking system is installed and operating correctly.
(8) Ground and step lighting meets or exceeds the current standard.

(9) Noise levels in the driving and crew compartment(s) meet the current standard, or appropriate hearing protection is provided.
(10) All horns and sirens are relocated to a position as low and as far forward as possible.
(11) Signs are present stating that no riding is allowed on open areas.
(12) A pump shift indicator system is present and working properly for vehicles equipped with an automatic chassis transmission.
(13) For vehicles equipped with electronic or electric engine throttle controls, an interlock system is present and working properly to prevent engine speed advancement at the operator's panel, unless either the chassis transmission is in neutral with the parking brake engaged, or the parking brake is engaged, the fire pump is engaged, and the chassis transmission is in pumping gear.
(14) All loose equipment in the driving and crew areas is securely mounted in accordance with the current standard.

D.4 Proper Maintenance of Fire Apparatus. In addition to needed upgrades to older fire apparatus, it is imperative that all fire apparatus be checked and maintained regularly to ensure that they will be reliable and safe to use. The manufacturer's instructions should always be followed when maintaining the fire apparatus. Special attention should be paid to ensure that the following conditions, which are particularly critical to maintaining a reliable unit, exist:

(1) Engine belts, fuel lines, and filters have been replaced in accordance with the manufacturers' maintenance schedule(s).
(2) Brakes, brake lines, and wheel seals have been replaced or serviced in accordance with the manufacturers' maintenance schedule.
(3) Tires and suspension are in serviceable condition, and tires are not more than 7 years old.
(4) The radiator has been serviced in accordance with the manufacturer's maintenance schedule, and all cooling system hoses are new or in serviceable condition.
(5) The alternator output meets its rating.
(6) A complete weight analysis shows the fire apparatus is not over individual axle rating or total GVWR.
(7) The fire pump meets or exceeds its original pump rating.
(8) The water tank and baffles are not corroded or distorted.
(9) If the apparatus is equipped with an aerial device, a complete test to original specifications has been conducted and certified by a certified testing laboratory.
(10) If so equipped, the generator and line voltage accessories have been tested and meet the current standard.

D.5 Refurbishing or Replacing Fire Apparatus. Fire department administrators and fire chiefs should exercise special care when evaluating the cost of refurbishing or updating an apparatus versus the cost of a new fire apparatus. Apparatus that are refurbished should comply with the requirements of NFPA 1912. A thorough cost–benefit analysis of the value of upgrading or refurbishing a fire apparatus should be conducted. In many instances, it will be found that refurbishing costs will greatly exceed the current value of similar apparatus.

Some factors to consider and evaluate when determining whether to refurbish or replace a fire apparatus include the following:

(1) What is the true condition of the existing apparatus? Has it been in a major accident, or has something else happened to it that would make spending significant money on it ill advised?
(2) What advancements in design, safety, and technology have improved the efficiency and safety of personnel?
(3) Does the current apparatus meet the program needs of the area it is serving? Is it designed for the way the fire department operates today and is expected to operate in the foreseeable future, or is the apparatus functionally obsolete? Can it carry everything that is needed to do the job without being overloaded?
(4) If the apparatus is refurbished, will it provide the level of safety and operational capability of a new fire apparatus? It should be kept in mind that in many cases, refurbishing does not mean increasing the GVWR, so it is not possible to add a larger water tank or additional foam agent tanks or to carry massive amounts of additional equipment. Enclosing personnel riding areas might add enough weight to the chassis that existing equipment loads need to be reduced to avoid overloading the chassis.
(5) What is the anticipated cost per year to operate the apparatus if it were refurbished? What would the cost per year be for a new apparatus? Insurance costs, downtime costs, maintenance costs, depreciation, reliability, and the safety of the users and the public all have to be considered. At what rate are those costs rising each year? Are parts still readily available for all the components on the apparatus? A refurbished 15-year-old apparatus still has 15-year-old parts in it. How long could the fire department operate without the apparatus if it suddenly needed major repairs?
(6) Is there a current trade-in value that will be gone tomorrow? Most apparatus over 12 years old have little trade-in value. Are there creative financing plans or leasing options that can provide a new fire apparatus for little more than the cost of refurbishing or maintaining an older apparatus?

D.6 Conclusion. A fire apparatus is an emergency vehicle that must be relied on to transport fire fighters safely to and from an incident and to operate reliably and properly to support the mission of the fire department. A piece of fire apparatus that breaks down at any time during an emergency operation not only compromises the success of the operation but might jeopardize the safety of the fire fighters relying on that apparatus to support their role in the operation. An old, worn-out, or poorly maintained fire apparatus has no role in providing emergency services to a community.

Annex E History of NFPA 1901

This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.

E.1 History of Specification. A report of the NFPA Committee on Fire Engines adopted at the 1906 NFPA Annual Meeting included many of the provisions and test procedures since followed in standards for fire department pumping apparatus.

