

TO: James L. App, City Manager
FROM: Ken Johnson, ES Chief/Doug Monn, Director of Public Works,
Jim Throop, Director of Administrative Services
DATE: December 6, 2011
SUBJECT: Fire Engine Replacement

NEEDS: For the City Council to consider a plan to replace fire engines.

- FACTS:**
1. Emergency Services operate two (2) stations with three (3) crew members twenty-four (24) hours per day seven (7) days per week.
 2. Primary emergency response vehicles are two (2) fire engines and one ambulance (operated by San Luis Ambulance), supplemented by special duty vehicles including one (1) aerial ladder truck, one (1) heavy rescue vehicle truck, and other light duty transportation.
 3. The two fire engines were purchased in 2002 and have accrued approximately 90,000 miles and 8,000 equipment hours.
 4. Comprehensive mechanical review of the fire engines confirms the two primary engines are nearing the end of primary responder service life.
 5. Combined maintenance costs are increasing (\$1,195 in 2002 vs. \$57,596 in 2010, (see Exhibit B summary [full 298 page report is available]).
 6. A third fire engine provides back up. It is 22 years old. Due to its age and use it experiences a high rate of repair.
 7. The reserve unit's maintenance cost are \$76,769.
 8. Engines have an expected life of 10 years or 100,000 miles. When properly maintained, retired front line units can provide an additional 10 years of service as reserve engines.
 9. Burton Fire, Inc., the firm that provides much of the City's specialized engine maintenance, has assessed the primary and reserve engines. They recommend replacing all units (see attached report). The 10-year old units can productively be used as reserve engines.
 10. The City's two engines are scheduled for replacement in 2012. The estimated cost per engine is \$550,000

ANALYSIS &

CONCLUSION: The Emergency Services Growth Management Plan established the Department's mission to respond to all hazards and medical aid calls within 4 minutes 90% of the time. For a small department, such a broad and aggressive mission requires careful deployment of station, equipment and personnel. Flexibility of vehicles for response is also essential two engines are key to mission accomplishment. The engines transport personnel and equipment to

the scene of emergency calls. The engines are experiencing increased component failures and are approaching the end of their front line service life.

The 22 year old reserve engine is no longer dependable. As a result the ladder truck must be used until replacement engines can be obtained and the 2002 engines converted to reserve capacity. Use of the ladder truck as a reserve will shorten its service life.

The cost to replace the two front line engines is \$1,100,000. The City's Equipment Replacement Fund balance is approximately \$2.2 million, which includes \$700,000 for the two fire trucks.

Acquisition of two (2) replacement engines can be accomplished with two (2) ten-year lease purchases; one (1) in 2012, the second in 2013. Annual lease/purchase payments are \$63,000 each expose impact on the General Fund, Equipment Placement Fund, and cash can be managed and met by continuing depreciations charges combined with equipment replacement funds.

POLICY

REFERENCE: Purchasing and Payment Procedures Manual, Section 7.0, and vehicle replacement schedule.

FISCAL

IMPACT: The Equipment Replacement fund includes \$700,000 for two fire trucks; however, it is recommended that a Lease/Purchase be used to acquire the fire trucks. At the end of the lease/purchase term, the City owns the vehicle. The "buy-out" cost for the truck would be \$1.00.

Annual payments approximate \$63,000 for each fire truck. The payment includes an interest charge of approximately \$13,000 per engine per year.

Engine #1 would be ordered January 1, 2012. Delivery takes twelve (12) months. Delivery of the new unit is expected in FY 12/13. The process would be repeated January 2013 with the second unit delivered in FY 13/14.

OPTIONS:

- a. Authorize the ES Chief and Public Works to begin the process for replacing one fire engine in FY 2012/2013, with a second unit to be replaced in FY 2013/2014 using a lease/purchase or
- b. Authorize the ES Chief to begin the process for replacing two fire engines in FY 2012/2013 using a lease/purchase or
- c. Defer replacement of fire engines
- d. Amend, modify, or reject above options.

Exhibit A: Resolution

Exhibit B: Memo Wade Hatch to Ken Johnson

Exhibit C: Letter from Burton's Fire, Inc.

Exhibit D: Memo Municipal Shop to Doug Monn

Exhibit E: Memo Emergency Medical Services Squad Integration

Exhibit F: Vehicle Maintenance & Pump Test Logs

Exhibit G: Fire Engine Payment Schedule

RESOLUTION NO. 11-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
AUTHORIZING THE REPLACEMENT OF TWO (2) FRONT LINE FIRE ENGINES

WHEREAS, the City has adopted vehicle replacement policies based on the useful life of the vehicles/equipment; and

WHEREAS, prior to being considered for replacement, equipment is examined to determine if the useful life can be extended or has been exhausted; and

WHEREAS, the City's maintenance staff, and outsource vendor(s) for specialized maintenance have reviewed both primary engines and recommend replacing the front line units and cycling them in into reserve roles before they acquire too many hours to serve in this capacity; and

WHEREAS, the current reserve unit is 22 years old, is not reliable and requires a high rate of repair and should be declared surplus; and

WHEREAS, Acquisition of two (2) replacement engines can be accomplished with two (2) ten-year lease purchases; one (1) in 2012, the second in 2013. Annual lease payment of \$63,000 each will be funded by continuing depreciations charges combined with equipment replacement funds; and

WHEREAS, the cost to replace the two front line engines is \$1,100,000 and the City's Equipment Replacement Fund balance is approximately \$2.2 million, which includes \$700,000 allocated for the two fire trucks; and

WHEREAS, the replacement fund balance of \$700,000 will cover the initial debt service for the fire engine purchase until adjustments to the contribution for replacement can be made;

THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. That the City Council of the City of Paso Robles does hereby authorize the lease/purchase of two (2) fire engine in the amount of \$1,100,000; one (1) in 2012, the second in 2013 and authorizes the City Manager to execute the purchase.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 6th day of December 2011 by the following votes:

AYES:
NOES:
ABSTAIN:
ABSENT:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

EXHIBIT B

TO: Ken Johnson, Emergency Services Chief
FROM: Wade Hatch, Fleet Supervisor
SUBJECT: Engines 8191 & 8192
DATE: February 14, 2011

Per your request I am offering my opinion regarding the condition of Fire Engines 8191, 8192 and my recommendation regarding retention or replacement.

8191- Unit 220 has been the more expensive of the two units over their nine year history with costs escalating from \$783 in 2002 to \$32,948 in 2010. None of the 2010 repairs were drive train related keeping costs low, but the numbers show a considerable increase and down time related to minor repairs due to age and mileage of the unit. With my retirement this year and the lag time in getting the new mechanic certified, expected rising maintenance costs and down time in 2011, it is my opinion that this unit should be replaced at the earliest convenience.

8192- Although unit 221 has been less expensive to maintain over the years, the costs have also risen from \$412 in 2002 to \$24,648 in 2010. I fully expect the maintenance costs and down time to rise in 2011. I would recommend replacement of the unit at the same time as 8191, but if not possible due to current budget shortfalls, it should be replaced in the following fiscal year. Based purely off of maintenance records and vehicle history, it appears that this unit would be best suited to replace 8190 as the reserve engine. This would provide better reliability than the current unit which is a 1989 Pierce Arrow. Whatever unit is designated as the reserve engine should be retrofitted and brought up to current NFPA standards.

YEAR	#220 (E8191)	#221 (E8192)	TOTAL PER YEAR
2010	\$ 32,948.00	\$ 24,648.00	\$ 57,596.00
2009	\$ 11,544.00	\$ 7,423.00	\$ 18,967.00
2008	\$ 6,104.00	\$ 6,109.00	\$ 12,213.00
2007	\$ 6,117.00	\$ 6,928.00	\$ 13,045.00
2006	\$ 3,993.00	\$ 2,079.00	\$ 6,072.00
2005	\$ 6,521.00	\$ 4,139.00	\$ 10,660.00
2004	\$ 8,753.00	\$ 6,191.00	\$ 14,944.00
2003	\$ 6,486.00	\$ 1,854.00	\$ 8,340.00
2002	\$ 783.00	\$ 412.00	\$ 1,195.00
SUB TOTAL	\$ 83,249.00	\$ 59,783.00	\$ 143,032.00
The above cost represent repairs only (no fuel)			

BURTON'S FIRE, INC.

August 8, 2011

Jace Sonne
City of Paso Robles
625 Riverside Ave.
Paso Robles, Cal 93446

Dear Mr. Sonne:

I would like to thank you for your confidence in Burtons Fire to evaluate your fire apparatus and help come up with a replacement plan.

After performing the inspections on Engine 8190, 8191& 8192, I found that both Engines 8191 & 8192 are overall in good working condition. What I see is just the normal type of wear and tear you see in a fire truck that is 9 years old.

Your Reserve Engine 8190, on the other hand, is a 1989 with numerous hours and 118,119.30 miles. The vehicle has a small outdated body and with the number of hours and miles just isn't a suitable reserve should one of your (2) front line engines go down for a short period of time or a major repair, let alone if something should happen to them both at the same time.

My opinion is with a City the size of Paso Robles you would want a least two (2) reserve Engine to be on the safe side.

What you want to be careful about is not allowing your present front lines Engines to get so many miles and hours that they will not make good reliable reserve units. Once in reserve they will need to last until the new Engines would be cycle through.

With that said, I would recommend at looking to purchase a new Engine this year, which if you started the process now you are a least a year away from seeing it. And then follow that up with another after taking delivery of the first one.

Page 1 of 2

BURTON'S FIRE, INC.

A year from now when you take delivery of your first new engine, your present front line engines will be a year older with more miles and hours and ready to be cycled into reliable reserve status.

