FAMA

WHELEN®
TRUSTED TO PERFORM™

Darley®

SPARTAN®
EMERGENCY RESPONSE

TECHNICAL COMMITTEE

Roger Lackore

&

Doug Miller

FDIC 2018

Subcommittee Leaders

Aerial/Quint
Jim Salmi
(E-One)
John Brady
(KME)


ARFF
Paul Powell
(Rosenbauer)
Sarah Peck
(Akron Brass)


Ambulance
Steve Rowland
(Demers)
Mike Franckowiak
(Akron Brass)


Body
Will Pilcher
(Fouts Bros)
John House
(Danko)


Electrical
John Doperalski
(Harrison)
Peter Luhrs
(SafeFleet)


Foam
Gregg Geske
(Waterous)
Mike Dupay
(Fire Research)


Pumps & Plumbing
Pete Lauffenburger
(Akron)
Mike Sulmone
(Trident)


Chassis
Tim Johnson
(KME)
Chris Crowel
(Cummins)


FDSOA Support

- 2019 Symposium Location ï Orlando
  - January 13-15
- 2019 Speaker Planning
- 2018 Survey Results
- Buyers Guide Handouts

FDSOA Support

ÅFAMA Rep for FDSOA Transition

Grady North

Doug Kelley

FDSOA Support

Topic	Presenter
Multiplexing	IDEX, SafeFleet
Electrical Components Power Consumption Calculation	SafeFleet, KME
Specing Apparatus to Prevent Corrosion	International, Spartan
Engine Emissions Troubleshooting	Cummins
Powertrain Specing	Cummins, Allison
Clean Cab	Spartan, KME
Lighting Fixture Placement on Scene	HiViz, SafeFleet, IDEX
Aerial Inspections	UL? TBD
Pump Controls	?
Keeping Firefighters off the top of Apparatus	Spartan, TFT
Air Bags and Occupant Protection	Spartan, IMMI
Brakes and Brake Adjustment	Meritor?

FAMA Forum Schedule 2018

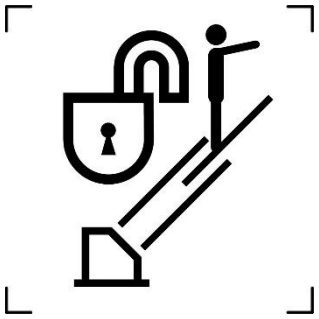
Jan-18	Fire Service Statistics	Fire Service	Paul Darley
Feb-18	Headlights	Lighting	Sam Massa
Mar-18	History of FAMA Influence on Apparatus Safety	Safety	Grady North
Apr-18	Common Engine Maintenance Mistakes	Engines	Chris Crowell
May-18	SAE Ambulance Recommended Practices	Safety	Roger Lackore
Jun-18	Hose Testing Safety	Safety	Gregg Geske
Jul-18	V2V Communications in Fire Apparatus	Technology	Cory Haas
Aug-18	Carcinogens and Apparatus Design Impact	Safety	Scott Beecher
Sep-18	Foam Concentrate Evolution	Foam	Tom Reser
Oct-18	FDSOA Promotion	FDSOA	Sam Massa
Nov-18	Temperature Impact on Modern Electronics	Electronics	Sam Massa
Dec-18	Corrosion and Fire Apparatus	Chassis	Zac Soderberg

FAMA Forum Schedule 2019

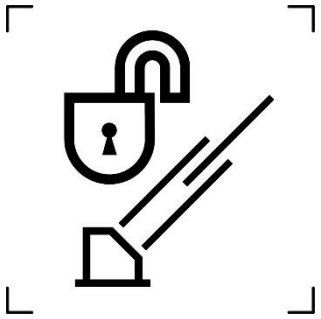
Jan-19	Fire Service Statistics	Fire Service	Paul Darley
Feb-19	Water Tanks	Tanks	Chad Falls
Mar-19	Foam and Water Additive Proportioning Systems	Foam	Mike Dupay
Apr-19	Hose Restraints	Safety - Hose Restraint	Dave Durstine
May-19	FAMA Fire Service Resources: a Well-Kept Secret	FAMA - Resource Library	Roger Lackore
Jun-19	Brake Maintenance	Braking	Meritor? Navistar?
Jul-19	Reducing Glare on Fire Scenes	Lighting	Sam Massa
Aug-19	Pump Panel Labeling	Pumper	Bruce Lear
Sep-19	Clean Cab -Survey of Apparatus Design Approaches	Safety	TBD
Oct-19	FDSOA Promotion	FDSOA Promo	Sam Massa
Nov-19			
Dec-19			

