

NICHOLAS COUNTY FIRE DEPARTMENT
SPECIAL MEETING
DECEMBER 15, 2011

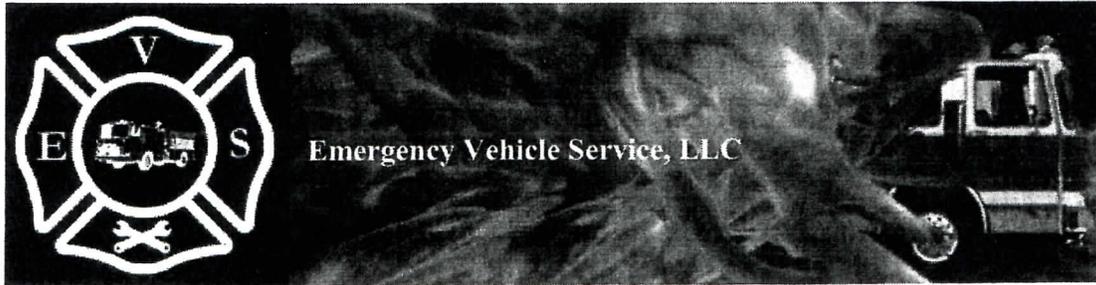
A SPECIAL MEETING WAS CALLED BY THE CHAIRMAN OF THE BOARD DAVID SMITH. THOSE ATTENDING WAS FIRE CHIEF MARK HUGHES, DOUG FRENCH, DOUG MCCOD, JIMMY PRICE, ARNOLD PAYNE AND TONY FRYMAN SR. ALSO ATTENDING WAS MATT HUGHES.

EMERGENCY VEHICLE SERVICES WAS ASKED TO COME IN TO DO PUMP TEST ON FIRE TRUCKS. AT THIS TIME NUMEROUS PROBLEMS WAS FOUND. SCOTT ALLISON SAID ONE TRUCK HAD BEEN OUT OF COMISSION FOR A WEEK. COPY OF LETTER OF PROBLEMS IS ATTACHED.

BOARD WENT INTO EXECUTIVE SESSION WITH ONLY BOAD MEMBERS. FIRE CHEIF IS RESPONSIBLE FOR MAINTAINCE. NEED CHECK LIST TO BE SIGNED OFF ON. NEED TO DO INVENTORY. ALSO SUGGESTED TO KEEP RECORD OF MILEGE AND FUEL USED FOR EACH TRUCK. DOUG FRENCH WILL BRING EXAMPLE WHAT PARIS USES, TO USE AS A GUIDLINE.

VOTED TO HAVE CHAD APPLGATE COME AND CHECK OUT THE TRUCKS. VOTED TO HAVE TRUCKS FIXED AND TO PUT IN PLACE RULES AND GUIDELINES SO THIS WILL NOT HAPPEN AGAIN.

SECRETARY JANIE SMITH



December 15, 2011

Nicholas County Department
Attn: Doug French

Dear Mr. French:

In regards to your request for me to indicate the problems that I identified while attempting to perform a routine pump test on the trucks at Nicholas County Fire Department:

Brakes

- Brakes on the FMC were considerably out of adjustment, with a noticeable lack of lubrication on the slack adjusters, making it significantly difficult to perform the needed adjustment
The condition of the brakes had reached the point of placing the truck in an unsafe driving condition
- This could have been prevented had routine maintenance been performed on said brakes, including at least semi-annual lubrication to the slack adjusters

Drive Shaft

- Bolts on the FMC connecting the drive shaft to the transfer case had loosened to the point of creating a significant gap between the two
The condition of these bolts created a situation in which it became feasible that the drive shaft could have detached from the vehicle while in use, meaning the truck was in an unsafe driving condition
- This could have been prevented had regular inspection been performed and the bolts tightened at the first sign of loosening

U-joints

- U-joints on the FMC were significantly worn due to lack of lubrication. Had this condition been allowed to persist this could ultimately have led to the drive shaft detaching from the vehicle.
- This condition could have been prevented by performing regular maintenance to the drive shaft assembly

Pump Packing

- Pump packing on both trucks was out of adjustment, to the point of considerable leaking from the water pump, resulting in the need for costly repairs
- This condition could have been prevented by performing regular maintenance to the pump assembly

Primer Motor

- Primer motor was unable to turn due to lack of use, resulting in the need for costly repairs
- This condition could have been prevented by performing routine maintenance, on at least a monthly basis

These conditions made it impossible for me to perform the routine pump test requested by you, and as recommended by NFPA 1911.

This outlines the issues discovered while attempting to perform said pump tests on December 14, 2011. A complete inspection of all vehicles would be needed in order to identify any further problems with your fleet.

Thank you,

Jason Geiman
Owner
Emergency Vehicle Service LLC
www.fixmyfiretruck.com
859-750-9808