This would do two things for you. First, it gets you on a good replacement rotation that isn't as crippling as trying to replace both at the same time in these tough fiscal times. And second it gives you a good reserve unit that is better in suiting the needs of the city and department when it must be used. After the delivery of the second unit you will then have two reserves that are more than capable of doing the job.

Please feel free to contact me if you have any additional questions or need any additional information.

Sincerely

Ken Burton
President Burtons Fire

To: Doug Monn

From: Municipal Shop

Subject: RE: E8190 #214

Oil Leaks- Looks to be filter housing, though it's not the only leak under there. Figure about \$150 to do the filter housing and then re-evaluate the leaks. There also seems to be some excessive blow-by from the engine. It's likely a bad set of rings on a piston inside the engine, but there is a possibility of it being a bad valve guide. Best case on that would be about 1500 for parts and about 2800 in labor, worst is 2050 + 4000.

Overheating- Will have to drain the cooling system, have radiator rodded, and check thermostat and water pump for proper function. 200 for coolant, 250-500 for rodding, 50 for thermostat (if bad), 130-500 for water pump (depending on what might be wrong with it), and don't forget labor 850-1000.

Also on the water-to-water cooling system, expect to rebuild the entire system. Due to its age and the hard water of Paso, as soon as one fitting is removed it will loosen the scale that is built up inside the plumbing, and likely kill the pump. Also, the plumbing will be very brittle, so for every fitting that is removed there is a strong chance of breaking that fitting or causing a leak in a near-by fitting. Expect several thousand to repair that, mostly in labor.

Charged Air System- There seems to be a problem with the supercharger on this engine. Normally the Detroit 6v92TA engine is very loud, lots of "turbo whine" from the turbocharger and supercharger. During the pump test we were able to stand comfortably next to the engine without hearing protection. That should not be possible. It's likely that the supercharger has an issue, by either losing its compression ability or by losing its drive gear. Parts would cost between 310-1040 (plus core charge) and 300-3500 in labor.

Water Tank- When Ken Burton was out he saw signs of a leak in the fresh water tank. Since we are not seeing any major drips on the ground from that tank its likely to be near the top of the tank. It would be worthwhile to drain the tank and thoroughly inspect the steel tank for rust holes and cracks. Cost depends on what is found during inspection, but a rough estimate would be 1200-4000.

Brakes- I recently replaced all of the rear brake components due to them being out of compliance for BIT. After I was done I re-inspected the breaks and found that the brakes had been made better (a lot better actually) but were still out of compliance with BIT. I had them looked at by Wade Hatch (before retirement) and Cruz Mendoza, we could not find the reason that the brakes were traveling out of range. I have talked with several individuals who all recommended reinforcing or replacing the rear axle (\$1000-2100), the thought being that fatigued metal was stretching and twisting, causing the break pod to travel away from the axle instead of pushing the slack adjuster. All said and done, the brakes function correctly and safely but are outside of acceptable limits for the BIT program. I would strongly advise keeping this unit in town until retirement and have frequent inspections (weekly) of the brake pod mounting brackets for stress fractures or signs of torsional load.

Pump Testing- Since E8190 failed the initial pump test we will have to schedule a new test only after the above repairs are completed. The next test will cost \$400 and \$400 for travel expenses.

In summary: \$9640 to \$18990 in repairs plus the cost to repair the water-to-water cooler, these are conservative numbers assuming that no other problems are found during the repairs. I find that unlikely. Time to do all the repairs: 5-8 weeks depending on parts availability. In a recent govdeals.com auction a similar truck with lower miles and hours went for \$5461.05, there are currently 2 other similar units in better shape on there for 5500 and 6000. So, I could not recommend spending twice the value of the unit in repairs (at least) to gain another year or so of service.

Emergency Medical Services (EMS) Squad Integration

Emergency Services (ES) uses fire engines to respond to all types of emergency service requests, including EMS. EMS represents approximately 70% of all emergency response activity. It was suggested that cost savings might be realized by utilizing a light-duty vehicle (a.k.a. Squad) for EMS calls instead of a fire engine. The principle assumptions were that a squad better matched the actual resource need and could be operated at a lower cost. Using a squad would impact both department funding requirements and service capability.

Resource Deployment

The total number of employees assigned ES yields six Firefighters daily. With six Firefighters, vehicle staffing options are limited. The cost and service capabilities vary with each of the following options:

Resource Configuration Option		Response
A	Stn. #1 – Fire engine (3 Firefighters) Stn. #2 – Fire engine (3 Firefighters) <i>Note: current configuration</i>	<ul style="list-style-type: none"> ◆ 3 Firefighters assigned to each station. ◆ Fire engine responds to all emergency call types.
B	Stn. #1 – Fire engine (3 Firefighters) Stn. #2 – Fire engine (3 firefighters) or Squad (3 Firefighters)	<ul style="list-style-type: none"> ◆ 3 Firefighters assigned to each station. ◆ Fire engine responds within its respective district to all fire, rescue, and other call types requiring the tools carried on an engine; and ◆ Squad responds to all EMS calls w/i Fire Station #2's district.
C	Stn. #1 – Fire engine (3 firefighters) or Squad (3 Firefighters) Stn. #2 – Fire engine (3 firefighters) or Squad (3 Firefighters)	<ul style="list-style-type: none"> ◆ 3 Firefighters assigned to each station. ◆ Fire engine responds within its respective district to all fire, rescue, and other call types requiring the tools carried on an engine; and ◆ Squad responds within its respective district to all EMS calls.
D	Stn. #1 – Fire engine (4 Firefighters) Stn. #2 – Squad (2 Firefighters)	<ul style="list-style-type: none"> ◆ 4 Firefighters assigned to Fire Station #1. ◆ 2 Firefighters assigned to Fire Station #2. ◆ One fire engine responds city-wide to all fire, rescue, and other call types requiring the tools carried on an engine or needing more than two Firefighters; and ◆ One squad responds city-wide to all EMS calls.

Cost Implications

Using a squad in place of a fire engine would result in some fuel cost savings and prolong the useful life of an engine. A squad response to all EMS calls was estimated to reduce total engine use by approximately 10%. This would extend the life of a fire engine by one year for a savings of \$3,200 per annum.

Savings realized through decreased fuel use and increased fire engine life would be offset by the additional miles required to service calls and increased fleet costs. Not all EMS calls now served by a single engine could be served by a squad alone. Those calls requiring more tools than carried on a squad would result in a fire engine response also (i.e., a two vehicle response where previously only one was required). The purchase cost per squad would be \$164,000. The annual cost (replacement accrual) would be \$27,000.

Placing a squad into service would not eliminate the need to maintain three fire engines (two primaries and one reserve). Large fires, high demand periods, and other conditions necessitate the continued ability to staff additional fire engines with off-duty firefighters.

Service Implications

Generally, the consideration is for changing from response vehicles capable of servicing all call types to a combination of response vehicles that are capable of servicing all call types and limited call types. The implications vary according to the response configuration option selected (see table above).

The staffing of single engine within the city would preclude the department's ability to participate in mutual and automatic aid pacts, meaning that no outside assistance would be received for calls exceeding internal capacity. As an example, a small structure fire (room and contents) requires a minimum of 13 firefighters to perform a variety of tasks. That need is currently met by 6 Paso Robles Firefighters, 1 duty officer, and automatic or mutual aid resources. Eliminating outside assistance effectively abolishes any legitimate fire suppression capability.

The use of a single engine would also preclude the delivery of technical rescue services (a service now available through a partnership with Atascadero). Any confined space, water, or other specialized rescue would need to be conducted by County Fire/CAL FIRE with departmental assistance. This would become work-for-hire, as the department could no longer participate in the county mutual aid agreement.

Response times for certain call types would increase. Calls requiring equipment not carried on a squad, would additionally require an engine response. Identifying the need for additional resources and travel time would add additional response time. Response time is frequently a determinant in emergency outcomes.

Using a squad for all EMS calls and an engine for all others would dramatically alter workload distribution. It would more than double the amount of work assigned to the squad (over the engine).

Conclusion

Employing one or more squads would require an additional vehicle investment that exceeded operational cost savings. Using a squad, without the addition of more Firefighters to staff it, would also negatively impact the outcome of some calls. And most importantly, any alternative that reduced the current availability of two staffed fire engines would preclude the city's ability to participate in the mutual aid system.

Resource Configuration Option		Impacts
A	Stn. #1 – Fire engine (3 Firefighters) for all call types Stn. #2 – Fire engine (3 Firefighters) for all call types	<ul style="list-style-type: none"> ◆ None, current configuration
B	Stn. #1 – Fire engine (3 Firefighters) for all call types Stn. #2 – Fire engine (3 firefighters) or Squad (3 Firefighters) response, depending on call type	<ul style="list-style-type: none"> ◆ Fuel cost savings ◆ Increased engine life \$1,500 ◆ Squad/equipment acquisition cost (one-time) <\$164,000> ◆ Squad replacement cost (annual) <\$27,000> ◆ Additional fleet maintenance costs ◆ More calls requiring the use of both stations ◆ Some calls requiring additional wait time for more assistance
C	Stn. #1 – Fire engine (3 firefighters) or Squad (3 Firefighters), depending on call type Stn. #2 – Fire engine (3 firefighters) or Squad (3 Firefighters) response, depending on call type	<ul style="list-style-type: none"> ◆ Fuel cost savings ◆ Increased engine life \$3,000 ◆ Squad/equipment acquisition cost (one-time) <\$328,000> ◆ Squad replacement cost (annual) <\$54,000> ◆ Additional fleet maintenance costs
D	Stn. #1 – Fire engine (4 Firefighters) response for all fire, rescue and other non-EMS call types Stn. #2 – Squad (2 Firefighters) response for all EMS calls	<ul style="list-style-type: none"> ◆ Fuel cost savings ◆ Increased engine life \$3,000 ◆ Squad/equipment acquisition cost (one-time) <\$164,000> ◆ Squad replacement cost (annual) <\$27,000> ◆ Additional fleet maintenance costs ◆ More calls requiring the use of both stations ◆ Some calls requiring additional wait time for more assistance

Exhibit F

DATE: 11/04/2011
TIME: 02:11 p.m.

