

Felton Fire Protection District
131 Kirby Street, Felton, CA 95018
831-335-4422

AGENDA FOR THE SPECIAL MEETING OF THE BOARD OF DIRECTORS

June 19, 2024 at 6:00 pm

Location: *Felton Fire Station Meeting Room*, 131 Kirby St, Felton California

1.0 Convene Meeting:

- 1.0 Call to Order
- 1.1 Pledge of Allegiance
- 1.2 Roll Call
- 1.3 Considerations of Additions to the Agenda

2.0 Public Comment:

Any person may address the Board at this time on any matter not on this agenda within the subject matter jurisdiction of the Felton Fire Protection District. The Board Chair may request that comments be limited to no more than three (3) minutes. Any matter that requires Board action will be referred to staff for a report and action at a subsequent meeting. The Brown Act prohibits the board from taking action on any item not listed on the agenda. If you would like to comment while using Zoom, use the chat function to express interest in making public comment

3.0 Unfinished Business:

- 3.1 Appoint Two Interim Board Members for Board Vacancies- update/ action
- 3.2 Shared Services: Ben Lomond response- discussion/ action
- 3.3 RFP request to CalFire- Arndt update
- 3.4 Immediate & Longer-term plans/goals (including "fully staffed" goal) and timeline- discussion
- 3.5 Acting Chief Arndt's position- discussion/action
- 3.6 Alternative Acting Chief possibilities- discussion/action

4.0 New Business:

- 4.1 Updated contract/renewal with Central Fire District for fleet services- discussion/approval
- 4.2 Invoice for Service from Zayante Fire District- discussion/action

5.0 Closed Session: none

6.0 The date for the next regular meeting is: July 01, 2024 @ 6:00 pm

Location in person @ Felton Fire Station

7.0 Adjourn

Felton Fire Protection District will accommodate persons with disabilities. Please phone the fire station and communicate your specific needs. Any person may comment on any agenda item and must be recognized by the Board Chair prior to comment. Anyone speaking must state their name for the record. **Posted June 13, 2024**



Central Fire District of Santa Cruz County

930 17th Avenue ♦ Santa Cruz, CA 95062 ♦ (831) 479-6842 ♦ www.centralfiresc.org

Patrick Winters
Division Chief
Central Fire District Fleet Services Division
410 Kennedy Dr.
Capitola CA, 95010

Fire Chief Dan Arndt
Felton Fire Protection District
131 Kirby Street
Felton, CA 95018

Dear Chief Arndt,

I hope this letter finds you well. On behalf of the Central Fire District Fleet Services Division, I want to express our sincere appreciation for your continued partnership and trust in our services. Your agency is a valued customer, and we are committed to maintaining the highest level of service to meet your needs.

As part of our ongoing commitment to excellence, we continually assess our operations to ensure we provide the most efficient and cost-effective solutions possible. Our Finance Director and Fleet Services Administration recently reviewed all costs associated with our services, including direct and indirect expenses. This thorough examination highlighted the necessity of updating our fee schedule to reflect escalating operational costs.

Effective July 1st, 2024, we will implement an updated fee schedule to ensure we can continue delivering exceptional service while remaining below the average market price for fire apparatus repair and maintenance. This rate adjustment includes a modest five percent (5%) increase to related services. Please find attached the updated Fleet Services Fee Schedule for your reference.

We understand the importance of budgetary planning for your agency and strive to minimize any impact on your financial resources. We believe that the modest adjustment in our fees reflects our commitment to providing the best value for your investment in our services.

In conjunction with the updated fee schedule, we kindly request that you resubmit an updated contract approved by your respective fire chiefs or oversight boards. The contract is identical to the current agreement in place except for an updated format and the price increase. This will ensure that our partnership complies with all necessary agreements and regulations. Central Fire District's Intergovernmental Agreement for Motor Vehicle Repairs Master Contract is attached



Central Fire District of Santa Cruz County

930 17th Avenue ♦ Santa Cruz, CA 95062 ♦ (831) 479-6842 ♦ www.centralfiresc.org

for your convenience.

Please do not hesitate to contact me directly if you have any questions or require further clarification regarding the fee adjustment or contract renewal process. Your satisfaction and peace of mind are our top priorities, and we are here to assist you in any way we can.

Once again, thank you for your continued trust and partnership. We look forward to serving your agency and providing you with the most efficient and cost-effective services available.

Warm regards,

Patrick Winters

Division Chief

Central Fire District Fleet Services Division

Patrick.winters@centralfiresc.org



INTERGOVERNMENTAL AGREEMENT FOR MOTOR VEHICLE REPAIRS

THIS AGREEMENT is made by and between Central Fire District of Santa Cruz County, a special district formed under the Fire Protection District Law of 1987¹ ("Fire District Law") ("Central"), and Felton Fire Protection District _____, a government agency ("Owner"),

WHEREAS Section 13861 of the California Health and Safety Code provides that a fire district organized under the Fire District Law shall have and may exercise all rights and powers, expressed or implied, necessary to carry out the purposes and intent of the Fire District law, and

WHEREAS Central has a motor vehicle repair service facility at 410 Kennedy Drive, Capitola, California ("Service Facility"), and is willing and able to provide motor vehicle maintenance and repair services to other governmental agencies, and

WHEREAS Owner has need of motor vehicle maintenance and repair services on its vehicles and wishes to use Central's services.