In 1911, at the convention of the International Association of Fire Engineers, the Committee of Exhibits conducted

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44 Year of Experience in Selling and Servicing Fire Apparatus

Consulting Services to Fire Departments to Make Fire Apparatus Safer Better Organized and More Dependable.

Fleet Evaluation Update

2-18-2021

Review of NFPA Appendix D Handout

Quick Summary of the Document says:

NFPA has milestones that a fire department must use to plan for the replacement of their front line emergency vehicles.

(1) When a truck reaches fifteen (15) years of age old the Authority Having Jurisdiction; "AHJ", which is your city council must decide to either:

(a) Put that truck in reserve and use it as a back up to your front line pumpers when a front line pumper has to be repaired.

Considerations the "AHJ needs to consider are:

(a.1) Can the truck be maintained properly and will it pass the annual pump test.

(a.2) If there has been a revision to NFPA 1901 after this truck was purchased and new safety features were added to the standard, the "AHJ" will need to agree to upgrade the truck by adding the most important safety items to keep this truck as a reserve pumper.

(a.3) If the pumping capacity of this truck is critical to your ISO fire flow requirement, you'll will need to buy a replacement truck.

(b) Take the truck and of service, sell it and buy a replacement.

(c) Keep the truck in service and use it as a front line pumper if the truck can still comply to sentence (a.1) above.

(2) When a truck reaches 25 year of age the truck must be taken out of service unless the "AHJ" has:

* Made sure the truck has been properly maintained.
* The truck can still pass the annul pump test
* The city has added critical safety features recommended by NFPA 1901 between years 15 and 25 year of ownership

My Thoughts on this:

In the last two (2) years were seeing it get harder to get parts for trucks once they get 19-20 years old. Sometimes junk yards are the last resort to find cab and chassis parts. Most fire pump and accessory manufactures will only provide fire pump parts until a pump has reached 20 years.

Financially it makes since to rotate your fleet before the trucks get ten (10) years old, but that may be a pipe dream for a lot of cities.

I know this goes against the way cities looks at their vehicles but I think:

a. *Cities need to start treating their fire department vehicles as an asset that has trade in or resale value. Don't run the trucks in the ground where they won't have any resale value.*

b. *There is no incentive for a fire department or any department in a city to keep a vehicle properly maintained, because any money they receive for re-sale goes into General Funds.*

c. *Cities need to start running their departments as a business not as a liability.*

The Trucks Must Be Properly Maintained.

1. **Federal DOT Standards will not allow any truck to be driven on the highway with tires that are dry rotted or over seven (7) years old.**

   a. *The chief will be pulling together a quote for the tires that need to be immediately replaced on each truck.*

2. **Preventative Maintenance Programs must be performed on the chassis, fire pump and fire body each year by competent trained in house personnel or an outside sub-contractor who has competent trained service technicians that are properly insured who can provide this service.**

   a. I have samples of the Preventative Maintenance Check Sheets and Services I will give the fire department and will help them get the proper quotes for the work.

      Note: ***There is a difference between an Apparatus Check Sheet and a Preventative Maintenance Check Sheet and Services***

      A check sheet will need to be designed around the construction of each truck.

   b. The town will need to make sure they provide money so the work can be done as soon as possible and the vendor paid within 30 days after the invoice is received by the city.

      Note: The city is gradually losing your local service providers who are willing to do the repair work because they aren't being paid on a timely basis. There are only a handful of companies that do this type of work, so don't string them along for payment.

3. **Daily, Weekly and Monthly Check Sheets that are performed by the members of the fire department need to be put together and designed for the particulars of each truck.**

   a. The check sheet that is being used by the department is more of an inventory check for the equipment on the truck.

   b. I will provide a generic check sheet that can be used as a start, but it will need to be customized for each truck as to the proper fluid and design of the vehicle.

      **** There is no charge for the check sheet but there will be an hourly charge to customize it for each specific truck.***

      **** Someone will need to teach key employee how to do the check sheet and hold them responsible for doing it.***

      **** You can pay a service provider to teach your people how to do this or you can pay me.***

4. **ISO Requires pump test to be run every year on each truck with a rated fire pump.**

   a. 2018 is the last time pump test were performed.

      Money will need to be allocated so this work can be performed immediately and make sure the vendor is paid within 30 days after the work is done.

5. **I'm concerned that the budget for fire department vehicle repairs is severally underfunded.**

   a. The city will need to start keeping up with the cost to repair each truck. The cost to keep the vehicle running is the most effective way to evaluate when a truck should be taken out of service and disposed.

Bottom Line – The NFPA and ISO Requirements for properly maintaining your fleet have fallen behind because of the lack of funding for the department to have the work done on a timely basis.

Here's an Update on What I Have Found with your Fleet

You Have Four (4) Pumpers

There are two (2) pumpers that had to be taken out of service because they were not usable.

