

In the last five years we on average have 110-140 pending repair orders every day. If we get 3 of them fixed in a day we get 3 more the next day. That leaves us with the task of prioritizing everyday out of the 100 + repair orders which ones to fix. As this cycle continues the lower priority repair orders take years to get to if we get to them at all. Keep in mind this only paints part of the picture of what needs to be done and what we are unable to keep up with. These repair orders are only the problems found and reported from the crews. This does not include apparatus, facilities, equipment, or vehicles that are due for routine maintenance or annual inspection/testing. This also

As we plan out the year for routine maintenance, small repair orders, and annual testing of our fire fleet we are left with 2 work weeks with nothing on the schedule. This does not account for any special projects, break downs, station repairs, vacation, sick days, or training. Usually on the second month of the year we start to fall behind on the scheduled maintenance and continue to fall behind as the year goes on. This leaves us behind on routine maintenance, repair orders, and station maintenance all of the time. We are in crisis management most of the time and unfortunately what gets pushed back is the preventative maintenance, maintenance records/documentation, and

As we all know a quality preventative maintenance program not only keeps our fleet and stations running smoothly. It also decreases the downtime and excess cost associated with breakdowns or accident liability. We have all of the pieces in place for a great maintenance program with the exception of one additional FTE. Having our own maintenance shop staffed with crossed trained firefighters, EMT, EVT is the best of all worlds. We have the budget for maintaining our apparatus, we have the software to properly document our maintenance and repairs. Now we need the additional FTE to keep pace with the work load. We strongly believe that with 1 additional

Apparatus technician, and a Facilities technician. Each assistant would have an assigned role either facilities or apparatus. They would focus on that role and would cross train and be able to help each other as needed. The division head would be able to supervise the division, prioritize repairs and maintenance, manage the fleet, manage facilities, manage the budgets, keep up on maintenance records/documentation, spec writing, vehicle/equipment procurement, attend administration/committee meetings, assist as needed with repairs, order parts, etc....

A third person would also allow the maintenance division to be more mobile. With our maintenance truck we would be able to do more of the smaller repairs at the stations. We would be able to shuttle apparatus if needed to and from the shop to help keep apparatus/personnel in district and be more efficient with time. One of the more difficult tasks of maintaining emergency apparatus is juggling the downtime of each apparatus and the availability of apparatus to respond. That is why it would be very efficient to be able to have a piece of equipment in the shop OOS being worked on and have the ability to respond to a station simultaneously for minor repairs without disrupting

MFD's Maintenance Division does most of its apparatus repairs and maintenance in-house. We will farm out warranty work, tire repair, major fabrication, specialty welding, and specialty diagnostic/repair of specific equipment. I would say that 90-95% of our apparatus repair and maintenance is done in-house.

As MFD's response district, call volume, and fleet continue to grow the Maintenance Division is going to continue to fall further behind. If we can get an additional FTE now we will be better equipped to move forward while maintaining our fleet and facilities.

Another benefit of a third cross trained FTE in the Maintenance Division is the availability of a crew if a large incident should occur.

The following is a summary of the specific duties and responsibilities undertaken by the Maintenance Division:

Responsible for the repair and maintenance of all fire equipment including single and tandem axle fire apparatus, fire water pumps, aerial devices, small engines, standby generators, fire stations, and related equipment;

Implements a preventative maintenance program for all fire department equipment;

Writes specifications for vehicles, equipment, outside repairs and related supplies;

Maintains thorough and accurate records of all repair activities;

Performs repairs to station HVAC systems, overhead doors, exhaust removal systems, irrigation systems, specialized equipment, appliances, and basic building features;

Performs complete repair and maintenance of fire department vehicles/facilities including routine service, electrical system diagnostics, heating and air systems; body work, brake and frame maintenance, suspension, tires and related;

Documents identified problems and diagnoses basic mechanical problems and repairs or replaces defective parts;

Discusses vehicle problems with operators in order to identify problems and explain what work may be required;

Installs specialized components such as computer mounting equipment, emergency lighting, intercom systems, radios, tool brackets, and charging devices;

Performs equipment repair and maintenance at related facilities;

Monitors and schedules all warranty work;

Completes fabrications on vehicles and heavy equipment and designs and builds specialized items as requested;

Inspects, tests and repairs vehicle electrical charging systems such as alternators, regulator and batteries;

Performs service calls to stalled vehicles as needed;

Responds to fire ground operations as needed to maintain vehicles onsite;

Supports different fire department operations (including emergency situations) such as moving and stationing specialty trailers, responding to accidents when called, responding to third alarm fires;

Scheduling and testing of fire water pumps annually per NFPA requirements;

Oversees annual aerial testing with third party testing company per NFPA requirements;

Snow plowing all fire stations (5);

Up fitting new fire apparatus;

Fire apparatus/equipment Procurement;

Fire apparatus and equipment inventory;

Maintain EVT certification/ training;

Maintain Fire/EMS certifications/ training ;

Maintain CDL;

Instruct/train New Hires and Ops personnel (driving, pumps, JPR's, CDL, pre-trips);

Committees:

Apparatus Committee

Training Task Force

Wildlands Committee