Graphical Symbols

Å New Symbols for Approval



Tip Control Enable



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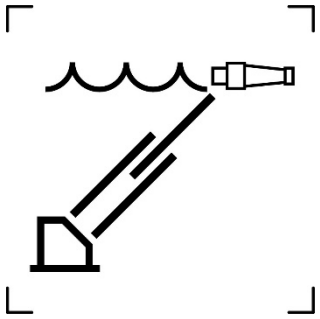
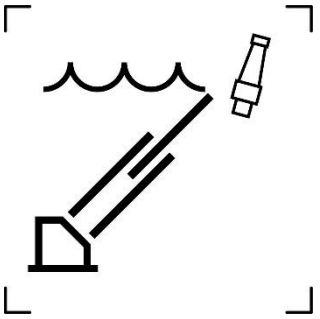
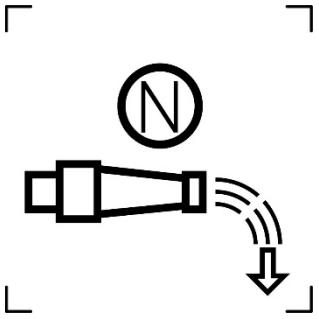


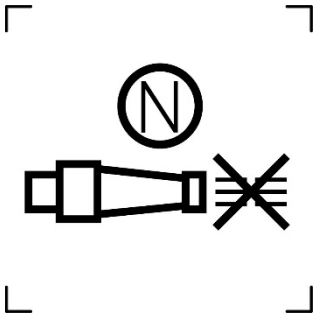
Waterway Wet



Monitor Above Ladder



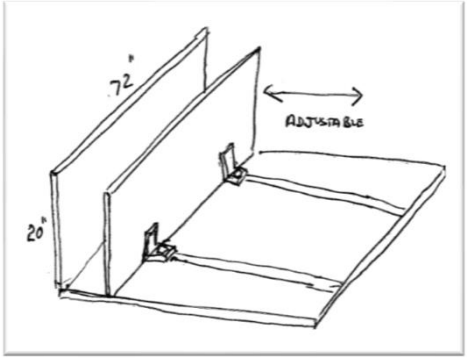
Nozzle Flush



Nozzle Closed

Hose Bed Capacity Test Standard TC065

- Initiative
  - Create a test standard for determining the hose capacity of a hose bed
  - FEMSA agreed to use the test method to provide data to apparatus manufacturers.



Test Number	Test Date	Hose Diameter (in)	Brand Name	Part or Model Number	Material	Description	Service Pressure (psi)	Test Hose Assembly Length (ft)	Test Hose Assembly Weight (lbs)	Test Fixture Width (in) W	Test Lay Height (in) H	Total Volume of Test Assemby (in^3)	Volume per Linear Foot (in^3/ft)	Weight per Linear Foot of Hose (lb/ft)
Example	8/23/2017	1.75	Ndurance		Polyester	Double Jacket	400	200	120	8	16	9216	46.08	0.6
Example	8/23/2017	2			Nitrile / PVC through-the-weave	Rubber Covered	300	200	100	10	18	12960	64.8	0.5
Example	8/23/2017	2			Polyester	EDPM Lined Dbl Jckt	300	200	100	10	18	12960	64.8	0.5
TC065-001												0	#DIV/0!	#DIV/0!
TC065-002												0	#DIV/0!	#DIV/0!
TC065-003												0	#DIV/0!	#DIV/0!
TC065-004												0	#DIV/0!	#DIV/0!