CITY OF PASO ROBLES
FACILITY WORK ORDER HISTORY

ID: 1-37/RRF

PAGE: 1

STARTING VMRS CODE:000-000-000
ENDING VMRS CODE:999-999-999

DATE: FIRST
DATE: LAST

VEHICLE: 220
VEHICLE: 221

UNIT: 220 LF MTR: 106180.0 CUR MTR: 29950.0 YR:02 MAKE: PIERCE FLEET: 150 SIZE: H CLASS: HEAV FUEL: D

VMRS CODE	DATE	-CREATE (ROUNDED)-			WORK DESCRIPTION	-ACTUAL-										
		WO NUM	LF-MILS	ODOMETER		PARTS	CST	LABOR	CST	TOTAL	HOURS	MECHANIC	CC	RC	WA	
001-000-000	05/29/2009	2660	793	3095	A/C, HEAT, VENTILATION	0.00		297.89	297.89	0.0				01	1	XX
001-000-000	05/27/2011	4854	969	20694	A/C, HEAT, VENTILATION	15.43		237.50	252.93	0.0				01	1	XX
001-002-000	09/23/2008	1914	675	67500	COMPRESSOR, A/C	0.00		1627.94	1627.94	0.0				01	1	XX
002-000-000	03/01/2011	4492	948	18569	CAB/SHEET METALS	11.63		52.00	63.63	1.0	WH			01	1	XX
002-000-000	03/18/2011	4607	954	19171	CAB/SHEET METALS	16.35		0.00	16.35	0.0				01	1	XX
002-000-000	07/12/2011	4953	982	22008	CAB/SHEET METALS	348.45		208.00	556.45	4.0	JS			01	1	XX
013-000-000	11/30/2007	849	578	57860	BRAKES	0.00		2484.46	2484.46	0.0				01	1	XX
013-005-000	09/04/2007	612	565	56543	CK/ADJUST BRAKES	0.00		129.37	129.37	0.0	CM			01	1	XX
013-007-000	06/07/2011	4930	978	21570	AIR COMPRESSOR	424.24		260.00	684.24	5.0	JS			01	1	XX
013-009-000	06/29/2009	2736	800	3822	AIR DRYER	35.59		52.00	87.59	1.0	CM			01	1	XX
013-012-000	06/29/2009	2736	800	3822	AIR LINE	0.00		59.97	59.97	0.0				01	1	XX
013-031-000	04/28/2011	4761	962	19983	CAMSHAFT AND BUSHING REAR	217.17		104.00	321.17	2.0	JS			01	1	XX
013-094-000	09/21/2007	648	569	56905	BRAKE RELAY VALVE	56.57		140.25	196.82	0.0				01	4	XX
016-000-000	02/09/2010	3392	857	9529	SUSPENSION	0.00		104.00	104.00	2.0	WH			01	1	XX
016-004-000	04/28/2010	3649	873	11085	SPRING FRONT	241.58		285.00	526.58	0.0				01	1	XX
017-000-000	07/15/2010	3938	891	12950	TIRES, TUBES, LINERS	1181.88		0.00	1181.88	0.0				01	1	XX
017-003-000	02/05/2010	3385	857	9529	TIRE DISMOUNT/MOUNT FRONT	0.00		1142.92	1142.92	0.0				01	1	XX
017-007-000	02/28/2008	1162	615	61502	REPLACE FOUR (4) TIRES	0.00		1595.92	1595.92	0.0	RR			01	1	XX
017-007-000	11/13/2009	3097	839	7708	REPLACE FOUR (4) TIRES	0.00		1625.72	1625.72	0.0				01	1	XX
024-008-000	06/30/2008	1676	644	64480	U-JOINT DRIVESHAFT	0.00		844.18	844.18	0.0				01	1	XX
024-008-000	07/12/2011	4953	982	22008	U-JOINT DRIVESHAFT	116.72		130.00	246.72	2.5	JS			01	1	XX
027-000-000	01/19/2011	4432	942	18055	TRANSMISSION AUTOMATIC	0.00		104.00	104.00	2.0	WH			01	1	XX
027-000-000	01/24/2011	4432	948	18569	TRANSMISSION AUTOMATIC	741.27		0.00	741.27	0.0				01	1	XX
027-000-000	06/07/2011	4930	978	21570	TRANSMISSION AUTOMATIC	787.05		1520.00	2307.05	0.0				01	1	XX
027-075-000	06/30/2011	4908	979	21761	REAR BEARING	0.00		0.00	0.00	0.0				01	1	XX
027-075-000	06/30/2011	4908	979	21761	REAR BEARING	0.00		0.00	0.00	0.0				01	1	XX
031-003-000	11/30/2007	845	595	59548	ALTERNATOR	0.00		156.00	156.00	3.0	CM			01	1	XX
031-003-000	10/13/2010	4200	1167	40503	ALTERNATOR	0.00		208.00	208.00	4.0	WH			01	1	XX
031-003-000	11/12/2010	4286	1167	40503	ALTERNATOR	0.00		52.00	52.00	1.0	WH			01	1	XX
031-005-000	10/14/2010	4223	1167	40503	BELT, ALTERNATOR	136.35		0.00	136.35	0.0				01	1	XX
032-002-000	09/25/2007	652	578	57853	BATTERY	595.43		104.00	699.43	2.0	CM			01	4	XX
032-002-000	02/09/2010	3392	857	9529	BATTERY	660.57		52.00	712.57	1.0	WH			01	1	XX
032-002-000	08/13/2010	4000	900	13769	BATTERY	673.52		156.00	829.52	3.0	WH			01	1	XX
032-002-000	01/19/2011	4431	942	18055	BATTERY	756.57		0.00	756.57	0.0				01	1	XX
032-002-000	01/19/2011	4431	942	18055	BATTERY	0.00		52.00	52.00	1.0	WH			01	1	XX
032-002-000	07/12/2011	4960	982	22008	BATTERY	226.12		104.00	330.12	2.0	JS			01	1	XX
032-008-000	04/28/2011	4761	962	19983	SELENOID STARTER REBUILD	132.61		130.00	262.61	2.5	JS			01	1	XX
032-010-000	04/28/2011	4761	962	19983	STARTER	627.76		156.00	783.76	3.0	JS			01	1	XX
032-010-000	05/02/2011	4781	962	19983	STARTER	0.00		104.00	104.00	2.0	WH			01	1	XX
032-010-000	07/12/2011	4953	982	22008	STARTER	0.00		312.00	312.00	6.0	JS			01	1	XX
034-006-000	09/25/2007	652	578	57853	BULB, EXTERIOR	10.51		0.00	10.51	0.0				01	4	XX
034-020-000	01/15/2009	2254	713	71350	TURN SIGNAL ARM	192.15		0.00	192.15	0.0				01	1	XX

DATE: 11/04/2011
 TIME: 02:11 p.m.

