

## SOG 704 – Apparatus ‘Out of Service’ Criteria

### 1. Purpose:

The purpose of this policy is to establish criteria for when fire apparatus is to be taken out of service. The criteria is specific to the presence of defects and deficiencies that reduce the operations safety and performance of our apparatus below levels established in 49 CFR, part 390, “Federal Motor Carrier Safety Regulations”, applicable, federal, state and local regulations, applicable nationally recognized standards, manufacturers’ recommendations’ and East County Fire and Rescue (ECFR) Maintenance Guidelines.

### 2. Policy:

A. Any ECFR apparatus found, during operation or during any inspection, to have any of the following deficiencies or defects shall be taken out of service until repairs are made.

#### (1) Engine System

- i. Major coolant leak
- ii. Engine unable to maintain proper temperature (i.e. overheating)
- iii. Major oil leak
- iv. Low engine oil pressure (Gauge in red zone or low oil pressure indicator)
- v. Contaminated coolant or oil (i.e. oil in coolant, fuel in oil, coolant in oil, or coolant in transmission fluid).
- vi. Fuel leak.

#### (2) Transmission

- i. Automatic transmission overheats in any range
- ii. Transmission has major leak
- iii. Transmission will not go into lockup for fire pump operations.
- iv. Transmission fluid contaminated with coolant.

#### (3) Electrical System

- i. Alternator not maintaining voltage (less than 12.5 volts).
- ii. Battery gassing excessively.
- iii. Headlights out.

- iv. More than 3 emergency lights out.

**(4) Braking System**

- i. Any audible air leak with park brake released.
- ii. Any audible air leak with park brake released and service brake applied.
- iii. Vehicle pulling when brakes applied.
- iv. Compressor will not build air pressure.
- v. Parking brake will not hold truck.
- vi. Shoes, drums, pads worn beyond manufacturer's minimum specifications.
- vii. Shoes or pads with oil contamination.
- viii. Exclusive brake stroke.

**(5) Crew Cab Area**

- i. Broken cab amounts.
- ii. Cut, broken or excessive wear of seat belts (latches not holding or releasing properly).
- iii. Cracked or broken windshield obstructions (line of vision).
- iv. Inoperable windshield wipers.

**(6) Chassis, Axles, Steering and Suspension Systems, Drive Line, Wheels and Tires.**

- i. Tires cut to cords, audible air leak, flat or excessive low pressure.
- ii. Tires with tread depth less than 4/32 on steer axles.
- iii. Tires with tread depth less than 2/32 on drive axle.
- iv. Cracked or broken springs.
- v. Cracked or broken spring hangers.
- vi. Loose steering system components.
- vii. Cracked rims.
- viii. Missing lug nuts.
- ix. Major leads on power steering system.
- x. Use of tow truck to free a struck vehicle.

**(7) Fire Pump**

- i. Pump test results fall below 90% of the original rating of the fire pump, in accordance with NFPA 1911 standards.
- ii. Pump will not engage manually and/or electrically.
- iii. Pressure control system inoperable.
- iv. Pump transmission components have major leaks.

- v. Pump panel throttle/pressure controls inoperable.
  - vi. Water tank has major leak.
- B. Any vehicle involved in any type of accident requires an immediate inspection.
- C. The Shift Leader shall be notified immediately before moving the apparatus and the Duty Chief shall be notified the apparatus is out of service.