

## **COMMITTEE OF THE WHOLE    SEPTEMBER 3, 2002**

### **DISPOSAL OF SURPLUS FIRE APPARATUS**

#### **Recommendation**

The Fire Chief recommends:

1. THAT the report of the Fire Chief be received; and
2. THAT direction on the disposal of surplus water tanker truck identified as VFRS Fleet #7923 and surplus pumper truck identified as City Fleet #1115, be provided.

#### **Purpose**

This report is in response to direction from Committee of the Whole Report No. 6, Item 38 June 10, 2002 regarding DEPUTATION-MR. JOHN BOSCO BIZIMANA WITH RESPECT TO DONATION OF FIRE TRUCK TO THE CITY OF KIGALI, RWANDA in that the deputation "...be received and referred to staff for a report on possible suggestions and recommendations to address the deputant's request."

#### **Background - Analysis and Options**

Mr. Bizimana is a waste-management consultant and resident of Vaughan and frequently travels on business to his home-City of Kigali, Rwanda. He has indicated that the City of Kigali does not have any level of fire protection services and he has visited the Vaughan Fire and Rescue Service (VFRS) on numerous occasions, seeking information on the establishment of fire protection services—information that he intends to share with the Mayor of Kigali. Through those discussions and the information sharing process, Mr. Bizimana became interested in obtaining a surplus fire truck—preferably a donation, for shipment to Kigali.

The VFRS maintains a fleet of modern fire apparatus and equipment, which eventually becomes obsolete or exceeds its useable lifespan. The majority of Vaughan's fire trucks were purchased in recent years to service 'new growth' and are still in active service. However, there are two units currently under replacement, which were not 'traded-in' and will eventually be 'declared surplus' and disposed of.

The current Purchasing Services policy for the Disposal of Surplus/Scrap Items applies to all obsolete, surplus or scrap items that are no longer of use to the City...except land. The policy authorizes the Director of Purchasing Services to dispose of surplus material in the most cost efficient and effective manner, upon approval from the respective Department Head, provided that any usable equipment or material has been offered first to other user departments, and then secondly to the public through sealed bid or auction.

#### **VFRS Fire Apparatus and Public Works Fleet Units Approaching Obsolete or Surplus Status:**

##### **VFRS Fleet Unit #7919 (1981 Pumper)**

Unit 7919 is a 1981 International cab-over Pumper that is being replaced with a 2002 Spartan vehicle, which should be in service by early-fall 2002.

Unit 7919 is a diesel powered automatic, transmission equipped vehicle utilizing air brakes, which is currently in service as E-733. The transmission was recently rebuilt by S.N. diesel, the pump

and engine had major work in 2000. The vehicle has a 5000 litre per minute Waterous single stage fire pump and a 2200 litre booster tank. While the unit is basically sound it will require repairs to the body if it were to remain in service in Ontario. Historically, the city water and sewer department would claim the use of a surplus vehicle such as this, for flushing water mains. Public Works Water Section will 'claim' VFRS Fleet #7919 when it is declared 'surplus' in the fall of 2002 to replace an older, previously-claimed pumper truck. If this unit was to be sold in its present condition it is estimated to be worth approximately \$8,000.00.

#### **VFRS Fleet #7923 (1985 Tanker)**

Unit 7923 is a 1985 G.M.C. 7000 series gasoline powered tanker that is scheduled to be removed from service in the spring of 2003, when its new replacement unit is delivered.

Unit 7923 has a 427 c.i.d. gasoline engine, air brakes and a 5 speed manual transmission with a small power take off driven, Champion Fire Pump. The mileage on the unit currently is approximately 45,000 kilometres. This unit has never been rebuilt and has substantial corrosion on the rear portion of the truck chassis frame and main tank sills. Our other existing tanker had this similar major corrosion problem repaired in 1999 at a cost of approximately \$51,000. Given the age of the vehicle, it was deemed to be more cost effective to replace unit 7923 rather than repairing the corroded frame and refurbish the complete unit. This unit would not likely be certifiable within the next year or so, without an extensive expenditure by the purchaser. If sold as-is, it would be worth very little, perhaps \$2,000.00 to \$3,000.00.

#### **City Fleet #1115 (1979 Pumper)**

City Fleet # 1115 is a 1979 F-900 Ford, is a gasoline-engine powered, standard transmission, pumper with a 2200 litre water tank and a 4000 litre per minute single stage fire pump. This unit formerly belonged to the fire department as VFRS Fleet #7912 and was replaced by a modern diesel powered custom-built fire truck, several years ago. As it was then declared surplus by the VFRS, it was 'claimed' by the Public Works Water Section, for use in the water main flushing program, and will now be declared surplus and disposed of by Public Works, upon receipt of VFRS #7919.

#### **Conclusion**

Public Works will claim VFRS Fleet #7919, thus Public Works has declared the old Ford Pumper fire truck to be surplus to their needs and it can be placed for disposal. The VFRS will declare the VFRS Fleet #7923 (Tanker) surplus, upon the receipt of its replacement in the spring of 2003. Public Works will not claim this tanker, thus it will be placed for disposal.

Both the Public Works Ford Pumper and the VFRS Tanker will not acquire safety certification (PMCVI) for continued use on Ontario roadways. Preventative Maintenance Commercial Vehicle Inspection (PMCVI) certification is required annually of any commercial vehicle. This is an inspection of all safety items, driveline parts, body seating, windows, seat belts etc. The Pumper would fail due to corrosion problems with the body and frame while the tanker would fail as it has holes in the compartments, and severe swelling of the double frame causing the tank rails to twist which will ultimately result in tank sill failure and lack of security of the tank mounts. These vehicles may only have minimal scrap salvage value.

Given the lack of an adequate water distribution system. i.e. fire hydrants, the combination of a Pumper fire truck with minimal water carrying capacity supported by a Water Tank truck with a larger capacity, would be an appropriate form of fire fighting capability (from an equipment resource standpoint) and could prove to be beneficial to the residents of Kigali.

Notwithstanding the policy on Disposal of Surplus/Scrap Items, Council may consider and approve an alternate disposal method, including donation to another Municipality, such as Kigali.

Should Council decide to donate these two vehicles:

1. the donation should be made in an 'as is' condition and the Legal Department shall provide an appropriate clause to indicate 'without warranty, guarantee or liability of any kind, etc.';
2. the recipient Municipality at its own expense shall remove the donated fire trucks from City property within 90 calendar days of written confirmation of the availability of the donated fire trucks, by the Fire Chief to the recipient, otherwise the Fire Chief shall initiate disposal of the fire trucks in the normal manner;
3. should the recipient Municipality require any service, maintenance or repair work to be completed on the donated vehicles or request assistance with the preparation for transportation, operator training, etc., VFRS staff are authorized to provide said assistance at the advanced expense of the recipient Municipality, at the prevailing shop-rates, plus parts, materials and expenses.

Direction is respectfully requested.

**Report prepared by:**

John Sutton, Fire Chief, in consultation with George Wilson, Director of Purchasing Services, Brian Anthony, Director of Public Works and Larry Robinson, Chief Mechanical Officer VFRS Mechanical Division.

Respectfully submitted,

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