

Arizona Fire Service Mechanics Association

QUARTERLY NEWSLETTER

July 2017

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Arizona Fire Service Mechanics Association, PO Box 7131, Tempe, AZ 85281

To: All AFSMA Members, Associates, Corporate Sponsors, & Honorees

Re: Training and Business Meeting Notes and Information



Let us know!

répondez, s'il vous plait

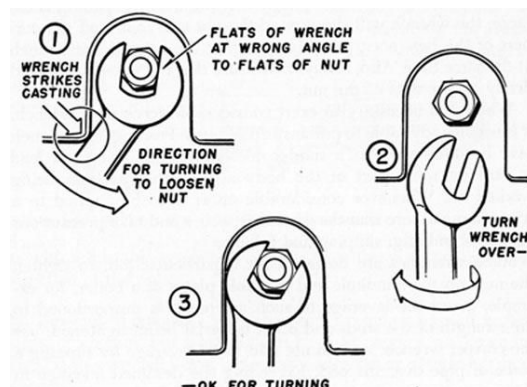
"MAKE SURE YOU TELL US YOU'RE COMING TO THE TRAINING!"

charles_miller@tempe.gov



For up to date information at a moment's notice, get a Facebook account and get all the latest updates on the Association.

First, the nuts and bolts of the business meeting...



0814-0853 hrs with 25 members present out of a roster total of 185...really? *Visiting the Mother In-law??*

Call to Order and Roll call

Secretary and Treasurer reports given on the April meeting. We had some expenses: Food, breakfast although Turbo & Electric provided the lunches and thank you for that!! Also storage equipment, and the Grant Writing class. For the Secretary's report, well...see the old newsletter for Old and New News. Mo-Jason, 2nd-Alan

Vice President Report: Big thank you to Charlie Miller for this July class as well as James Engols for the A/C class. There will be no booth at the Fire Chiefs Expo due to cost vs. benefit. Please submit ALL classes you would like to attend for the balance of 2017 to the VP and/or the Executive Board; we need your help.

Mo-Ferron, 2nd-Alan

President Report: We need a replacement instructor for the Arizona State Fire School to replace Master Instructor George Gutierrez. The school has a wide range of students attending from Chiefs to Probies so any level of instructor would certainly be helpful. Keith Klassen is the Training Coordinator and has been gearing up for a more advanced training curriculum. As a reminder, Instructors are compensated for travel expenses and hotel rooms. Anyone interested please shoot an email to the Prez. On another note, the Executive Board will be meeting to discuss the balance of this year's schedule. If you have any ideas or especially a contact or two, please let us know. EVT of the Year Award—we need nominations and donations of mechanic related awards.

Mo-George, 2nd-Ferron



Having finished our novel on the Great American Pump Trailer, there was a reminder that the trailer is now in Tucson at the offer of Rural Metro, Tucson who volunteered to conduct a small refurb on it. The American LaFrance cut-away trailer is currently being stored in Maricopa so plan ahead if you need one of these for a training class. I also hear Volume II of the Great American Pump Trailer saga is on the horizon and currently being written... ☺

Library Trailer needed (enclosed please). Because storage locker fees are so incredibly high, it stands to reason it's less expensive to buy an enclosed trailer for the storage of our library materials. So start looking because the Healing Tree (they're stored under), is about to be affected by the rainy season ☺

EVT conference representative is needed. If you are a Master EVT then this is for you. The Conference is in January in Orlando, FL. Hotel and airfare are covered. Email the Board is interested.

The recent Job Postings on our website demonstrates the worthiness and quality of our Association, because companies are looking to our Association to provide outstanding EVTs to join their respective organizations. And we are still the 6th largest Master EVT providers of talent in the nation.

Grants writing class: Charlie Miller, Tempe Fire attended and took massive amounts of notes. Now where most of the grants are cost prohibitive to our Association, there are others that meet our needs in the way of training, costs of instructors, matching funds, materials, and so on. It was determined we need a baseline (template) grants proposal outline. This would be used to start the process and changed slightly as to where it would apply. If you have experience, we need you. We'll keep you posted.