NFPA 1901/1906

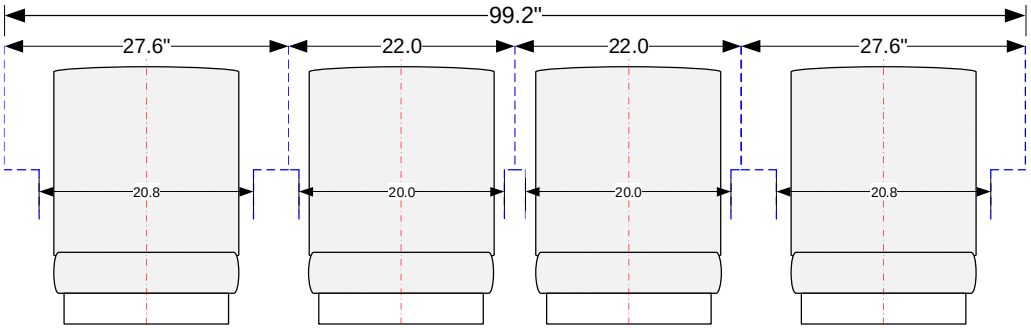
- 2021 Revision Cycle
  - Public Input Closing Date — Jun 27, 2018
  - Public Input meeting — Oct 9-11, 2018
  - First Draft Report — Feb 27, 2019
  - Public Input Closing Date — May 8, 2019
  - Second Draft Report — Jan 22, 2020

NIOSH Seating for 1901

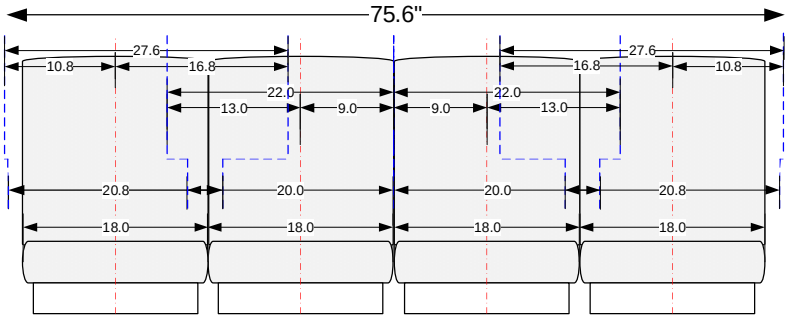
- Chassis Committee Created a Public Input
- Lackore and Crowel reviewed proposal with Gordon Routley and Mike Wilbur
- Comment and justification will be submitted as a public comment from FAMA.

- Our current proposal would allow for an unreasonable design.

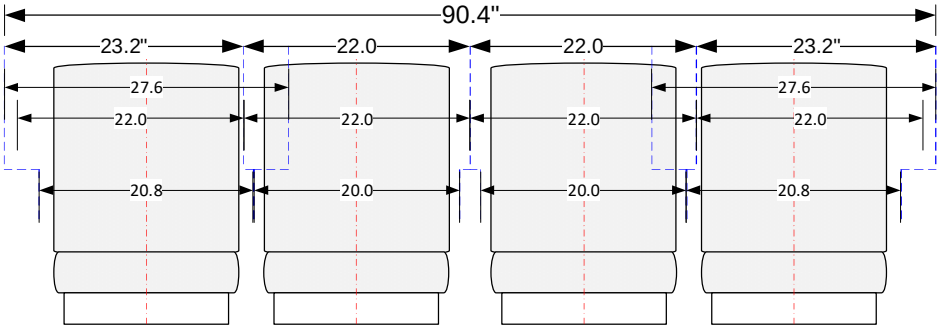
Four seats with proposed dimensions; no overlap and no offsets.



Four seats with overlapping clear widths and maximum (3") offsets.
Complies with proposal as written.



Four seats with overlap of clear width permitted; minimum of 22" clear width provided for each seat at shoulder level. No offsets from centreline.
Complies with revised proposal.



Space Min Width Added

14.1.8 Seat Arrangement.

14.1.8.1 Each Designated Primary Seating Position shall have a minimum clear width of 20.8 in. (529 mm) at the hip level and 27.6 in. (701 mm) at the shoulder level.

Width at hip level shall be measured at the seating H-Point.

Width at shoulder level shall be measured at the height of line 2 as defined in the seat belt length determination procedure in 14.1.3.2

Width shall be measured with the seat adjusted to the center of its horizontal and vertical travel adjustment.

Each Designated Secondary Seating Position shall have a minimum clear width of 20 in. (508 mm) at the hip level and 22 in. (559 mm) at the shoulder level.

The center of any clear width shall not be offset from the center of the seat cushion by more than 3.0 in. (76 mm)

The clear width of any primary seating position shall not overlap the clear width of any other primary seating position, but it may overlap the clear width of a secondary seating position.