NOW, THEREFORE, IN CONSIDERATION of the mutual promises, performances, payments, and other things of value given, the undersigned agree as follows:

1. For purposes of this contract, motor vehicle or vehicle includes only motor vehicles as defined in Section 416 of the California Motor Vehicle Code² and any equipment permanently assigned or affixed to such motor vehicle.
2. Commencing on July 1, 2024, Central shall provide Owner the following services to Owner's motor vehicles³, as requested by Owner, at or out of the Service Facility:
 - a) In-shop repairs of motor, drive train, pump, body, etc., which in the opinion of Central's Fleet Manager may be completed cost effectively at the Service Facility, subject to consultation with and prior consent of Owner
 - b) Estimates of the total cost of repairs; such estimation may be communicated orally or electronically via email to the Owner's Representative and such oral communication (date, time, manner of consent, telephone number called, and the name of the person giving consent) shall be noted on the invoice. If repairs are expected to exceed \$3000.00 then Central shall prepare and provide to Owner written estimates of the total cost of repairs.
 - c) Coordinate and perform preventative maintenance.
 - d) Obtain parts necessary for repairs and maintenance.
 - e) Arrange for and coordinate repairs through third-party facilities, subject to consultation with and prior consent of Owner's Representative.
 - f) Inspect and verify repairs performed by third-party facilities.

¹ California Health and Safety Code §§ 13800 et seq

² does not include a truck camper.

³ This Agreement applies only to motor vehicles owned and operated by Owner. (a) A "motor vehicle" is a vehicle that is self-propelled. (b) "Motor vehicle" does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle, if operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian. (c) For purposes of Chapter 6 (commencing with Section 3000) of Division 2, "motor vehicle" includes a recreational vehicle as that term is defined in subdivision (a) of Section 18010 of the Health and Safety Code.

- g) After-hours repair response for out-of-service vehicles and, if necessary, arrange for towing services.
- h) Work orders via email with description of work performed and parts provided.
- i) Email quarterly reports, for each vehicle, of repairs and maintenance performed, status of preventative maintenance, pending mechanical problems, and down time for repair and maintenance.

Upon request, Central may provide Owner the following additional services:

- j) Aerial testing per the applicable NFPA Standard.
- k) Annual fire pump service tests per the applicable NFPA Standard.
- l) Consultation services for specification of new or refurbished equipment for a vehicle.
- m) Annual CARB Diesel Emissions certification inspections.
- n) Smog test on gasoline powered vehicles as required by state law.
- o) Conduct DOT 90-day inspections on all of the Owner's applicable vehicle quarterly.
- p) Shall arrange for necessary personnel and deliver vehicles to Central for service and repair at scheduled times. Fee for delivery or pickup shall be \$56 per hour and can only be charged for one way travel.

3. Commencing on July 1, 2024, Owner shall

- a. Designate in writing, its Representative, through whom all communications between Central and the Owner, concerning vehicle maintenance and repair, shall be directed, and who will have Owner's authority to consent orally or in writing to repairs, as provided in this Agreement.
- b. Arrange for necessary personnel and deliver motor vehicles to Central for service and repair at scheduled times.
- c. Pay invoices, upon receipt, according to Appendix A to this Agreement. Appendix A may be amended from time to time by Board resolution to reflect inflation and/or the cost of providing a particular service. Amendments shall not be more than one time a year. Owners will receive at least 90 days' notice of any changes. Owner has the right under section 3 below to terminate this contract on 60 days written notice as provided below.
- d. Pay any warranty services rendered by Central.
- e. Pay all invoices within thirty (30) days of invoice date,
- f. Pay interest on any invoices or portions thereof not paid within 30 days at the rate of 18 per cent per annum from the date of invoice. In the event Owner fails to pay an invoice within (60) days of its date, then Central may, at its option, terminate this agreement without further notice, and/or file an action in the Santa Cruz County Courts for collection of same, together with all costs and attorney fees incurred

4. This agreement may be terminated by either Party upon 60 days prior written notice of intent to terminate. Central's obligations to complete any service in progress and the Owner's obligations to provide written consents to such service and pay for any services provided or commenced prior to the effective date of termination shall survive termination

