

TO: Santa Clara Board of Director's, Information for the LFA Board

From: Randy Wood, Asst. Chief

For discussion at the next board meeting.

The intent of this letter is to prepare you for a discussion and give me time to address questions that are emailed to me prior to the meeting.

We have a problem with our main front-line engine 115, at Station 115, not being reliable. This vehicle was purchased from Washington after E102 was wrecked on Territorial.

Our current back-up engine E-112 was burned over in a fire on Fir Butte rd. approx. 5 years ago and has been plagued with electrical and mechanical problems since that time.

We have had an issue where an engine has needed traded out 2 times during a shift due to mechanical problems, sometimes several shifts a week. At least once the equipment was repaired and returned to active service, 3<sup>rd</sup> switch in one day.

We would like to make E116 our permanent back up engine. As you know it is in excellent operating condition and most of the time it sits at station 116.

Staff really like the truck; however, they are very concerned that it doesn't have air conditioning, particularly now with our summers heating up so much. We have discussed the truck's reliability and believe it could be in-service for many years to come.

We will be making a request to add air conditioning to this engine. As the truck is owned by SCFD I would believe that Santa Clara would pay for the upgrade. A quote to add air conditioning has come in at \$6500.

Our reasoning for this request is as follows:

1. Current E115 is not reliable;
2. Current E112 is not reliable;
3. Transferred time for equipment is usually an hour, sometimes more (takes the engine out of service);
4. If the current E115 goes out of service, while away from the station, transfer time will be increased significantly;
5. Multiple trade outs will be significantly reduced (if not eliminated);
6. Both Santa Clara Fire District and Lane Fire Authority will benefit from an extremely reliable back up, that is (within reason) ready to go in-service;
7. Air conditioning will aid in staff readiness and lower fatigue;
8. Engine 116 will get some usage.

The equipment list attached will show the number of items transferred each switch over and some of the items or changes the Line Staff would like us to consider. Chief Borland and myself have discussed this list and are currently debating the significance of some of the items.

It will not be financially feasible to have a fully equipped engine ready for operation, but we will get it as close as we can. Currently the entire yellow section is being transferred to E116 when used.

Thank you, Randy

E116 transferrers - An effort to have E116 Ready for immediate service

Discussion Items		
Air Conditioning	Working On	This list was built by Line staff. All of these items are transferred each time the primary unit goes out of service.  Average 3 person transfer time: roughly 1 hr  An expensive permanent item is denoted with a \$ sign.
Command Board	Transfer	
I Pad and charger	Transfer	
PPV Fan (Blow Hard Quickie)	\$/Transfer	
Chainsaw	Transfer	
Genesis tool with battery and charger (Extrication)	\$/Transfer	
Garage and Gate openers	Transfer	
Pandemic Box with supplies	Transfer	
ALS Med Kit	Transfer	
E115 Helmet Shields	Transfer	
E115 metal placards	Transfer	
Velcro passport board	Transfer	
Oxygen bag	\$/Transfer	
CPAP	\$/Transfer	
AVI Bag	\$/Transfer	
ALS PED Kit	\$/Transfer	
OB Kit	Transfer	
vacuum splints	\$/Transfer	
4 inch to 5 inch adapter (used for JC hydrants)	Transfer	
Hydrant bag with supplies	Transfer	
Patient Mover (big black tarp)	Transfer	
4 gas monitor	\$/Transfer	
X series (charging cable only?, Transfer)	\$/Transfer	
Suction with charging cable	\$/Transfer	
Traffic Vests	Transfer	
C-Collar Bag	Transfer	
PET O2 Bag	Transfer	
RIT Pack	\$/Transfer	

Our goal is to have as much as fiscally possible on the engine, to reduce transfer times. Some of the items we already have.