Every seating position shall provide a minimum clear width of 22 in. (560 mm) at the shoulder level without overlap.

Definition Revised

14.1.8.2 Seat cushions shall be a minimum of 18 in. (460 mm) in width and 15 in. (380 mm) from the front of the cushion to the face of the seat back.
14.1.8.3 A back cushion that extends from the face of the seat vertically at least 18 in. (460 mm) and that is a minimum of 18 in. (460 mm) wide at the base shall be provided.
14.1.8.3.1 The back cushion shall be permitted to be split to accommodate a fully recessed SCBA and bracket.
14.1.8.3.2 Where the back cushion is split to accommodate a SCBA, a headrest shall be supplied.

Definitions

3.3.xxx **Designated Primary Seating Position**. Front driver and officer seats and any rear seating position designated by the purchaser to be a location expected to be occupied by fire fighters in PPE as the apparatus will be used in regular service.
3.3.xxx **Designated Secondary Seating Position.** Any rear seating position designated by the purchaser to be a location that is not expected to be occupied as the vehicle is used in regular service and is not intended to be occupied by personnel wearing full PPE.

NFPA 1500 *Standard on Fire Department Occupational Safety, Health, and Wellness Program*

- First Draft
  - Public Input Closing Date: January 4, 2018
  - Public Input meeting – Jan 15 - FDSOA
  - First Draft Report Posting Date: September 6, 2018
- Second Draft
  - Public Comment Closing Date: November 15, 2018
  - Second Draft Report Posting Date: August 1, 2019

NFPA 1500 *Standard on Fire Department Occupational Safety, Health, and Wellness Program*

- **Apparatus Related Topics**
  - SCBAs out of Cab
  - Contaminated PPE and Equipment not Carried in Cab unless Bagged and Secured
  - Aerial Fall Protection – Method for personnel climbing the ladder to be continuously tethered during the climb.
  - Cab step heights limited to 12 inches if personnel must exit the cab with more than 30 lbs equipment
  - Exhaust directed away from personnel

Aerial Ladder Climbing

6.1.11

Each person climbing the ladder on the aerial apparatus shall use a ladder belt and tether that meets the requirements of NFPA 1983.

6.1.11.1

Each aerial apparatus shall carry correctly sized ladder belts and tethers to accommodate all members authorized to climb the ladder or ride in the platform of the apparatus.

6.1.11.2

Persons working on a ladder shall be anchored to a structural feature of the ladder or platform when one of the following occurs:

1. The device is in motion.
2. They are not actively entering or exiting the platform.
3. They are not actively climbing or descending the ladder.

Clean Cab

6.1.12*

The fire department shall ensure that all contaminated PPE and contaminated fire-fighting equipment are decontaminated according to manufacturer's specifications on the scene upon the termination of the incident, or that all contaminated PPE and contaminated fire-fighting equipment are taken out of service and decontaminated according to manufacturer's specifications in a controlled environment.

6.1.12.1

The fire department shall ensure that contaminated PPE and contaminated fire-fighting equipment will not be transported in the enclosed seating area of the fire apparatus or patient compartment of the automotive ambulance unless sealed in a puncture-resistant container and secured in accordance with 6.1.6.

6.1.12.2

If the enclosed seating area of the fire apparatus, patient compartment of the automotive ambulance, or exterior compartments of the fire apparatus or automotive ambulance are exposed to contaminants during an incident, those areas shall be decontaminated upon completion of the incident and prior to being placed back in service.