5. As a precondition to bringing any action in a court of law for enforcement of this Agreement, all issues of dispute must first be presented to the Management Review Group for resolution; said Group shall consist of the chief executive officers or their delegates, one from each governmental entity which has entered into this Agreement for Motor Vehicle Repairs with Central, and Central's Fire Chief or his delegate; by consensus, the Group will seek resolution of the issue, within 10 working days of either party submitting written notice of dispute; but such resolution shall not be binding upon any Party to this Agreement, unless set forth in a written agreement, signed by the affected Parties; after such resolution process has attained a resolution or 10 days have expired, whichever first occurs, any Party may take the disputed issue to a court of law. Notwithstanding any provision to the contrary, either Party may seek emergency equitable relief in a proper case.
6. Owner shall have the option to seek alternative repair estimates and services but will be liable for any shop charges related to Owner's vehicle occupying Central's service space during the time Owner is soliciting alternative bids and service. Vehicle storage rate shall be charged starting after 3 business days at a rate of \$40 per day.
7. Owner shall be solely responsible for the actions of its agents, employees or invitees while on District's premises, and, to, the extent allowed by law, shall hold Central harmless from, and indemnify Central from any liability for theft of or damage to Owner's motor vehicle or any equipment, tools or other personal property, except as caused by Central's agents and employees, and for injury to persons caused by Owner's agents, employees, or invitees. Owner shall also be liable to Central for any damage to District property which occurs during use and possession by Owner, its agents, employees, or invitees. Central shall store Owner's vehicles within area behind Central's maintenance facility, which area is accessible through a public access during normal business hours.
8. Central shall be solely responsible for the actions of its agents, employees, representatives, or invitees while performing services under this Agreement, and shall hold Owner harmless from and, to the extent permitted by law, indemnify Owner from any liability for theft or damage to Central's vehicles, equipment, tools, or personal property, except as caused by Central's agents, employees, or invitees. Central shall be liable to Owner for any damage to Owner's vehicles, equipment, tools, or personal property which occurs during service, use or possession by Central, which is caused by Central's agents, employees, or invitees.
9. This agreement is the entire agreement of the parties and may not be amended except by a written document referencing this Agreement and signed by both Parties. All prior discussions, representations, and understandings of the Parties pertaining to this subject matter are hereby merged into this agreement.
10. These Parties represent that the individuals signing this Agreement on behalf of the Parties are fully authorized by their respective governing bodies, in compliance with the laws of the State of California, to enter into this Agreement.
11. This Agreement shall not be assigned by Central without the prior written consent of Owner.
12. This Agreement shall be governed by the law of the State of California.
13. Central shall, at its own expense, keep in full force and effect during the term of this Agreement, Statutory Worker's Compensation insurance.
14. It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to Owner and Central, and nothing contained in this Agreement shall give or allow any such claim

or right of action by any other third party on such Agreement. It is the express intention of Owner and Central that any person other than Owner or Central receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

15. This agreement shall be reviewed to evaluate and assess changes or updates within the fiscal period on an annual basis by representatives of Central and Owner at a date and time mutually agreed upon by both parties.

Felton Fire Protection District

GOVERNMENT AGENCY ("Owner")

_____	Date: _____	_____	Date: _____
Board Chair		Fire Chief	

CENTRAL FIRE DISTRICT OF SANTA CRUZ COUNTY

_____	Date: _____	_____	Date: _____
Board Chair		Fire Chief	

APPENDIX A.

Mechanic Fleet Service Rates Effective July 1, 2024, valid until June 30, 2025

Charges / Rates:

Preventative Maintenance Service (Refer to Appendix B & C for list of services)

Rescue.....	\$414.00* + parts + EPA
Ambulance.....	\$414.00* + parts + EPA
Engine	\$552.00* + parts + EPA
Aerial	\$828.00* + parts + EPA
90 Day Inspection.....	\$173.00* + parts (incl. travel time) Small
Utility.....	\$138.00* + parts + EPA
Utility/Command/Service.....	\$276.00* + parts + EPA
Labor Rate for repairs beyond service	\$138.00/hr* Labor Rate
for Administrative / Office Fees.....	\$56.00/hr* Labor Rate
(after normal work hours)	\$207.00/hr* Labor Rate
EPA Charge (each service / major repair)	\$50.00
Parts.....	Parts plus 25%
Operating Expense / Shop Supplies.....	20% of total labor charges

Road Service Charges:

During Work Hours.....	\$138.00/hr* + Travel
After Work Hours (2 hour minimum)	\$207.00/hr*
Travel Charge- Over 50 miles	\$1.64 / mile

Annual Testing Charges:

Engine Fire Pump Service Testing.....	\$414*.00
Annual NFPA Aerial Testing.....	\$552*.00
Annual CARB Diesel Emissions Testing	\$138*.00 DPF (Diesel
Particulate Filter) Cleaning.....	\$380*.00
Annual NFPA Load Bank Testing.....	\$276*.00

Note:

1. No charge on returns due to warranty parts failure or additional services performed for the same or related problem within a reasonable time.
2. Repairs by third party agencies may be billed directly to the Owner. Coordination and review after repairs will be charged at the standard shop charge.
3. Owner's specialty tools may be 'loaned' to Central Fire for use on specialized repairs. Tools will be used, maintained, and/or replaced by Central Fire. Specialty tools will remain Owner's property and shall be returned in the event that the contract should be terminated.
4. Work performed on an overtime/holiday basis must be by prior agreement of both parties.

****After June 30, 2025 Labor rates shall include a standard annual increase on July 1st in addition to the amount of the "San Francisco/Oakland/San Jose All Urban Consumers" Consumer Price Index ("CPI") from June to June.***

APPENDIX B

Preventative maintenance, testing and repairs shall be performed on all fire vehicles to NFPA 1901, 1906, 1911, 1912, 1914 & 1915 standards in effect at the time of the vehicle's construction.