CITY OF PASO ROBLES
 FACILITY WORK ORDER HISTORY

ID: 1-37/RRF

PAGE: 2

STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

UNIT: 220 LF MTR: 106180.0 CUR MTR: 29950.0 YR:02 MAKE: PIERCE FLEET: 150 SIZE: H CLASS: HEAV FUEL: D

VMRS CODE	DATE	-CREATE (ROUNDED)-		WORK DESCRIPTION	-ACTUAL-									
		WO NUM	LF-MILS		ODOMETER	PARTS CST	LABOR CST	TOTAL	HOURS	MECHANIC	CC	RC	WA	
041-000-000	03/02/2011	4526	948	18569	AIR INTAKE SYSTEM	166.67	0.00	166.67	0.0			01	1	XX
042-000-000	10/06/2010	4189	1167	40503	COOLING SYSTEM	0.00	468.00	468.00	9.0	WH		01	1	XX
042-000-000	10/27/2010	4249	1167	40503	COOLING SYSTEM	4276.16	0.00	4276.16	0.0			01	1	XX
042-000-000	10/27/2010	4249	1167	40503	COOLING SYSTEM	0.00	832.00	832.00	16.0	WH		01	1	XX
042-006-000	01/26/2010	3345	855	9363	FAN BLADE OR SPACER COOLI	224.58	0.00	224.58	0.0			01	1	XX
042-009-000	03/07/2008	1209	617	61757	FLUSH SYSTEM, COOLANT	37.75	104.00	141.75	2.0	CM		01	1	XX
042-038-000	09/26/2007	657	578	57853	WATER FILTER, COOLANT	9.62	78.00	87.62	1.5	CM		01	8	XX
043-011-000	03/28/2011	4647	954	19171	TAILPIPE	0.00	26.00	26.00	0.5	WH		01	1	XX
044-028-000	02/04/2009	2250	762	76230	INJECTOR ALL	0.00	0.00	0.00	0.0			01	12	XX
044-028-000	05/24/2010	3767	880	11820	INJECTOR ALL	1869.31	0.00	1869.31	0.0			01	1	XX
045-000-000	01/29/2009	2291	713	71350	POWER PLANT/ENGINE	0.00	8493.95	8493.95	0.0			01	1	XX
066-000-000	10/01/2010	4166	1167	40503	PREVENTIVE MAINTENANCE	0.00	26.00	26.00	0.5	WH		01	1	XX
066-001-000	06/07/2007	316	537	53706	SERV & SAFETY INSPECTION	92.77	208.00	300.77	4.0	CM		01	1	XX
066-001-000	08/30/2007	612	565	56543	SERV & SAFETY INSPECTION	107.93	156.00	263.93	3.0	CM		01	1	XX
066-001-000	11/30/2007	945	595	59548	SERV & SAFETY INSPECTION	124.73	156.00	280.73	3.0	CM		01	1	XX
066-001-000	03/07/2008	1209	617	61757	SERV & SAFETY INSPECTION	125.10	156.00	281.10	3.0	CM		01	1	XX
066-001-000	08/25/2008	1843	675	67565	SERV & SAFETY INSPECTION	135.79	208.00	343.79	4.0	RR		01	1	XX
066-001-000	01/29/2009	2291	713	71350	SERV & SAFETY INSPECTION	0.00	0.00	0.00	0.0			01	1	XX
066-001-000	03/27/2009	2470	775	1279	SERV & SAFETY INSPECTION	0.00	0.00	0.00	0.0			01	1	XX
066-001-000	08/11/2009	2887	823	6074	SERV & SAFETY INSPECTION	147.99	208.00	355.99	4.0	CM		01	1	XX
066-001-000	01/25/2010	3331	855	9363	SERV & SAFETY INSPECTION	145.23	156.00	301.23	3.0	CM		01	1	XX
066-001-000	04/28/2010	3649	873	11085	SERV & SAFETY INSPECTION	4477.54	0.00	4477.54	0.0			01	1	XX
066-001-000	04/28/2010	3649	873	11085	SERV & SAFETY INSPECTION	0.00	0.00	0.00	0.0			01	1	XX
066-001-000	03/10/2011	4548	954	19171	SERV & SAFETY INSPECTION	201.04	156.00	357.04	3.0	JS		01	1	XX
066-001-000	08/25/2011	5100	998	23652	SERV & SAFETY INSPECTION	227.52	104.00	331.52	2.0	JS		01	1	XX
066-002-000	03/27/2009	2470	775	1279	TRANS/AIR/FUEL	0.00	0.00	0.00	0.0			01	1	XX
066-002-000	03/08/2011	4542	948	18569	TRANS/AIR/FUEL	0.00	0.00	0.00	0.0			01	1	XX
066-002-000	03/10/2011	4548	954	19171	TRANS/AIR/FUEL	49.76	104.00	153.76	2.0	JS		01	1	XX
066-015-000	04/28/2010	3649	873	11085	BIT SRV & SAFETY INSP	0.00	95.00	95.00	0.0			01	1	XX
066-015-000	04/28/2010	3649	873	11085	BIT SRV & SAFETY INSP	0.00	0.00	0.00	0.0			01	1	XX
066-015-000	03/09/2011	4548	954	19171	BIT SRV & SAFETY INSP	0.00	52.00	52.00	1.0	JS		01	1	XX
066-015-000	06/07/2011	4930	978	21570	BIT SRV & SAFETY INSP	0.00	104.00	104.00	2.0	JS		01	1	XX
066-015-000	06/30/2011	4908	979	21761	BIT SRV & SAFETY INSP	0.00	0.00	0.00	0.0			01	1	XX
066-015-000	09/19/2011	5159	795	3354	BIT SRV & SAFETY INSP	0.00	104.00	104.00	2.0	JS		01	1	XX
066-016-000	08/15/2007	574	578	57817	DIESEL SMOKE TEST	0.00	47.95	47.95	0.0	CM		01	1	XX
066-016-000	08/15/2007	574	578	57817	DIESEL SMOKE TEST	0.00	52.00	52.00	1.0	CM		01	1	XX
066-016-000	08/27/2008	1859	675	67565	DIESEL SMOKE TEST	45.00	0.00	45.00	0.0			01	1	XX
066-016-000	11/30/2009	3138	842	8031	DIESEL SMOKE TEST	0.00	52.00	52.00	1.0	CM		01	1	XX
066-016-000	12/09/2009	3188	844	8198	DIESEL SMOKE TEST	0.00	45.00	45.00	0.0			01	1	XX
066-016-000	10/01/2010	4166	1167	40503	DIESEL SMOKE TEST	0.00	45.00	45.00	0.0			01	1	XX
097-000-000	07/30/2010	3971	899	13700	PUMP (PRODUCT TRANSFER)	5110.31	0.00	5110.31	0.0			01	1	XX
097-000-000	10/27/2010	4249	1167	40503	PUMP (PRODUCT TRANSFER)	2790.13	0.00	2790.13	0.0			01	1	XX

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 FACILITY WORK ORDER HISTORY

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STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

UNIT: 220 LF MTR: 106180.0 CUR MTR: 29950.0 YR:02 MAKE: PIERCE FLEET: 150 SIZE: H CLASS: HEAV FUEL: D

VMRS CODE	-CREATE-	-CREATE (ROUNDED)-		WORK DESCRIPTION	-ACTUAL-			MECHANIC	CC	RC	NA
	DATE	WO NUM	LF-MILS		ODOMETER	PARTS CST	LABOR CST				
097-000-000	08/11/2011	5052	991	22957	PUMP (PRODUCT TRANSFER)	241.40	156.00	397.40	3.0	JS	01 1 XX
099-000-000	02/28/2008	1162	615	61502	ROAD CALL TRAVEL TIME	0.00	26.00	26.00	0.5	RR	01 1 XX
099-001-000	08/06/2007	523	578	57817	PICK-UP &/OR DELIVERY	0.00	0.00	0.00	0.0	CM	01 1 XX
099-001-000	11/13/2009	3097	839	7708	PICK-UP &/OR DELIVERY	0.00	26.00	26.00	0.5	CM	01 1 XX
100-000-000	06/29/2010	3884	888	12641	OTHER REPAIRS	0.00	416.00	416.00	8.0	WH	01 1 XX
100-000-000	07/22/2010	3968	899	13700	OTHER REPAIRS	0.00	416.00	416.00	8.0	WH	01 1 XX
100-000-000	08/13/2010	4016	900	13769	OTHER REPAIRS	1443.09	1034.45	2477.54	0.0		01 1 XX
100-000-000	11/19/2010	4292	1167	40503	OTHER REPAIRS	0.00	104.00	104.00	2.0	WH	01 1 XX
100-000-000	02/10/2011	4484	948	18569	OTHER REPAIRS	225.98	0.00	225.98	0.0		01 1 XX
100-000-000	03/08/2011	4542	948	18569	OTHER REPAIRS	0.00	520.00	520.00	10.0	WH	01 1 XX
100-000-000	03/18/2011	4606	954	19171	OTHER REPAIRS	3582.61	0.00	3582.61	0.0		01 1 XX
100-001-000	06/06/2007	316	537	53706	REPAIRS N.O.C.	0.00	208.00	208.00	4.0	CM	01 1 XX
100-001-000	03/07/2008	1209	617	61757	REPAIRS N.O.C.	0.00	52.00	52.00	1.0	CM	01 1 XX
100-001-000	08/27/2008	1859	675	67565	REPAIRS N.O.C.	0.00	26.00	26.00	0.5	RR	01 1 XX
100-001-000	10/24/2008	2024	689	68989	REPAIRS N.O.C.	171.39	0.00	171.39	0.0		01 1 XX
100-001-000	11/06/2008	2047	694	69483	REPAIRS N.O.C.	50.50	0.00	50.50	0.0		01 1 XX
100-001-000	12/16/2008	2192	708	70849	REPAIRS N.O.C.	814.26	0.00	814.26	0.0		01 11 XX
100-003-000	05/05/2008	1424	631	63156	MISC. REPAIR MINOR	20.28	52.00	72.28	1.0	RR	01 1 XX
100-003-000	08/11/2009	2887	823	6074	MISC. REPAIR MINOR	27.00	78.00	105.00	1.5	CM	01 1 XX
100-004-000	02/25/2008	1164	612	61257	PARTS ONLY	12.10	0.00	12.10	0.0		01 1 XX
100-004-000	02/12/2009	2331	762	76230	PARTS ONLY	202.38	0.00	202.38	0.0		01 1 XX
100-005-000	02/19/2010	3432	860	9814	TOWING	0.00	1000.00	1000.00	0.0		01 1 XX
100-005-000	09/20/2010	4109	1167	40503	TOWING	0.00	990.00	990.00	0.0		01 1 XX
100-005-000	01/19/2011	4432	942	18055	TOWING	0.00	400.00	400.00	0.0		01 1 XX
100-005-000	03/30/2011	4661	954	19171	TOWING	0.00	600.00	600.00	0.0		01 1 XX
100-005-000	07/12/2011	4953	982	22008	TOWING	500.00	0.00	500.00	0.0		01 1 XX

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STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