E4/E37	27 year old 1994 GMC E-One Pumper Rated at	1250 GPM
	The electrical system cannot be repaired	
E-1/E35	29 year old 1992 Chevy KME pumper Parts are no longer available for the pump Rated at	1250 GPM
	**Loss of fire flow	2500 GPM

ISO Requirement to Maintain your Rating Classification which is a 4/4X effective March 1st, 2020

The ***"Insurance Service Office"*** requires your city to provide on the initial response, fire trucks with a pumping capacity of 3500 GPM that can respond to your downtown area no further away than 1.5 miles from your main station.

You've lost 2500 GPM of your required 3500 GPM of pumping capacity, this is a major issue. I will provide additional details for this plan for out next meeting.

* **The city will need to budget to purchase two (2) trucks to replace these vehicles. It would make sense to purchase a new custom rescue pumper and a commercial pumper tanker with at least 1500 GPM pump on each truck. This would increase your pumping capacity of 3,000 GPM for those two unit.**

You Have Two (2) Pumpers that will still be In service

E3/E31 1995 Ford E-1 Pumper 26 year old Pumper rated at 1250 GPM.
This truck has dry rotted tires and will need to be replaced if the truck is going to be kept in service.

* Once the city receives a new truck this unit will need to be used as a reserve pumper until all maintenance issues are resolved with the other trucks in the fleet. Once that happens this truck will need to be sold.

E2/E30 2004 International Pierce Pumper 17 year old Pumper rated at 1250 GPM.

The front tires are dry rotted and need to be replaced immediately.

There is additional equipment that is needed to be purchased to bring these trucks in compliance with ISO and NFPA standards. The department has a list and is getting quotes for what is needed.

2001 Pierce Aerial Tower 20 year old Aerial tower with a 2000 GPM pump

Tower 30

This truck is in major need of repairs. The unit has severe electrical, hydraulic and corrosion issues. As it stands now the truck is not dependable to use.

I have requested a quote from the Pierce dealer on what it will take to make the following repairs.

a. Make immediate repairs that can be done by the local Pierce dealer to be able to keep the truck in service until money is budgeted for the refurbishment of the vehicle.

b. Refurbishment of the chassis, fire pump, Body and Aerial.

   My best guess on the cost for this project will be an estimated $250,000.00. We should have the quote from Spartan Fire very soon.

   A new truck like this would cost the city $1,700,000.00. This truck looks to have good bones but in order to make this a safe, dependable vehicle money will have to be invested on this truck.

c. There is a list of equipment that needs to be purchased to be able to use this truck. Even if the truck was reliable there's not enough of the required equipment on the truck to use on the fire scene.

Two (2) Pumpers Tankers

T30 – 2009 International KME 1500 GPM Tanker with 2500 Gallon Water Tank. This truck is having a new 2500 Gallon Tank installed. There are tires on this truck that need to be replaced on this truck once it comes back from the repair shop. I have a list of item that I found on this truck that need to be repaired before the truck comes back. This includes preventative maintenance that needs to be performed on the chassis, pump and fire body as well the testing of the fire pump. I am getting you prices for this work. this.

T35 – 2017 Freightliner E-One Pumper Tanker 1250 GPM with 2000 Gallon Water Tank This truck is the newest and in the best condition of all trucks.

Both trucks were designed as tanker pumpers but can be used as a pumper if properly equipped.

Three (3) Special Service Vehicles that are classified as Rescue trucks or either a Service trucks

R-30 **Rescue truck with a 2001 International Chassis and a Pierce Rescue Body**

This truck has numerous engine and computer issues and not worth repairing. This unit has been taken out of service and needs to be sold.

R-37 **1991 GMC chassis with a utility body**

This truck has been taken out of service because of dependability issues.

This truck was used by the police department as a drug introduction vehicle. Because of the maintenance issues with this truck it has been given back to the police department.

R-35 2007 GMC 3500 HD

This rescue truck has been equipped with rescue and medical equipment and will take the place of what R-30 what was used for.

The truck does have engine regeneration issues. The department is working with a vendor to determine what the issue is with this truck.

One (1) Brush Truck 2/30 **2007 Dodge 3500 with a flat bed with compartments and a skid unit**

This truck is currently having brake repairs done to it.

**** New Trucks added to Fleet**

Two (2) 2003 Chevrolet pickups have been added to the fleet that will eventually be added to the fleet and used as brush trucks. Money will be needed to budget for the paint, lettering, Warning lights and siren as well as a skid unit and equipment needed to outfit these units.

These unit came from State Surplus. The cost for each unit was $1,000.00. Additional information will be discussed on these units at next meeting.

Two (2) Administrative Vehicles

Adm 1 **Chief Vehicle 2012 F150 Pickup**

Adm 2 **Assistant Chief Vehicle 1999 Chevrolet Tahoe**

Service 30 2003 F250 The city paid $250.00 for this truck. It is used for an errand truck.

Special Operations Vehicle

This is used to pull the FD dive boat and trailers. Fire fighter can also use it to drive when they go to classes out of town

One (1) High Water Transport Vehicle

This is the black Warner Swasey 4x4 vehicle that sits behind the stations.

Money will need to be budget for warning lights, seating and a hydraulic lift gate added to the rear of this truck.