APPENDIX C

Preventative Maintenance Checklist for Motor Vehicles

CAB

Check operation of instruments, indicator lamps, dash lights, hour meter, and engine warning systems
Check headlamps, tail lights, brake signal, hazard, and clearance lights
Check spot lights, warning lights, cargo lights and warning lights
Check operation of horns, sirens, windshield wipers, washer, heater, defroster, seats, and seatbelts
Check air system build up time, governor operation and low-pressure warning system
Check throttle and PTO operation
Check two-speed rear axle operation
Check steering wheel for excessive play
Check glass and mirrors
Check clutch free travel and adjust and lube hinge points as required

POWER TRAIN

Change engine oil and filter, lubricate chassis
Pressure test cooling system, radiator cap, and check thermostat operation
Check coolant level, radiator hoses, heater hoses, and connections for damage or leaks
Change coolant filter
Test antifreeze to -40 F and check coolant conditioner
Check all drive belts for condition—adjust as required
Check/clean battery cables
Load test battery, perform starter and charging system test
Check battery box, mount and hold down brackets
Change fuel system filters
Fuel system—check tank, lines and connections for chafing or leaks
Check air cleaner indicator operation—if restriction is high, reset and test under full load. Replace element as required
Check engine performance
Check exhaust system, engine, and radiator supports
Change internal and external automatic transmission filters and fluid
Check oil level in transmission, differential, pump transfer case, and clean air breather—check for leaks
Check turbo for noise, vibration, and leaks
Check drive shaft, U-joints, center bearing, yokes for looseness or wear
Check fire pump and relief valve / pressure governor operation

SUSPENSION

Check steering box, spindle, and retainer bolts for looseness
Check oil level in power steering system
Repack front wheel bearings if needed
Check kingpins, tie rod ends, and shocks for looseness and leaks
Check front and rear springs, U-bolts, hangers, and shackles for looseness and cracks

BRAKES

Inspect air brake system, hoses, and tubing for leaks and chafing—check air brake chambers for leaks and damage
Service air dryer
Check air dryer operation and drain water from air tanks
Check brake adjustment and parking brake operation—check slack adjusters for operations
Hydraulic brakes—check master cylinder fluid level, tubing, and connections for leaks

TIRES AND WHEELS

Inspect tire condition and air pressure
Inspect axle and wheel nuts for looseness

SERVICE BODY

Check body for damage; lubricate locks, latches, and hinges as needed

Preventative Maintenance Checklist for Aerial Equipment on Motor Vehicles

CAB

Check operation of instruments, indicator lamps, dash lights, hour meter, and engine warning systems
Check headlamps, taillights, brake signal, hazard, and clearance lights
Check spotlights, warning lights, cargo lights and warning lights
Check operation of horns, sirens, windshield wipers, washer, heater, defroster, seats and seatbelts
Check air system build up time, governor operation and low pressure warning system
Check throttle and PTO operation
Check two-speed rear axle operation
Check steering wheel for excessive play
Check glass and mirrors
Check clutch free travel and adjust and lube hinge points as required

POWER TRAIN

Change engine oil and filter, lubricate chassis
Pressure test cooling system, radiator cap, and check thermostat operation
Check coolant level, radiator hoses, heater hoses, and connections for damage or leaks
Change coolant filter
Test antifreeze to -40 F and check coolant conditioner
Check all drive belts for condition—adjust as required
Check/clean battery cables
Load test battery, perform starter and charging system test
Check battery box, mount and hold down brackets
Change fuel system filters
Fuel system—check tank, lines and connections for chafing or leaks
Check air cleaner indicator operation—if restriction is high, reset and test under full load. Replace element as required
Check engine performance
Check exhaust system, engine, and radiator supports
Change internal and external automatic transmission filters and fluid
Check oil level in transmission, differential, pump transfer case, and clean air breather—check for leaks
Check turbo for noise, vibration, and leaks
Check drive shaft, U-joints, center bearing, yokes for looseness or wear
Check fire pump and relief valve / pressure governor operation

SUSPENSION

Check steering box, spindle, and retainer bolts for looseness
Check oil level in power steering system
Repack front wheel bearings if needed
Check kingpins, tie rod ends, and shocks for looseness and leaks
Check front and rear springs, U-bolts, hangers, and shackles for looseness and cracks

BRAKES

Inspect air brake system, hoses, and tubing for leaks and chafing—check air brake chambers for leaks and damage
Service air dryer
Check air dryer operation and drain water from air tanks
Check brake adjustment and parking brake operation—check slack adjusters for operations
Hydraulic brakes—check master cylinder fluid level, tubing and connections for leaks

APPENDIX C (continued)

AERIAL DEVICE

Check aerial device operation
Check all electrical and accessory items equipped on aerial device
Inspect aerial device, cables, hydraulic system and water delivery system
Change hydraulic system filters
Lubricate aerial device and components

TIRES AND WHEELS

Inspect tire condition and air pressure
Inspect axle and wheel nuts for looseness

SERVICE BODY

Check body for damage; lubricate locks, latches, and hinges as needed

TIRES AND WHEELS

The following will be covered in detail:

