

SUBJECT: APPARATUS “OUT OF SERVICE” CRITERIA**SECTION:** 201.02**REVISED:** OCTOBER 1, 2007**PAGE(S):** 2

PURPOSE

The purpose of this policy is to establish criteria for when fire apparatus is to be taken out of service. The criteria is specific to the presence of defects and deficiencies that reduce the operational safety and performance of our apparatus below levels established in 49 CFR, part 390, “Federal Motor Carrier Safety Regulations”; applicable federal, state, and local regulations; applicable nationally recognized standards; manufacturers’ recommendations; and Reading Fire Department Maintenance Guidelines.

POLICY

Any Reading Fire Department apparatus found, during operation or during any inspection, to have any of the following deficiencies or defects shall be taken out of service until repairs are made. Any vehicle involved in any type of accident requires an immediate inspection.

The Fire Chief shall be notified immediately before moving the apparatus and that the apparatus is out of service. If the parked apparatus creates a safety or traffic hazard, seek approval from the mechanic or Fire Chief to move the apparatus to the closest area of safety.

ENGINE

1. Major coolant leak.
2. Engine unable to maintain proper temperature (i.e. overheating).
3. Major oil leak.
4. Low engine oil pressure. (Gauge in red zone or low oil pressure indicator)
5. Contaminated coolant or oil (i.e. oil in coolant, fuel in oil, coolant in oil, or coolant in transmission fluid).
6. Fuel leak.

TRANSMISSION

1. Automatic transmission overheats in any range.
2. Transmission has major leak.
3. Transmission will not go into lockup for fire pump operations.
4. Transmission fluid contaminated with coolant.

ELECTICAL SYSTEM

1. Alternator not maintaining voltage less than 12.5 volts.
2. Battery gassing excessively.
3. Headlights out.
4. More than 3 emergency lights are out.

BRAKING SYSTEM

1. Any audible air leak with park brake released.

2. Any audible air leak with park brake released and service brake applied.
3. Vehicle pulling when brakes applied.
4. Compressor will not build air pressure.
5. Parking brake will not hold truck.
6. Shoes, drums, pads worn beyond manufacturer's minimum specifications.
7. Shoes or pads with oil contamination.
8. Exclusive brake stroke

CREW CAB AREA

1. Broken cab mounts.
2. Cut, broken or excessive wear of seat belts. (latches not holding or releasing properly)
3. Cracked or broken windshield obstructions (line of vision).
4. Inoperable windshield wipers.

CHASSIS, AXLES, STEERING, & SUSPENSION SYSTEMS, DRIVE LINE, WHEELS & TIRES

1. Tires cut to cords, audible air leak, flat or excessive low pressure.
2. Tires with tread depth less than 4/32 on steer axle.
3. Tires with tread depth less than 2/32 on drive axle.
4. Cracked or broken springs.
5. Cracked or broken spring hangers.
6. Loose steering system components.
7. Cracked rims.
8. Missing lug nuts.
9. Major leaks on power steering system.
10. Use of tow truck to free a stuck vehicle.

FIRE PUMP

1. Pump test results fall below 90% of the original rating of the fire pump, in accordance with NFPA 1911 standards.
2. Pump will not engage manually and/or air/electrically.
3. Pressure control system inoperable.
4. Pump transmission components have major leak.
5. Pump panel throttle/pressure controls inoperable.
6. Water tank has major leak.

AERIAL DEVICE SYSTEMS

1. Power take-off will not engage.
2. Stabilizer system inoperable.
3. Stabilizer has physical damage.
4. Aerial device defective or damaged.
5. Hydraulic system is leaking or defective.
6. Cable sheaves defective.
7. Cables frayed.
8. Aerial device structurally deformed or damaged.
9. Torque box/turntable fasteners broken or missing.
10. Excessive heat indication (aluminum aerial only)