UNIT: 221 LF MTR: 106139.0 CUR MTR: 7587.0 YR:02 MAKE: PIERCE FLEET: 150 SIZE: H CLASS: HEAV FUEL: D

VMRS CODE	-CREATE- DATE	-CREATE (ROUNDED)-			WORK DESCRIPTION	-----ACTUAL-----					CC	RC	WA	
		WO NUM	LF-MILS	ODOMETER		PARTS CST	LABOR CST	TOTAL	HOURS	MECHANIC				
001-002-000	09/23/2008	1915	679	67925	COMPRESSOR, A/C	0.00	1851.27	1851.27	0.0			01	1	XX
001-004-000	05/14/2009	2605	767	76756	EXPANSION VALVE, A/C	0.00	675.26	675.26	0.0			01	1	XX
003-002-000	12/27/2010	4387	959	95951	GUAGE ANY	72.71	52.00	124.71	1.0	WH		01	1	XX
013-001-000	11/30/2007	850	562	56214	FRONT BRAKE PADS	0.00	288.60	288.60	0.0			01	1	XX
013-001-000	12/04/2007	876	573	57390	FRONT BRAKE PADS	0.00	220.32	220.32	0.0			01	1	XX
013-001-000	03/07/2008	1210	611	61123	FRONT BRAKE PADS	335.96	0.00	335.96	0.0			01	1	XX
013-001-000	08/24/2010	4057	915	91566	FRONT BRAKE PADS	980.82	1013.72	1994.54	0.0			01	1	XX
013-005-000	09/01/2007	661	535	53567	CK/ADJUST BRAKES	40.48	46.75	87.23	0.0			01	11	XX
013-009-000	06/29/2009	2737	778	77824	AIR DRYER	35.59	52.00	87.59	1.0	CM		01	1	XX
013-012-000	09/18/2009	2956	804	80487	AIR LINE	0.00	127.41	127.41	0.0			01	1	XX
013-014-000	05/29/2009	2659	768	76882	AIR LINE FITTINGS	0.00	238.99	238.99	0.0			01	1	XX
013-094-000	07/01/2009	2756	567	56697	BRAKE RELAY VALVE	0.00	443.07	443.07	0.0			01	1	XX
015-000-000	04/28/2010	3672	877	87778	STEERING	89.19	142.50	231.69	0.0			01	1	XX
015-011-000	03/29/2010	3543	866	86679	CYLINDER, POWER STEERING	1476.27	0.00	1476.27	0.0			01	1	XX
015-012-000	01/11/2010	3289	839	83946	DRAG LINK	0.00	1344.31	1344.31	0.0			01	1	XX
017-000-000	08/03/2010	3977	907	90743	TIRES,TUBES,LINERS	1839.44	0.00	1839.44	0.0			01	1	XX
017-000-000	10/25/2011	5256	1060	7527	TIRES,TUBES,LINERS	210.00	0.00	210.00	0.0			01	1	XX
017-002-000	01/26/2010	3344	846	84674	TIRE DEPTH	7.73	0.00	7.73	0.0			01	1	XX
017-006-000	02/29/2008	1179	606	60688	TIRE REPAIR	0.00	30.00	30.00	0.0	CM		01	1	XX
017-006-000	03/30/2010	3549	868	86798	TIRE REPAIR	0.00	85.56	85.56	0.0			01	1	XX
017-007-000	05/28/2008	1503	640	64024	REPLACE FOUR (4) TIRES	0.00	1595.92	1595.92	0.0			01	1	XX
017-007-000	05/14/2009	2605	767	76756	REPLACE FOUR (4) TIRES	0.00	1625.72	1625.72	0.0			01	1	XX
017-007-000	08/02/2011	5008	1970	98459	REPLACE FOUR (4) TIRES	2218.62	0.00	2218.62	0.0			01	1	XX
024-008-000	06/30/2008	1675	648	64799	U-JOINT DRIVESHAFT	0.00	969.35	969.35	0.0	CM		01	1	XX
027-000-000	06/19/2009	2717	772	77214	TRANSMISSION AUTOMATIC	1155.00	0.00	1155.00	0.0			01	1	XX
027-000-000	06/09/2010	3802	890	89010	TRANSMISSION AUTOMATIC	2495.11	0.00	2495.11	0.0			01	1	XX
027-000-000	02/09/2011	4403	959	95951	TRANSMISSION AUTOMATIC	430.72	3385.03	3815.75	0.0			01	1	XX
031-003-000	05/01/2007	223	493	49384	ALTERNATOR	0.00	156.00	156.00	3.0	CM		01	1	XX
031-003-000	11/12/2010	4285	959	95951	ALTERNATOR	0.00	52.00	52.00	1.0	WH		01	1	XX
031-008-000	11/12/2010	4273	959	95951	ALTERNATOR REBUILD	1305.00	0.00	1305.00	0.0			01	1	XX
032-000-000	07/17/2009	2806	786	78619	CRANKING SYSTEM	0.00	104.00	104.00	2.0	CM		01	1	XX
032-002-000	09/21/2007	645	540	54053	BATTERY	595.43	104.00	699.43	2.0	CM		01	1	XX
032-002-000	03/04/2009	2370	739	73971	BATTERY	0.00	104.00	104.00	2.0	CM		01	1	XX
032-007-000	12/17/2010	4339	959	95951	STARTER REBUILD LARGE	0.00	0.00	0.00	0.0			01	1	XX
034-009-000	06/13/2007	346	971	97174	CLEARANCE LIGHT	32.01	0.00	32.01	0.0			01	1	XX
034-030-000	12/12/2007	908	579	57935	STOP LIGHT SWITCH	45.15	0.00	45.15	0.0			01	1	XX
042-000-000	10/11/2010	4197	959	95951	COOLING SYSTEM	5148.93	0.00	5148.93	0.0			01	1	XX
042-000-000	10/13/2010	4217	959	95951	COOLING SYSTEM	0.00	624.00	624.00	12.0	WH		01	1	XX
042-009-000	03/07/2008	1210	611	61123	FLUSH SYSTEM, COOLANT	37.75	104.00	141.75	2.0	CM		01	1	XX
042-038-000	09/26/2007	658	971	97174	WATER FILTER, COOLANT	0.00	52.00	52.00	1.0	CM		01	4	XX
043-000-000	01/24/2011	4430	959	95951	EXHAUST SYSTEM	1662.90	0.00	1662.90	0.0			01	1	XX
066-000-000	10/01/2010	4167	959	95951	PREVENTIVE MAINTENANCE	0.00	26.00	26.00	0.5	WH		01	1	XX

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 FACILITY WORK ORDER HISTORY

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STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

UNIT: 221	LF MTR:	106139.0	CUR MTR:	7507.0	YR:02	MAKE: PIERCE	FLEET: 150	SIZE: H	CLASS: HEAV	FUEL: D		

VMRS CODE	DATE	WO NUM	LF-MILS	ODOMETER	WORK DESCRIPTION	PARTS CST	LABOR CST	TOTAL	HOURS	MECHANIC	CC	RC WA

066-001-000	05/10/2007	223	971	97174	SERV & SAFETY INSPECTION	154.68	234.00	388.68	4.5	CM	01	1 XX
066-001-000	11/08/2007	790	566	56658	SERV & SAFETY INSPECTION	107.93	156.00	263.93	3.0	CM	01	1 XX
066-001-000	03/07/2008	1210	611	61123	SERV & SAFETY INSPECTION	125.10	156.00	281.10	3.0	CM	01	1 XX
066-001-000	09/26/2008	1926	694	69424	SERV & SAFETY INSPECTION	136.41	208.00	344.41	4.0	RR	01	1 XX
066-001-000	05/14/2009	2605	767	76756	SERV & SAFETY INSPECTION	689.45	208.00	897.45	4.0	CM	01	1 XX
066-001-000	12/23/2009	3250	836	83681	SERV & SAFETY INSPECTION	145.23	156.00	301.23	3.0	CM	01	1 XX
066-001-000	04/28/2010	3672	877	87778	SERV & SAFETY INSPECTION	247.15	285.00	532.15	0.0		01	1 XX
066-001-000	04/28/2010	3672	877	87778	SERV & SAFETY INSPECTION	0.00	0.00	0.00	0.0		01	1 XX
066-001-000	11/19/2010	4291	959	95951	SERV & SAFETY INSPECTION	142.98	156.00	298.98	3.0	WH	01	1 XX
066-001-000	08/25/2011	5101	1059	7429	SERV & SAFETY INSPECTION	133.38	104.00	237.38	2.0	JS	01	1 XX
066-002-000	11/08/2007	790	566	56658	TRANS/AIR/FUEL	665.10	156.00	821.10	3.0	CM	01	1 XX
066-002-000	05/18/2009	2605	767	76756	TRANS/AIR/FUEL	560.16	156.00	716.16	3.0	CM	01	1 XX
066-002-000	06/07/2010	3802	888	88870	TRANS/AIR/FUEL	0.00	26.00	26.00	0.5	WH	01	1 XX
066-015-000	04/28/2010	3672	877	87778	BIT SRV & SAFETY INSP	0.00	95.00	95.00	0.0		01	1 XX
066-015-000	08/24/2010	4057	915	91566	BIT SRV & SAFETY INSP	0.00	0.00	0.00	0.0		01	1 XX
066-015-000	04/18/2011	4742	968	96816	BIT SRV & SAFETY INSP	0.00	0.00	0.00	0.0		01	1 XX
066-015-000	07/12/2011	4999	1970	98459	BIT SRV & SAFETY INSP	0.00	156.00	156.00	3.0	JS	01	1 XX
066-015-000	10/03/2011	5200	1060	7456	BIT SRV & SAFETY INSP	0.00	104.00	104.00	2.0	JS	01	1 XX
066-016-000	08/15/2007	575	971	97174	DIESEL SMOKE TEST	0.00	47.95	47.95	0.0	CM	01	1 XX
066-016-000	08/15/2007	575	971	97174	DIESEL SMOKE TEST	0.00	52.00	52.00	1.0	CM	01	1 XX
066-016-000	08/27/2008	1864	679	67953	DIESEL SMOKE TEST	45.00	0.00	45.00	0.0		01	1 XX
066-016-000	11/30/2009	3139	826	82657	DIESEL SMOKE TEST	0.00	52.00	52.00	1.0	CM	01	1 XX
066-016-000	12/09/2009	3191	829	82983	DIESEL SMOKE TEST	0.00	45.00	45.00	0.0		01	1 XX
066-016-000	12/14/2009	3199	831	83115	DIESEL SMOKE TEST	0.00	52.00	52.00	1.0	CM	01	1 XX
066-016-000	10/01/2010	4167	959	95951	DIESEL SMOKE TEST	0.00	45.00	45.00	0.0		01	1 XX
071-017-000	06/28/2011	4939	1970	98459	STEP, BODY	510.72	104.00	614.72	2.0	JS	01	1 XX
092-000-000	08/10/2011	5048	1970	98459	COMPRESSOR, PROD TRANSFER	241.44	104.00	345.44	2.0	JS	01	1 XX
097-000-000	10/21/2009	3039	814	81478	PUMP (PRODUCT TRANSFER)	0.00	156.00	156.00	3.0	CM	01	1 XX
097-000-000	10/21/2009	3039	814	81478	PUMP (PRODUCT TRANSFER)	24.30	104.00	128.30	2.0	CM	01	1 XX
099-000-000	06/19/2009	2717	772	77214	ROAD CALL TRAVEL TIME	0.00	416.00	416.00	8.0	RR	01	1 XX
099-001-000	02/29/2008	1179	606	60688	PICK-UP &/OR DELIVERY	0.00	26.00	26.00	0.5	CM	01	1 XX
099-001-000	05/28/2008	1503	640	64024	PICK-UP &/OR DELIVERY	0.00	26.00	26.00	0.5	RR	01	1 XX
099-001-000	09/22/2010	4127	959	95951	PICK-UP &/OR DELIVERY	0.00	468.00	468.00	9.0	CM	01	1 XX
100-000-000	07/22/2010	3969	907	90743	OTHER REPAIRS	0.00	416.00	416.00	8.0	WH	01	1 XX
100-000-000	09/30/2010	4149	959	95951	OTHER REPAIRS	0.00	468.00	468.00	9.0	WH	01	1 XX
100-000-000	11/12/2010	4273	959	95951	OTHER REPAIRS	557.66	104.00	661.66	2.0	WH	01	1 XX
100-000-000	11/19/2010	4291	959	95951	OTHER REPAIRS	0.00	520.00	520.00	10.0	WH	01	1 XX
100-000-000	12/14/2010	4340	959	95951	OTHER REPAIRS	915.76	832.00	1747.76	16.0	WH	01	1 XX
100-000-000	12/15/2010	4352	959	95951	OTHER REPAIRS	317.35	0.00	317.35	0.0		01	1 XX
100-000-000	04/18/2011	4742	968	96816	OTHER REPAIRS	14.94	156.00	170.94	3.0	WH	01	1 XX
100-001-000	05/01/2007	223	493	49384	REPAIRS N.O.C.	0.00	52.00	52.00	1.0	CM	01	1
100-001-000	05/01/2007	223	493	49384	REPAIRS N.O.C.	0.00	156.00	156.00	3.0	CM	01	1 XX