- The size, weight load rating, and speed rating of tires installed on a vehicle at the time of purchase is the mandatory tire size and type required for the vehicle.
- Tires on all fleet vehicles shall not be less than four thirty-second of an inch tread depth at all points in all major grooves on any axle.
- Regardless of appearance and tread wear, all on-highway fleet vehicle tires over 7 years old shall be replaced with new ones.
- Under no circumstances shall recap tires be run on any front axle or steer axle.
- Heavy duty truck, bus, and trailer tires of the same size and type can be mounted on very different types of non- interchangeable wheels (Hub Piloted versus Stud Piloted).
- Never install wheel hub, or lug nut covers that inhibit visual inspection procedures of truck wheels and lug nuts. This type of cosmetic vehicle enhancement prevents easy visual inspection of lug nuts and wheels.
- Studded tires are not an alternative for snow chains. Extreme caution should be used when using studded tires and should only be used in areas that experience long periods (several weeks) of icy road conditions.

Tire Size and Type

The size, weight load rating, and speed rating of tires installed on a vehicle at the time of purchase is the **mandatory** tire size and type required for the vehicle. The tire size and type are recorded on each individual Mobile Equipment record and can also be found on the final stage manufacturer's certification label in the cab located near the driver's door or, in the case of pickups, sedans and utility vehicles check the original equipment manufacturer's label located in the driver's door jam.

Size and Type Change

Tire size and or type change is a vehicle modification and requires prior written approval from the "Senior Fleet Manager". **No exceptions**

Tread Design Change

Tread design of replacement tires is at the discretion of the "Unit Fleet Manager" except on four-wheel drive fire engines. The required tire for four-wheel drive engines is a self-cleaning tread design to match the off-highway intent of this type of equipment.

Tire Replacement Policy

In general, tires are required to be replaced for three reasons:

1. ***Wear or minimum tread depth***
2. ***Tire age***
3. ***Tire damage***

Being outside of one or more of these criteria will require the tire to be replaced. For example, a tire can have near new tread depth and be free of damage but if the tire is over the age limit, it must be replaced.

Tread Depth

Historically, tread depth has been used as one factor for determining tire replacement. The California Vehicle Code, Section #27465 when talking about light vehicles under 10,000 pound weight rating states that, "no person shall use a pneumatic tire on a vehicle axle when the tread depth is only one thirty-second of an inch tread depth in any two adjacent grooves at any location on a tire is reached". Vehicles with a 10,000 pound weight rating or larger cannot go below four thirty-second of an inch tread depth at all points in all major grooves on a tire on any steering axle; and two thirty-second of an inch tread depth at all points in all major grooves on all other tires on the axle of the vehicle. These are the very minimum tread depths that can be legally used on a public road and only takes into consideration normal vehicle use. Because Fire Departments are primarily an all-risk emergency government agency that require fleet vehicles to perform under extreme conditions in weather, fire, earthquake, etc., the minimum tread depth criteria is a higher standard than the minimum legal limit.

All tires on all fleet vehicles shall not be less than four thirty-second of an inch tread depth at all points in all major grooves on a tire on any axle.

Tire Age

Tires degrade over time even when not being used. UV exposure, high ambient temperature, and exposure to oil and ozone gas are all causes of deterioration. Steel belts can rust inside tires if inflated by air with moisture in it. When in use tires deteriorate from heat caused by hot climates, high speeds, and high loading conditions.

Most manufacturers design their tires for automobile and commercial truck applications where miles are more important than years. Basically, tires are expected to wear out long before they rot out. As a result, the stabilizers in many tire rubber compounds are formulated to offer protection for only a limited time. Failures can include sudden sidewall blowouts or bead separations.

Tire age can be determined by checking the DOT code on the sidewalls. For tires manufactured before the year 2000, the last three digits represent the week and year of manufacture. For example, if the last three digits are "229", the tire was produced in the 22nd week of 1999. For tires made after Jan. 1, 2000, a four digit code is used: the first two digits represent the week of production, and the last two digits represent the year of production. So, if the last four digits are "2205", it means the tire was manufactured in the 22nd week of 2005.

Regardless of appearance and tread wear, all on-highway fleet vehicle tires over 7 years old shall be replaced with new ones.

Note: Warehouses should not stock more tires than can be used in 6 months. Even tires that have never been mounted on a rim cannot be used if older than 7 years.

Tire Damage

On occasion, a tire lug may be torn off from one of the drive (rear) tires or front tires or four-wheel drive vehicles. The lugs are usually torn from the outside edge of the tire. Replacement of these tires will be determined by the following criteria:

1. If there are no cords/steel belts showing in the location of the torn lug, the tire is still serviceable and does not need to be replaced.
2. Conversely, if the cords/steel belts are visible, the tire shall be replaced.
3. If multiple adjacent lugs are torn off, the tire shall be replaced regardless of the lack of visible cords/steel belts.
4. If multiple lugs are torn off but they are not adjacent, the tire may remain in service. The tire shall be replaced if there are cords/steel belts visible at the point of any torn lug.

Other damage can occur to a tire that requires the tire to be replaced.

