

Ad Hoc Fire Vehicle Replacement Meeting

August 29, 2013

18:30

Hallowell Rd Fire Station

Minutes;

1. Call to Order:

Present: Shawn Ramage, Ted Gardner, Skip Skehan, Craig Hitchings

Also Present: Phil Alexander, Jim Gagnon, Henry Truman Jr., Joseph Mills, Ken Lapointe

2. Scheduled Items:

A. Current Inventory Inspection and Questions

Members Looked over Current Inventory with special concern to current tanker.

B. Correspondence reviewed from K & T Fire Apparatus in Island Falls.

Chief Ramage along with some members met with a representative from K & T on Friday August 23rd to look at the possibility of a new poly tank being placed on our current chassis. They took measurements, numbers off the chassis and pictures and told us they would get back to us in a few days.

The Email from Tom York from K & T was presented at the meeting and discussed. The current tank they have in inventory won't fit our chassis. Members would like Tom to give us a figure on a custom built poly tank that would fit our chassis and met safety standards for next meeting.

“See attached email from K&T”

C. Chief Ramage presented the items from Maine Municipal Association specifically the response from the under writer about the “home made” tankers.

Maine Municipal already insures our current fleet they will continue to insure our apparatus but will charge higher premiums and place us in a higher risk category for trucks that are not built by reputable fire truck manufactures. "See attached ruling"

D. Committee would like more info from K&T about a new poly tank being placed on our current apparatus chassis and ball park figures. Chief Ramage and the department will have those ready for the next meeting to review and discuss.

3. Adjournment

Meeting adjourned @ 2018 hours

Submitted by

Shawn Ramage Fire Chief

K&T Response:

Chief Ramage, We can do about anything as Fire Trucks are exempt from weight issues , by Maine Statue, BUT, if we get into a liability situation there will be hell to pay. Especially if we knowingly do something we should not have done.

Gross axle weight ratings are based on the weakest component, so we can change the tire size to a heavier weight rating , but legally we are only able to rate to the weakest component,

I have a New 14,000 lb ft axle that may fit under your chassis, but this would not be my first choice, to keep the truck refurb economical, the best way is less water .

The New 2012 Poly Tank I have is to long for your chassis.

For your sake and ours we would like to have at least a 10% margin on each axle to allow for future weight increases in on board equipment.

I did not mention in the previous note that we also have to meet a center of gravity requirement, which will usually be less than 67 ". so this keeps the overall height down

Now that I have said all of this, again these are not laws , but NFPA suggestions adopted by the State of Maine as suggestions ,all for our safety.

Good Tandem diesel automatic's chassis are hard to find, we are always looking.

Let me know if you would consider a newer "used" chassis , HP? etc.

Daigle & Houghton in Bangor has a new 2012 International 7400 tandem set up as a Fire Chassis , auto, 330hp 20 ft and 46 rear , easy to get 3500 gallons on and perhaps a ft mount or PTO pump if needed The Chassis it's self is \$95,000 .

Thanks Tom