ANNEX

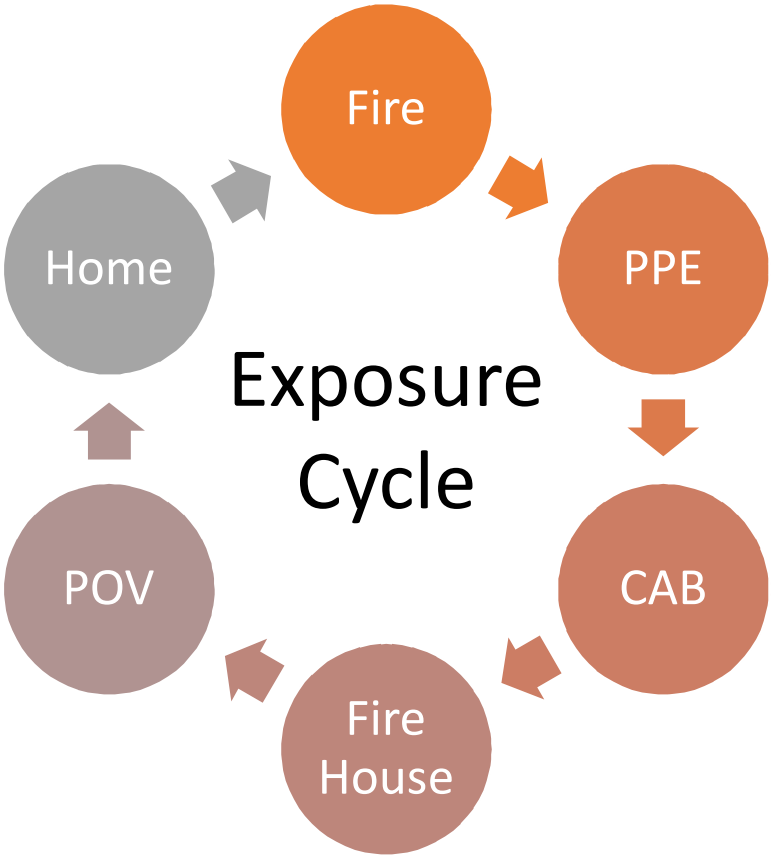
A.6.1.12

Prolonged incidents such as wildland fire-fighting operations, widespread natural disasters, acts of terrorism, or other occurrences in which emergency operations are segmented into extended work periods might not be conducive to the decontamination of equipment or personnel when moving from one geographic location to another during the course of the work period. In such instances, the fire department should make every reasonable effort to decontaminate personnel and equipment at regular intervals or during rehabilitation periods. All personnel and PPE should be decontaminated at the end of every work period before being released from emergency operations.

In jurisdictions where mutual aide is not readily available, or where call volume is high, call concurrency could inhibit thorough decontamination upon termination of the initial incident. In such instances, the fire department shall ensure that all personnel, contaminated PPE, contaminated fire-fighting equipment, and any area of the fire apparatus or automotive ambulance that is exposed to contaminants are taken out of service following the completion of the concurrent incidents and decontaminated prior to being returned to service.