1. Any damage to the side wall of any tire where the tire cording or belting can be seen shall be replaced.
2. Any tire with visible bumps or knots related to tread or sidewall separation shall be replaced.

Load Range

Personnel performing tire maintenance or involved with replacing tires shall reference either the final stage manufacturer's certification label in the cab located near the driver's door or in the case of pickups, sedans, and utility vehicles, check the original manufacturer's label located in the driver's door jamb for appropriate tire rating. The specific weight rating for tires is found molded on the sidewall. Never install a tire on a vehicle that is not designed to carry the vehicle's Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR).

Recommended Tire Pressures

The Manufacturer maximum tire pressure is imprinted on the sidewall of all tires specific to application (single or dual) but may not be the correct tire pressure for that specific vehicle. For the recommended tire pressure for a specific vehicle, reference either the final stage manufacturer's certification label in the cab located near the driver's door or in the case of pickups and utility vehicles, check the original manufacturer's label located in the driver's door jamb for appropriate tire air pressure. For special circumstances (lightly loaded utility vehicles or erratic wear patterns), contact the Fleet Manager for alternative pressures.

Recap Tires

Recap tires may be utilized on drive axles or trailer axles. When recap tires are used, the manufacturer's maximum load carrying capacity, manufacturer's maximum inflation pressure and, where applicable, speed-rating restriction shall be clearly imprinted on the sidewall.

The use of recapped tires is at the discretion of the Fleet Manager.

Under no circumstances shall recap tires be run on any front axle or steer axle.

Speed Rating

This critical information is printed on the sidewall. Passenger car tires have ten common speed ratings signified by a letter. Never mix and match tires on a vehicle with different speed rating. (See chart below)

Q- Up to 100mph

R- Up to 106mph

S- Up to 112mph

T- Up to 118mph

U- Up to 124mph

H- Up to 130mph

V- Up to 149mph

W- Up to 168mph

Y- Up to 186mph

Z- 149mph and over

Truck tires sold for use in the U.S. generally are not "speed rated" like passenger tires. Truck tires have a published "max speed" which is determined by the manufacturer. This information is available from the servicing dealer or tire manufacturer. Commercial truck, bus, and trailer tires can have a restricted speed rating. For correct application, contact the Unit Fleet Manager.

Dual Tire Matching

Mismatched duals have the same effect on the life of tires as low inflation or overload. An under-inflated tire on a dual assembly shifts its share of the load to its mate. The properly inflated tire then becomes overloaded, overheats, and frequently fails prematurely. A difference of 15 pounds per square inch inflation pressure may result in the less inflated tire supporting 500 pounds less than the tire with proper inflation. A similar action occurs when one tire's diameter is smaller than its mate. A difference of 1/4 inch in diameter may result in the larger tire carrying 600 pounds more than the smaller. The shift in load becomes more prevalent as the difference in diameters or inflation becomes greater.

Improperly matched duals are subject to rapid tread wear because the larger tire carries more load and will wear fast and unevenly. Although the mismatched duals have different diameters they must rotate at the same speed. The smaller tire then also wears unevenly because it is forced to scuff over the road. The overall result is abnormal and unequal tread wear for both tires.

Improperly matched duals may also lead to blowouts because of one tire being required to flex severely in doing more than its share of the work.

In addition to matching diameters and inflation pressures on dual installations, it is **very important not to mix radials and bias ply tires** on the same vehicle due to different load/deflection characteristics of these two types of tires. Radial tires deflect more under a given load than bias ply tires. If radial and bias ply tires are mixed in dual installations on the same axle, the bias ply tires will bear the greater part of the axle load and may operate in an overload condition that will lead to reduced mileage and early failure. Mixing radial and bias ply tires on a vehicle can cause adverse handling characteristics.

Radial tire overall diameter will govern the revolutions per mile obtained from a given tire. It is necessary to closely match tire revolutions per mile with tandem drive axle units coupled directly together as when an inter-axle differential does not exist or is locked out. Otherwise, the drive transmission may freeze up or fail in some way and/or excessive slip on one of the sets of tires will lead to a loss in traction and uneven wear.

Twin screw, tandem drive rear axles require the eight tires to be matched so that the average tire diameter on one axle is no more than 1/4 inch different from the average tire diameter on the other axle. This rule holds true for all tire sizes used on over-the-road trucks. Equal tire pressures should also be maintained.

The difference in dimensions of the tires on a dual assembly should never exceed the figures shown in the chart below.

Dual Matching Tolerances

Tire Size	Diameter (Inches)	Circumference (Inches)	Radius (Inches)
8.25R20 and under	0 to 1/4	0 to 3/4	0 to 1/8
9.00R20 and up	0 to 1/2	0 to 1-1/2	0 to 1/4
Twin screw (all sizes)	0 to 1/4	0 to 3/4	0 to 1/8

The measurement and mating of duals is very important when mounting a new set of radial retreads. Just because the retreads are all on the same type and size of casing does not mean they all have the same overall diameter. The service they were subjected to prior to retreading may have an effect on the size of the retreaded tire.

When mounting duals on a truck, there will generally be some difference in the diameter of the two tires (within the limits described above). The outside tire generally wears faster than the inside tire. As it wears its diameter will approach that of the inside tire. Additionally, any crown on the road will favor the placement of the smaller diameter tire on the inside.