NEW BUSINESS

Become an AFSMA Executive Board Member

In an effort to entice more members to run for Executive Board positions, the membership voted on not requiring the Executive Board members to pay for their yearly dues and as so, the By-Laws will be changed accordingly and the new By-Laws will be voted on by the membership at the October meeting and take affect January, 2018 with the new Board. But nevertheless, we are looking for a few good men and women who will serve on our Executive Board. Email any nominations to the Board—any of us.

** The important thing to remember is make sure your department will allow you to commit to the very meager amount of time required to assume one of these positions. New officers will be voted on at the October meeting.

Motion to Adjourn-Mike, 2nd-Paul

Our newest Legacy Member, George Gutierrez



George was a member of the City of Flagstaff until his retirement.
He also was one of the lead instructors at the
Arizona State Fire School and in both cases will certainly be missed.



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'hat's

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Instructor: Markus Kelley
Application Engineer,
Weldon, Div. of Akron Brass
V-MUX 101 Multiplexing Workshop

1. Define Multiplexing
 - a. Transmitting multiple signals from one or more devices over the same wire.
 - i. Computer or telephone network, and/or cable line
 - ii. Technology is more reliable long term (better and longer) than manual, and like manual, will eventually break
2. What is V-MUX
3. Features
4. Component
 - a. Input/output nodes
 - b. This area was left blank for absolutely no good reason
5. Software
 - a. VDR Hardware
 - i. How fast was the truck going, throttle position, brake position, speed, etc. With a time stamp, you can figure out which driver is wearing out the brakes by NOT using the secondary braking system by USING the foundation brakes WHILE using the throttle—i.e. left foot braking.
 - ii. “You do not know what you do not know, until you do not know what you do not know”
6. Green vs. Red
 - a. Seat belt icons—why they work, why they don’t, who didn’t sit-- then buckle. And who’s bouncing in the seat like a kid in a candy store—not seated, not belted. Like when the FF unbuckles, drops to his knees, and begins donning his turnouts. Noooo, that never happens ☹ Or like when the FF buckles the belt behind him, THEN sits—wrong order, lights/beepers go off. You MUST sit and THEN buckle in that correct order. Tall, small, or wide FF? Where’s your butt in relation to the sensor. If you’re receiving the same phone call, from the same person, about the same problem, the solution is probably their butt—that is to say, it’s location in relation to the sensor.



Six Step Troubleshooting:

Questions:

How should this work? If you don't know how it works, how do you know?
 What is it currently doing/not doing?
 Does V-MUX control any part of this?

Resources:

Know your truck—vitaly important

Input/output report

Relationship report—does it say, “output 8” or define an actual location like, “R top door front”

30% learn rule: every output feature can result in: steady burn, flashing, or PWM, good luck!

Wiring diagram

Contact OEM—“Is the truck supposed to work this way?”—start there

Last Resort:

Trace wires

Hook-up diagnostics and try to figure out if a node controls it



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STANDARD
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Quick Test

- | | |
|--|---|
| <p>1. If the outlet pipe of an evaporator is hotter than the inlet, it indicates:</p> <ul style="list-style-type: none"> A. Overcharge B. Flooded evaporator C. Balanced system D. Undercharge | <p>2. The most common contaminant found in A/C systems is:</p> <ul style="list-style-type: none"> A. Sealer B. R12 C. Air D. PAG oil |
| <p>3. Why does this CCOT system not cool well</p> <ul style="list-style-type: none"> a. Low side is 60 psi b. High side is 440 psi c. Condenser inlet/outlet difference is 15 deg. <p>The most likely cause is:</p> <ul style="list-style-type: none"> a. Restricted condenser | <p>4. Pick the best 3 O-ring lubricants</p> <ul style="list-style-type: none"> a. PAG oil b. mineral oil c. di-electric grease d. silicone o-ring lubricant e. brake fluid |