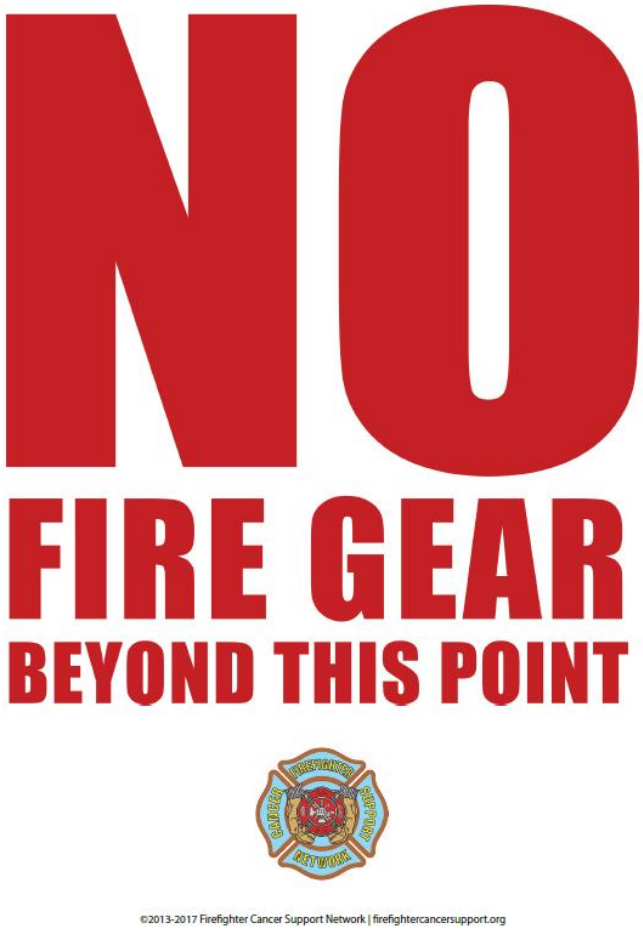
Firefighter Cancer Initiative

Firefighter Cancer Initiative



Clean Cab
Buyers Guide

- What can purchasers do to spec apparatus that will support clean cab SOPs



Buyers Guide Review

Buyer's Guide Progress

Draft	10
Published	17
Remaining	14

Body

Will Pilcher, Wayde Kirvida

TC039	Buyer's Guide - Tanks	Andrew Lingel - UPF
TC041	Buyer's Guide - Hose Restraints	Grady North - E-One
TC042	Buyer's Guide - Stepping Surfaces	Burt McCutcheon - Ferrara
TC043	Buyer's Guide - Chevron Stripping and Graphics	Jerry Merges - VisionMark
TC053	Buyer's Guide - Breathing Air Systems	Ed Smith - VT Hackney
TC054	Buyer's Guide – Roll-Up Compartment Doors	Bruce Whitehouse - AMDOR
TC055	Buyer's Guide - Reels	Denis Bleile – COXREELS Ken Fritz - Hannay
TC056	Buyer's Guide - Ladder and Equipment Racks	Mike Adams - Ziamatic
TC058	Buyer's Guide - Equipment Mounting - Body	Greg Young - Performance Advantage Co.
TC059	Buyer's Guide - Body Access	Mike Adams - Ziamatic

Sylvesternewbadgeofhonor.com

Chassis

Tim Johnson, Chris Crowell

TC033	Buyer's Guide – Aux. Eng. Braking Syst.	
TC034	Buyer's Guide - Winches	Steve Stein, Steve Martin
TC036	Buyer's Guide - Apparatus Seating	Bev Lowry - Bostrom
TC046	Buyer's Guide - Engine Air Intake	???
TC047	Buyer's Guide - Specifying Apparatus for Maintenance	Drew Sutphen - Sutphen
TC048	Buyer's Guide - Suspensions - Front	???
TC049	Buyer's Guide - Suspensions - Rear	Bob Albano - Hendrickson
TC051	Buyer's Guide – Crew Compartment Storage	Mike Adams - Ziamatic
TC057	Buyer's Guide - Occupant Protection	Dan Veselsky - IMMI
TC062	Buyer's Guide - Tires	Woody Savage - Michelin
TC063	Buyer's Guide - Wheels	Greg Polka - Real Wheels
TC064	Buyer's Guide - HVAC	Mark Bartlett - Spartan
TC066	Buyer's Guide – Engine Exhaust Removal	Scott Beecher - BEST

Electrical

John Doperalski, Peter Luhrs

TC035	Buyer's Guide - Batteries, Alternators, and Chargers.	Pete Sremac - Niehoff
TC037	Buyer's Guide – Scene Lighting	Sam Massa - Hi-Viz
TC038	Buyer's Guide - Line Voltage Generators	John Doperalski - Harrison
TC040	Buyer's Guide - Headlights	Sam Massa - Hi-Viz
TC044	Buyer's Guide - Warning Lights	Matt Pitzer - Code 3
TC045	Buyer's Guide – Multiplex_Electrical Systems	Dave Durstine - Weldon
TC050	Buyer's Guide – Fire Apparatus Sirens	Morgan Look - Federal Signal
TC060	Buyer's Guide - Light Towers	Drew Newman - Will-Burt Co.
TC061	Buyer's Guide - Camera Systems	Grady North - E-One
TC069	Buyer's Guide - Vehicle to Vehicle Communications	Cory Haas – Hass Alert

Foam

Gregg Geske, Mike Dupay

TC030	Buyer's Guide - Foam & Water Additive Proportioning Systems	Greg Geske, Michael Dupay
TC067	Buyer's Guide - CAFS	Troy Carothers

Pump

Pete Lauffenburger, Mike Sulmone

TC024	Buyer's Guide - Pumps	Doug Miller
TC052	Buyer's Guide - Electronic Pressure Governors	Dave Guynn – Hale
TC070	Buyer's Guide - Pump Primers	Mike Sulmone - Trident
TC071	Buyer's Guide - Deck Guns & Aerial Monitors	TBD

Aerial

Jim Salmi, John Brady

TC031	Buyer's Guide - Aerial Apparatus	Reed Wissler
TC068	Aerial Rope Rescue Systems	TBD

Breakout Sessions

Aerial/Quint
Jim Salmi
(E-One)
John Brady
(KME)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(Rosenbauer)
Sarah Peck
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