At the time of mounting duals on a vehicle, locate the two valves diametrically opposite (180 degrees apart) for accessibility. Hand holes on disc wheels must be located so that the inside valve is accessible.

Wheels

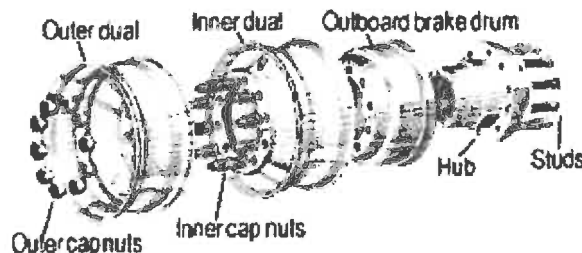
This information is provided to driver/operators to identify the differences between the two (2) non-interchangeable, wheel-mounting systems found on fire engines, CCVs, ECTs, helitenders, stakesides and transports. This information will also help driver/operators determine if their vehicle is safe to drive.

Types of Wheel Mountings



#1 Stud Piloted:

(Double Cap Nut-or-Budd Disc. Wheels) (most common on older vehicles)



For dual wheels, this mounting system uses inner and outer cap nuts so that each wheel is tightened individually. For a front or single-rear wheel, a single cap nut is used. Right-hand and left-hand bolts and nuts are required. Wheels of this type can be identified by the spherical countersink surface around the individual bolt holes.

Recommended Wheel Tightening and Torque:
(Double Cap Nut and/or Budd Disc. Wheels)

Dual Wheel applications

1. Tighten "inner nut" first to 450-500/ft lbs. (This is done by tightening in a pattern, opposite or across from previous nut.)
2. Tighten "outer nut" to the same specification and in the same pattern (450-500/ft.lbs.).

Single Wheel Applications

1. Tighten single nut applications (front and some trailer axles) to 450-500/ft.lbs (should be done in a pattern, opposite or across from previous nut).

CAUTION:

- Heavy duty truck, bus, and trailer tires of the same size and type can be mounted on very different types of non-interchangeable wheels (Hub Piloted versus Stud Piloted). Close attention should be paid to what type of wheels fit a specific chassis. If there is any uncertainty at all, contact the Fleet Manager.

- For step-by-step instructions on how to perform maintenance and inspect for defects, refer to vehicle owner's manuals, manufacturer's wheel maintenance guide, or contact the Fleet Manager.

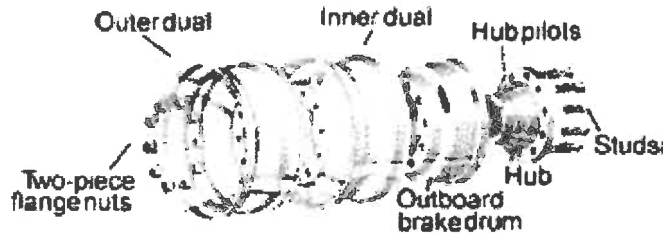
- After a wheel assembly has been installed or serviced, recheck torque at an interval between 50 and 100 miles of operation.

Torque should be checked on all wheel nuts at regular intervals thereafter.



2 Hub Piloted Mounting:

(Cone Lock Nut) or Motor Wheel Type Single Stud.



This mounting has one (1) cone locknut for each bolt. For dual wheels, one (1) nut tightens both inner and outer wheels at the same time. Single wheels mount similarly with cone locknuts. Only right-hand nuts are required. Wheels with this type can be identified by the lack of a deep bolt hole chamber. Also available is a one-piece flange cap nut (similar to the cone lock nut) that is used on many medium-duty applications.

Recommended Wheel Tightening and Torque:
(Cone Lock Nut {CLN})

Tighten single-Cone Locknut in a crisscrossing sequence to 450 to 500 ft. lbs.

CAUTION:

- Never attempt to switch or mix Stud Piloted wheels with Hub Piloted wheels.
- Close attention should be paid to what type of wheels fit the chassis. If there is any uncertainty, contact the Fleet Manager.
- For step-by-step instructions on how to perform maintenance and inspect for defects, refer to the vehicle owner's manuals, Manufacture published wheel maintenance guide, or contact the Fleet Manager.
- After any wheel assembly that has been installed or serviced, recheck torque at an interval of between 50 and 100 miles of operation.
- Torque should be checked on all wheel nuts at regular intervals thereafter.

Be sure not to mix instructions between wheel types!

Full Wheel covers and Cosmetic Wheel Enhancements

Vehicle accidents, near miss accidents and damage to private property, can be due to loose wheel lug nuts. Wheels are repeatedly damaged beyond repair by being operated with loose lug nuts. Cracked wheels caused by loose wheels are discovered every year on our fire engines, CCVs, Heli tack units, transports, and trailers. When these deficiencies occur in wheels and wheel mounting systems, it is cause for putting a vehicle out of service. One of the early warning signs that can easily be seen of loose lug nuts and cracked rims is rust tracking around loose lug nuts. Cracks can be seen radiating out from around the lug nuts. Installing wheel, hub, or lug nut covers, can hide the early warning visual evidence the driver/operator needs to detect a loose or cracked wheel.