DATE: 11/04/2011
 TIME: 02:11 p.m.

CITY OF PASO ROBLES
 FACILITY WORK ORDER HISTORY

ID: 1-37/RRF

PAGE: 6

STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

UNIT: 221 LF MTR: 106139.0 CUR MTR: 7587.0 YR:02 MAKE: PIERCE FLEET: 150 SIZE: H CLASS: HEAV FUEL: D

VMRS CODE	-CREATE-	-CREATE (ROUNDED)-			WORK DESCRIPTION	-----ACTUAL-----								
	DATE	WO NUM	LF-MILS	ODOMETER		PARTS	CST	LABOR	CST	TOTAL	HOURS	MECHANIC	CC	RC
100-001-000	06/01/2007	287	487	48788	REPAIRS N.O.C.	0.00		283.65	283.65	0.0		01	12	
100-001-000	06/01/2007	287	971	97174	REPAIRS N.O.C.	0.00		0.00	0.00	0.0		01	12	XX
100-001-000	06/01/2007	287	487	48788	REPAIRS N.O.C.	215.79		0.00	215.79	0.0		01	12	XX
100-001-000	11/08/2007	790	566	56658	REPAIRS N.O.C.	0.00		52.00	52.00	1.0	CM	01	1	XX
100-001-000	03/07/2008	1210	611	61123	REPAIRS N.O.C.	70.37		52.00	122.37	1.0	CM	01	1	XX
100-001-000	03/07/2008	1210	611	61123	REPAIRS N.O.C.	0.00		52.00	52.00	1.0	CM	01	1	XX
100-001-000	06/30/2008	1675	648	64799	REPAIRS N.O.C.	6.41		156.00	162.41	3.0	CM	01	1	XX
100-001-000	08/27/2008	1864	679	67953	REPAIRS N.O.C.	0.00		26.00	26.00	0.5	RR	01	1	XX
100-001-000	06/30/2009	2748	778	77824	REPAIRS N.O.C.	0.00		26.00	26.00	0.5	CM	01	1	XX
100-001-000	06/30/2009	2748	778	77824	REPAIRS N.O.C.	0.00		49.64	49.64	0.0		01	1	XX
100-001-000	08/31/2009	2934	794	79442	REPAIRS N.O.C.	0.00		21.61	21.61	0.0	CM	01	1	XX
100-002-000	01/30/2008	1063	596	59674	MISC. REPAIR MAJOR	21.61		78.00	99.61	1.5	RR	01	1	XX
100-005-000	03/28/2007	38	478	47847	TOWING	6.95		0.00	6.95	0.0		01	1	XX
100-005-000	09/30/2010	4151	959	95951	TOWING	0.00		990.00	990.00	0.0		01	1	XX
704-001-000	09/01/2007	661	535	53567	A/C & HEATER PM INSP BLDG	0.00		1301.20	1301.20	0.0		01	11	XX
706-005-000	09/01/2007	661	535	53567	PAINT PREP: SAND/MASK/ETC	0.00		680.33	680.33	0.0		01	11	XX

DATE: 11/04/2011
 TIME: 02:11 p.m.

CITY OF PASO ROBLES
 FACILITY WORK ORDER HISTORY

ID: 1-37/RRF

PAGE: 7

STARTING VMRS CODE:000-000-000
 ENDING VMRS CODE:999-999-999

DATE: FIRST
 DATE: LAST

VEHICLE: 220
 VEHICLE: 221

METER: STANDARD VMRS CODE	IS	5387.0 QUANTITY	SUBTOTALS OF VMRS CODES FOR FACILITY > 1			PERIOD: CURRENT	TOT/COST /METER
			LABOR HRS	LABOR COST	PARTS COST	TOTAL COST PERCENT	
001 A/C, HEAT, VENTILATION		5	0.0	4689.86	15.43	4705.29 3.89 %	0.87345
002 CAB/SHEET METALS		3	5.0	260.00	376.43	636.43 0.53 %	0.11814
003 INSTRUMENTS, GAUGES		1	1.0	52.00	72.71	124.71 0.10 %	0.02315
013 BRAKES		16	9.0	5660.91	2126.42	7787.33 6.43 %	1.44558
015 STEERING		3	0.0	1486.81	1565.46	3052.27 2.52 %	0.56660
016 SUSPENSION		2	2.0	389.00	241.58	630.58 0.52 %	0.11706
017 TIRES, TUBES, LINERS		12	0.0	7701.76	5457.67	13159.43 10.87 %	2.44281
024 DRIVE SHAFT(S)		3	2.5	1943.53	116.72	2060.25 1.70 %	0.38245
027 TRANSMISSION AUTOMATIC		8	2.0	5009.03	5609.15	10618.18 8.77 %	1.97107
031 CHARGING SYSTEM		7	12.0	624.00	1441.35	2065.35 1.71 %	0.38340
032 CRANKING SYSTEM		14	28.5	1482.00	4268.01	5750.01 4.75 %	1.06739
034 LIGHTING SYSTEM		4	0.0	0.00	279.82	279.82 0.23 %	0.05194
041 AIR INTAKE SYSTEM		1	0.0	0.00	166.67	166.67 0.14 %	0.03094
042 COOLING SYSTEM		10	43.5	2262.00	9734.79	11996.79 9.91 %	2.22699
043 EXHAUST SYSTEM		2	0.5	26.00	1662.90	1688.90 1.39 %	0.31351
044 FUEL SYSTEM		2	0.0	0.00	1869.31	1869.31 1.54 %	0.34700
045 POWER PLANT/ENGINE		1	0.0	8493.95	0.00	8493.95 7.01 %	1.57675
066 PREVENTIVE MAINTENANCE		55	80.0	4910.90	9032.97	13943.87 11.51 %	2.58843
071 BODY		1	2.0	104.00	510.72	614.72 0.51 %	0.11411
092 COMPRESSOR, PROD TRANS		1	2.0	104.00	241.44	345.44 0.29 %	0.06412
097 PUMP (PRODUCT TRANSFER		5	8.0	416.00	8166.14	8582.14 7.09 %	1.59312
099 ROAD CALL TRAVEL TIME		7	19.0	988.00	0.00	988.00 0.82 %	0.18340
100 OTHER REPAIRS		45	96.5	10387.35	9176.43	19563.78 16.15 %	3.63167
704 HEATING AND A/C, BLDG		1	0.0	1301.20	0.00	1301.20 1.07 %	0.24154
706 PAINTING & WALL COVERI		1	0.0	680.33	0.00	680.33 0.56 %	0.12629
TOTALS:		210	313.5	58972.63	62132.12	121104.75 100.00 %	22.48091

BURTON'S FIRE, INC.

