



FIRE
APPARATUS
MANUFACTURERS'
ASSOCIATION

TECHNICAL COMMITTEE PLANNING MEETING AGENDA

February 26, 2022

1:00 PM – 4:00 PM EST

**The Don CeSar Hotel – St. Pete Beach, FL
in North Terrace (Fifth Floor)**

Subcommittee Leadership Review

- Aerial Co-Chair
- Body Co-Chair

FAMA Forum schedule

Potential article brainstorming.

FDSOA Planning

Potential presentation brainstorming for Apparatus Symposium 2023

NFPA

NFPA 1900 revision highlights

First Responder Loop

Battery Master Disconnect

FAMA Safety Sign Updates

Review new safety signs for inclusion in the whitepaper.

FAMA Graphical Symbols Updates

Review new graphical symbols for inclusion in the whitepaper.

Frame Corrosion Guideline

Lackore has started a draft frame corrosion guideline and will submit to the Chassis team when developed.

Weight and Cube Calculator

Tom Stalnaker updated the spreadsheet to include Wildland tools. It is his intent to propose a change to NFPA 1900 that will refer to our spreadsheet for weight estimation. The group agreed to have Tom's revisions uploaded to the FAMA website.

FAMA Safety Guide

Consider updates to the FAMA Safety Guide

Buyers Guide Progress – Doug Miller

In-process work review

Idle 5 minutes before engine shutdown

Cummins is asking FAMA members to include a label near the key switch to instruct operators (that may not know about proper procedures on a turbo equipped engine) to idle for a period of time to prevent premature turbo failures.

Idling allows oil to cool the bearing housing to prevent coking which can lead to seal failure. In addition, our turbos installed since 2002 have a water-cooled bearing housing to remove heat for improved reliability. We have significant data that shows turbo temps are drastically reduced with 5 minutes of idling (or very light load operation – like backing in, etc.) before shutdown.

CARB/EPA2024

Determine a FAMA plan

1. In 2024, CARB has changed regulations to significantly reduce NOx emissions from 0.2 to 0.05 g/hp-hr (4x reduction) and PM emissions from 0.01 to 0.005 g/bhp-hr (2x reduction). This will drive significant technological changes vs. today's engines.
2. Emergency Vehicles are exempt from emissions regulations in California (based on FAMA correspondence), but there are many other "opt-in" states (e.g., OR, NJ, PA, MA, ME, NY, CO) that may not adopt the CARB regulation in whole. It is not clear if these states will allow an emergency vehicle exemption.
3. In the interest of the Fire Service, FAMA should understand which of these states may "opt in" to the ARB2024 regulation but still allow the Emergency Vehicle exemption. Some states have even imposed idling regulations on ambulances (maybe fire apparatus).