Caution: Never install wheel hub, or lug nut covers that inhibit visual inspection procedures of truck wheel lug nuts and wheels. This type of cosmetic vehicle enhancement prevents easy visual inspection of lug nuts and wheels.

Tire Studs

Studded tires should never be considered an alternative for snow chains. **Extreme Caution** should be used when using studded tires and should only be used in areas that experience long periods (several weeks) of icy road conditions and removed from the vehicle as soon as icy road condition is no longer a threat. Studded tires may not offer any safety advantages in comparison to modern radial winter tires in non-icy road conditions. In fact, studs decrease tire-road friction on non-icy road surface situations and cause a longer stopping distance. Studded tires can give the operator a false sense of security. Drivers using studded tires tend to drive faster than conditions allow because of the false sense of security.

The State of California restricts the use of studded tires and the number of studs that can be inserted in the tire. The California Vehicle Code states: "Pneumatic tires containing metal type studs of tungsten carbide or other suitable material and which are so inserted or constructed that under no conditions will the number of studs or the percentage of metal in contact with the roadway exceed 3 percent of the total tire area in contact with the roadway, between the first day of November and April 30".

Tire Snow Chains

Snow chains are the best choice for all snow and ice driving. Chains have been the traditional ice and snow gripping solution for vehicles for decades. They are relatively easy to install when needed and easily removed when the road conditions improve.

The Fleet Manager shall be consulted to ensure the correct type and size is provided. The Fleet Manager shall have oversight and approve all snow chain type and size applications and provide training as needed for chain installation.

State of California Chain Requirements and Traffic Control Definitions

R-1: Chains or snow tread tires required. Snow tires must have a tread depth of 6/32" with a "M & S" imprint on the tire's sidewall.

R-2: Chains required on all vehicles except four-wheel drives or all-wheel drives with snow tread tires on all four wheels.

R-3: Chains required- ALL VEHICLES- no exceptions

R-1 and R-2 are the most common chain controls. The highway will often be closed before an R-3 control is imposed

C Road Closed

S Split Control - Chains or snow tread tire requirements are set at two separate points of the highway for different requirements. It is not uncommon to have R-1 conditions from point A to point B and R- 2 conditions from point B to point C.

T Truck Hold- During major storms when traffic flow is heavy, Caltrans may hold commercial tractor- trailer combinations at specific points below the snow line. These points typically are: Eastbound 1-80 at Applegate (east of Auburn, CA) Westbound 1-80 at Verdi, NV (west of Reno,NV)

H Hold Traffic- Traffic is held until spinout or accident is cleared, traffic is then released.



ZAYANTE FIRE PROTECTION DISTRICT

7700 E. Zayante Rd
Felton Ca. 95018

RECEIVED
JUN 7 11 2024

Zayante Fire Protection District

INVOICE FOR SERVICES #20240610-001

Bill to : Felton Fire Protection District
131 Kirby St. Felton, Ca. 95018

THE ZAYANTE FIRE PROTECTION DISTRICT HAS PROVIDED RECURRING SERVICES OUTSIDE THE ESTABLISHED AUTOMATIC AID AGREEMENT FOR STRUCTURE RESPONSE. PLEASE SEE CHARGE DETAIL BELOW.

(Invoices due on receipt. Over 30 days will be assessed a \$25 late fee.)

INCIDENT LOG :

5/4/24	MVA	5085 HWY 9 @ LAKEVIEW DR	0626 AM	FEL- #262
	C2400 E2410	8 RESPONDERS		
	COST BASIS : \$173.47 + \$279 + \$46.16+\$35.82+\$31.00+\$31.00			
	\$596.45			
5/23/24	EMS - LAW	760 SKYLNE DR	1228 PM	FEL-#301
	R2466	5 RESPONDERS		
	\$374.18			
5/28/24	MVA	MT. HERMOM @ LILAC	0651 AM	FEL #322
	B2403	5 RESPONDERS		
	COST BASIS : \$166+\$42.55			
	\$208.55			
6/09/24	EMS	1044 LAKESIDE DR	0429 AM	FEL -#348
	R2466	10 RESPONDERS		
	\$374.18			

FEES :	\$1553.36	SERVICES RENDERED
	<u>\$155.33</u>	<u>ADMIN SURCHARGE (10%)</u>
TOTAL DUE :	\$1708.69	

PAYABLE TO : ZAYANTE FIRE PROTECTION DISTRICT
7700 E. ZAYANTE RD.
FELTON, CA. 95018

THE FIRE DISTRICT MAINTAINS TWO SALARY SCHEDULES.

A) ASSISTANCE BY HIRE :

TYPE I ENGINE \$173.47

TYPE III ENGINE \$156.74

SUV \$279

PICK UP \$166

PERSONNEL RATES :

CHIEF \$46.16/HR

CAPTAIN \$42.55/HR

ENGINEER \$35.82/HR

FIREFIGHTER \$31.00/ HR

ADMIN. RATE 10%

B) EMSIA FIRST RESPONDER AMBULANCE SURGE FEE SCHEDULE : \$374.18/HR