E6192

1301 DOKER DR. MODESTO, CALIFORNIA 95351 (209) 544-3161 (209) 544-1109 FAX www.burtonsfire.com

PUMP TEST RESULTS

Date: 7/16/2010

MAIL TO:

PASO ROBLES FD
910 PARK ST.
PASO ROBLES CA 93446

Manufacture Name: PIERCE
 Manufacture's Model: QUANTUM
 Engine: Make 0 Model: 0 BHP: 0
 Pump: Make WATERLOUS Model: 0 Torque: 0
 Gear Ratio, Engine to Pump: 0 150 PSI 200 PSI
 Transmission Gear Used: 0 150 PSI 4TH 200 PSI 4TH

Test Requirements: 1506 GPM at 150 PSI NET Pump Pressure
889 GPM at 200 PSI NET Pump Pressure
630 GPM at 250 PSI NET Pump Pressure

Governed Rpm 0

Manufacture's Serial # 12797-01
 AT: _____
 AT: _____
 250 PSI _____
 250 PSI 4TH _____

Suction Hose 1 TO 6 " X 20 FT LONG

FIRST TEST

Layout 3-2 1/2 Inch Nozzle 2 1/4 Inch
 Discharge 50" Long

TIME	VAC	RPM	LIFT FT.	PUMP PRESSURE		PITOT
				APAR GAUGE	TEST GAUGE	
2:15	18.00	1625	10	150	150	100
2:20	18.00	1625	10	150	150	100
2:25	18.00	1625	10	150	150	100
2:30	18.00	1625	10	150	150	100
2:35	18.00	1625	10	150	150	100
0	0.00	0	10	150	150	0
0	0.00	0	10	150	150	0
0	0.00	0	10	150	150	0
0	0.00	0	10	150	150	0

Water Temp 200° Oil Pressure 40 PSI

SECOND TEST

Layout 3-2 1/2 Inch Nozzle 2 Inch
 Discharge 50" Long

TIME	VAC	RPM	LIFT FT.	PUMP PRESSURE		PITOT
				APAR GAUGE	TEST GAUGE	
2:40	14.00	1725	10	200	200	78
2:45	14.00	1725	10	200	200	78
2:50	14.00	1725	10	200	200	78

Water Temp 200° Oil Pressure 40 PSI

THIRD TEST

Layout 3-2 1/2 Inch Nozzle 1 3/4 Inch
 Discharge 50" Long

TIME	VAC	RPM	LIFT FT.	PUMP PRESSURE		PITOT
				APAR GAUGE	TEST GAUGE	
2:55	16.00	1525	10	250	250	68
3:00	16.00	1525	10	250	250	68
3:05	16.00	1525	10	250	250	68

Water Temp 200° Oil Pressure 40 PSI

	At start of test	At end of test
Atmospheric Pressure	29.86	29.84
Air Temperature	98.00	100.00
Water Temperature	91.00	93.00
Elevation of test site	88.00	88.00
Lift	10 FT	10 FT

FINAL RESULTS

DURATION	150 PSI		200 PSI		250 PSI	
	20	Min	10	Min	10	Min
Average Nozzle Pressure	100		78		68	
Correction						
Correction Pressure						
Gallons Per Minute	1506		889		630	
Displacement						
Displacement (Nominal)						
Sip Percent						
Pump Stg. (Par-Ser)	PAR		PAR		SER	
Average Pump Pressure	150		200		250	
Gauge Correction						
Suction Pressure						
Net Pump Pressure						
R.P.M. Engine	1625		1725		1525	
R.P.M. Pump						

Test Gauge Reading:
See NFPA 19

Excess Power Test:

Speed	1506.00	gpm at	165.00	PSI NET Pump Pressure	
		Engine	1675.00	RPM	165.00
		Time	1.00	MIN	18.00
		PITOT	100.00	Vacuum	18.00
				TIP	2.25
					INCH

PUMP MANUFACTURER'S PRESSURE TEST

IMPELLER CHAMBER AND DISCHARGE CONTENTION

Suction Chamber _____ psi for _____ MINUTES
 _____ psi for _____ MINUTES

Governed engine speed _____ Actual Max enging speed _____

Verify operation of pump shift indicator _____
 Verify operation of pump engine control interlock at _____
 Max vacuum attained 23.00 Vacuum drop in 5 minutes 1.00
 Time to prime pump, seconds _____ 30.00 -
 Pressure control device test _____

Rise while pumping capacity at 150 PSI 10.00
 Rise while pumping capacity at 90 PSI 10.00
 Rise while pumping 50 percent capacity at 250 PSI 10.00

Intake relieve valve test results _____
 Tank to pump water flow test _____ (gpm) (L/min)
 Group accuracy _____ Flowmeter accuracy _____

Kenneth A. Burton
 The Above is a True and Correct Copy of these Test Results

2

Trinity Fire Truck Certification

P.O. Box 1607
10081 HWY 3
Hayfork, CA 96041
Cell # (530) 356-3510
Web: www.trinityfiretruckcertification.com

Performance Service Test by Trinity Fire Truck Certification as Per NFPA 1911-2007 and ISO Standards Recommended on Rated and Non Rated Fire pumps Service Performed With A Draft Commander 3000® Using Clean Clear Water
Results of ISO Service Test for: Customer: Paso Robles

Apparatus Number or Designation: <u>#8192</u>	Fire TK MFG. Serial # <u>12797-01</u>	Fire TK MFG: <u>Pierce</u>
Commercial Chassis Type:	Year MFG: <u>2002</u>	Model:
Manufacturer's Custom Apparatus Type:	(circle one) Chassis Serial# or VIN# <u>2A002681</u>	
Engine Make: Gas: <u> </u> Diesel: <u>X</u>	Engine Model:	
Pump Make: <u>Waterous</u>	Model: <u>CMU</u>	Serial Number: <u>110575</u>
Pump Rated Capacity: <u>1500</u> (GPM) at <u>150</u> (PSI)	Single Stage: <u> </u>	Two Stage: <u>X</u>
Pump Ratio to Engine: <u>2.27</u>	Test Site Location: <u>Paso Robles</u>	
Source- Draft Commander Model 1911-3000®		

Preparation BEFORE starting the SERVICE TEST

Chassis Engine Oil Level: <u>OK</u>	Fire Pump Transmission Oil Level: <u>OK</u>	Aux Pump Engine Oil Level: <u>NA</u>
Chassis Radiator Liquid Level: <u>OK</u>	Aux Pump Gear Box Oil Level: <u>OK</u>	Aux Pump Engine Radiator Liquid Level: <u>NA</u>
Primer Pump Oil Level: <u>OK</u>	All Suction & Discharge Valves/Gaskets: <u>OK</u>	Check Suction Inlet Screens: <u>OK</u>
Relief Valve Screens (Waterous/Hale): <u>OK</u>	Heat Exchanger & Governor Screen (American Fire Apparatus): <u>NA</u>	
Type Of Primer (if applicable): Exhaust <u> </u> Electric <u>X</u> Vacuum <u> </u> Other <u> </u>		Governed Engine RPM Speed With Pump Out Of Gear:

Test Performed From Draft Commander 3000® 1 Suction Hose Size: 6 (in), Length: 20 (ft)

	At Start Of Tests	At End Of Tests
Atmospheric Pressure	<u>29.95</u>	<u>29.86</u>
Air Temperature	<u>70°</u>	<u>78°</u>
Water Temperature	<u>78°</u>	<u>85°</u>
Elevation Of Test Site	<u>740</u>	<u>740</u>
Lift	<u>3'</u>	<u>3'</u>

Section 5.2.3.2 Page 9: All head lights, warning lights and air conditioners. If provided shall be operating during pumping portion of this test.

Light On: X Lights Off:

Maximum Vacuum Attained: <u>23</u> in	Vacuum Drop In 5 Minutes: <u>2</u> in	Time To Prime Pump: <u>30</u> sec.
---------------------------------------	---------------------------------------	------------------------------------

Draft Commander 3000

2

20-MINUTE CAPACITY TEST 150 PSI GPM PUMP RATED AT: 1500
 Number of Section of 3 50 ft Fire Hose: 3 Nozzle size: 1 1/2 Single Stage: _____
 Two Stage: Position of transfer valve: volume or _____ Pressure
 Number of Section of 3 50 ft Fire Hose: 1
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 6 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage /Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/Flow	Actual GPM Flowed
11:25	1500	1500	160	45	13	180	9	9	150	150	66	1510
11:30	1500	1500	190	45	13	190	9	9	150	150	66	1510
11:35	1500	1500	190	35	13	200	9	9	150	150	66	1510
11:40	1500	1500	190	35	13.2	200	9	9	150	150	66	1510
11:45	1500	1500	190	35	13.2	200	9	9	150	150	66	1510

5-MINUTE OVERLOAD TEST 165 PSI GPM PUMP RATED AT: 508

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage /Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/Flow	Actual GPM Flowed
11:50	1600	1600	190	35	13.2	200	9	9	165	165	66	1510
11:55	1600	1600	190	35	13.2	205	9	9	165	165	66	1510

10-MINUTE 200 PSI 70% Test GPM PUMP RATED AT: 1500

Number of Section of 3" 50 ft Fire Hose: 3 Nozzle size: 2 Single Stage: _____
 Two Stage: Position of transfer valve: volume or _____ Pressure
 Number of Section of 3 50 ft Fire Hose: 3
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 6 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage /Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/Flow	Actual GPM Flowed
12:00	1650	1650	190	30	13.2	200	3.5	3.5	200	200	78	1050
12:05	1650	1650	190	30	13.2	200	3.5	3.5	200	200	78	1050
12:10	1650	1650	190	30	13.2	200	3.5	3.5	200	200	78	1050

10-MINUTE 250 PSI 50% TEST GPM PUMP RATED AT: 1500

Number of Section of 3" 50 ft Fire Hose: 3 Nozzle size: 1 1/4 Single Stage: _____
 Two Stage: Position of transfer valve: _____ volume or Pressure
 Number of Section of 3 50 ft Fire Hose: 3
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 6 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/Flow	Actual GPM Flowed
12:15	1500	1500	190	30	13.2	190	5	5	250	250	68	750
12:20	1500	1500	190	30	13.2	190	5	5	250	250	68	750
12:25	1500	1500	190	30	13.2	190	5	5	250	250	68	750

Pressure control device such as Relief Valve, Pressure Governor or other Pressure Control device was tested? Yes No _____ Tested at 150 PSI at rated capacity and when slowly closing valves discharge pressure did not exceed more than 30 PSI.

Tested @ 50 PSI PASS
 Tested @ 150 PSI PASS
 Tested @ 250 PSI PASS

CERTIFIED TEST
 DATE 8/16/11

NFPA PUMP TEST CERTIFICATE

Apparatus #	Rated GPM : Capacity 180 PSI	Rated GPM : Overload 165 PSI	Rated GPM : Capacity 200 PSI	Rated GPM : Capacity 250 PSI
Pump Capacity Actual GPM Flowed	1510	1510	1050	750
Apparatus Gauge Pressure	150	165	200	250
Average Nozzle Pressure	66	66	78	68
RPM Engine / Pump Panel	1500/1500	1600/1600	1650/1650	1500/1500

Company Name: Trinity Fire Truck Certification **Date of Pump Test:** 8/16/11

Service Technician: James #10014079 **Next Pump Test Due Date:** 8/16/12

Sign: James McMill **Title:** Mechanic/owner

Date: 10/13/11 **Contact Phone:** 530-356-3510

4

Trinity Fire Truck Certification	P.O. Box 1607 10081 HWY 3 Hayfork, CA 96041 Cell # (530) 356-3510 Web: www.trinityfiretruckcertification.com
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Performance Service Test by Trinity Fire Truck Certification as Per NFPA 1911-2007 and ISO Standards Recommended on Rated and Non Rated Fire pumps Service Performed With A Draft Commander 3000® Using Clean Clear Water
Results of ISO Service Test for: Customer: Paso Robles

Apparatus Number or Designation: <u>#8191</u>	Fire TK MFG. Serial # <u>12797-07</u>	Fire TK MFG: <u>Pierce</u>
Commercial Chassis Type:	Year MFG: <u>2007</u>	Model:
Manufacturer's Custom Apparatus Type:	(circle one) Chassis Serial# or VIN# <u>2A002682</u>	
Engine Make: Gas: _____ Diesel: <u>X</u>	Engine Model: <u>LeD series</u>	
Pump Make: <u>Waterous</u>	Model: <u>CMU</u>	Serial Number: <u>110593</u>
Pump Rated Capacity: <u>500</u> (GPM) at <u>150</u> (PSI)	Single Stage: _____	Two Stage: <u>X</u>
Pump Ratio to Engine: <u>2.27</u>	Test Site Location: <u>Paso Robles</u>	
Source- Draft Commander Model 1911-3000®		

Preparation BEFORE starting the SERVICE TEST

Chassis Engine Oil Level: <u>OK</u>	Fire Pump Transmission Oil Level: <u>OK</u>	Aux Pump Engine Oil Level: <u>NA</u>
Chassis Radiator Liquid Level: <u>OK</u>	Aux Pump Gear Box Oil Level: <u>OK</u>	Aux Pump Engine Radiator Liquid Level: <u>NA</u>
Primer Pump Oil Level: <u>OK</u>	All Suction & Discharge Valves/Gaskets: <u>OK</u>	Check Suction Inlet Screens: <u>OK</u>
Relief Valve Screens (Waterous/Hale): <u>OK</u>	Heat Exchanger & Governor Screen (American Fire Apparatus): <u>NA</u>	
Type Of Primer (if applicable): Exhaust _____ Electric <u>X</u> Vacuum _____ Other _____		Governed Engine RPM Speed With Pump Out Of Gear:

Test Performed From Draft Commander 3000® 1 Suction Hose Size: 6 (in), Length: 20 (ft)

	At Start Of Tests	At End Of Tests
Atmospheric Pressure	<u>29.86</u>	<u>29.96</u>
Air Temperature	<u>90°</u>	<u>92°</u>
Water Temperature	<u>80°</u>	<u>86°</u>
Elevation Of Test Site	<u>740</u>	<u>740</u>
Lift	<u>3'</u>	<u>3'</u>

Section 5.2.3.2 Page 9: All head lights, warning lights and air conditioners. If provided shall be operating during pumping portion of this test.

Light On: X Lights Off: _____

Maximum Vacuum Attained: <u>17</u> in	Vacuum Drop In 5 Minutes: <u>2</u> in	Time To Prime Pump: <u>30 sec.</u>
---------------------------------------	---------------------------------------	------------------------------------

Draft Commander 3000

1

20-MINUTE CAPACITY TEST 150 PSI GPM PUMP RATED AT: 1500
 Number of Section of 3 50 ft Fire Hose: 3 Nozzle size: 2 1/2 Single Stage: _____
 Two Stage: Position of transfer valve: X volume or _____ Pressure
 Number of Section of 3 50 ft Fire Hose: 3
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 6 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage / Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/ Flow	Actual GPM Flowed
6:45	1550	1550	190	45	13.5	200	9.5	9.5	150	150	66	1510
6:50	1550	1550	195	45	13.5	200	9.5	9.5	150	150	66	1510
6:55	1550	1550	195	45	13.5	200	10	10	150	150	66	1510
7:00	1550	1550	200	45	13.5	200	10	10	150	150	66	1510
7:05	1550	1550	200	45	13.5	200	10	10	150	150	66	1510

5-MINUTE OVERLOAD TEST 165 PSI GPM PUMP RATED AT: 508

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage / Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/ Flow	Actual GPM Flowed
7:05	1600	1600	190	45	13.5	200	8.5	8.5	165	165	64	1510
7:10	1600	1600	190	45	14.0	200	8.5	8.5	165	165	64	1510

10-MINUTE 200 PSI 70% Test GPM PUMP RATED AT: 1500
 Number of Section of 3" 50 ft Fire Hose: 3 Nozzle size: 2 Single Stage: _____
 Two Stage: Position of transfer valve: volume X or _____ Pressure

Number of Section of 3 50 ft Fire Hose: 3
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 4 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage / Amps	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/ Flow	Actual GPM Flowed
7:15	1700	1700	190	40	13.5	200	4	4	200	200	78	1050
7:20	1700	1700	190	40	14.0	200	4	4	200	200	78	1050
7:25	1700	1700	190	40	14.0	200	4	4	200	200	78	1050

10-MINUTE 250 PSI 50% TEST GPM PUMP RATED AT: 1500
 Number of Section of 3" 50 ft Fire Hose: 3 Nozzle size: 1 1/4 Single Stage: _____
 Two Stage: Position of transfer valve: _____ volume or X Pressure

Number of Section of 3 50 ft Fire Hose: 3
 Pump Suction Size: 6 Position of Pressure Control Relief Valve: off
 Size of Hard Suction Hose used for Test: 6 Reduced to: 6 No of Hard Suctions used: 1

Time	Rpm Tach Cab	Rpm Tach Pump Panel	Engine Temp	Oil Pressure	Voltage	Auto Trans Temp.	Apparatus Gauge Vac	Test Gauge Vac	Apparatus Gauge Pressure	Test Gauge Pressure	Pitot/ Flow	Actual GPM Flowed
7:30	1500	1500	185	45	14.0	190	4	4	250	250	68	750
7:35	1500	1500	185	45	14.0	200	4	4	250	250	68	750
7:40	1500	1500	195	45	14.0	200	4	4	250	250	68	750

Pressure control device such as Relief Valve, Pressure Governor or other Pressure Control device was tested? Yes X No _____ Tested at 150 PSI at rated capacity and when slowly closing valves discharge pressure did not exceed more than 30 PSI.

Tested @ 50 PSI PASS
 Tested @ 150 PSI PASS
 Tested @ 250 PSI PASS

CERTIFIED TEST
 DATE 8/4/11

NFPA PUMP TEST CERTIFICATE

Apparatus #	Rated GPM : Capacity 150 PSI	Rated GPM : Overload 165 PSI	Rated GPM : Capacity 200 PSI	Rated GPM : Capacity 250 PSI
8191	1,510	1,510	1050	750
Pump Capacity Actual GPM Flowed	150	165	200	250
Apparatus Gauge Pressure	66	66	78	68
Average Nozzle Pressure	1550/1565	1600/1600	1700/1700	1500/1500
RPM Engine / Pump Panel				

Company Name: Trinity Fire Truck Certification **Date of Pump Test:** 8/16/11

Service Technician: James #10014079 **Next Pump Test Due Date:** 8/16/12

Sign: James McNeill **Title:** Owner/tech

Date: 10/13/11 **Contact Phone:** 530-356-3510

	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>
<u>Lease/Purchase of Fire Engine</u>											
Lease Payment	\$63,000										
Depreciation Charge	\$85,000										
Sub-total	\$148,000										
Current GF Depreciation Charge	<u>\$35,000</u>										
Net New Cost	\$113,000										
Sources for Payment of Net New Cost											
Equipment Replacement Fund	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$22,000	\$113,000	\$113,000	\$113,000	\$113,000
General Fund							\$91,000				