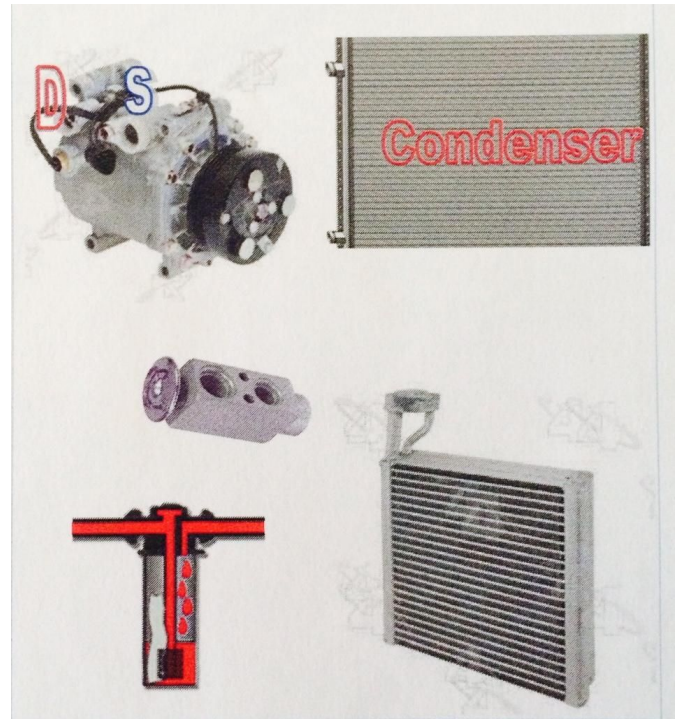
b. Lack of air flow

- Restricted air flow



Basic CCOT system

f. petroleum based grease



TXV system w/ ECV displacement & VD compressor

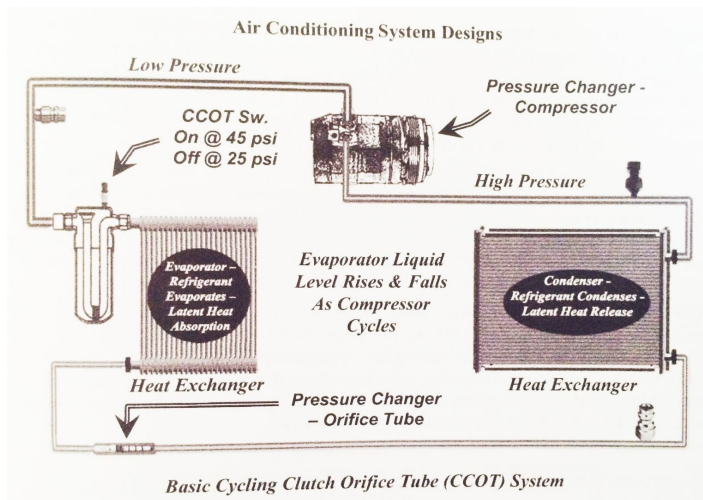
Your job on this test is to connect the lines and create the given system. Then name the lines. Answers to all test questions later in the newsletter—don't cheat, I'm counting on you to fix my Vintage A/C system that runs like cra...crud.

Anyone out there fixing R-1234yp or HFO-1234yp systems? Well we went over those and more in class. Instructors outline consisted of: Quick Test, component function, new technology, compressor replacement steps, differential (stress) testing, new refrigerants, pattern failures, and service tips.

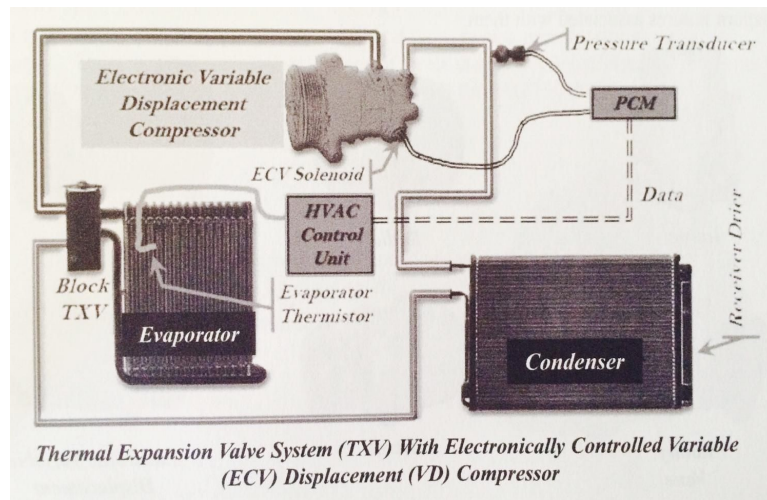
Thank you to all our instructors who took time away from their families to educate an otherwise very intelligent group of mechanics. And a big thank you to Mark Gaillard, Fire Chief of the Flagstaff and Summit Fire Departments and our own Norman Erickson for doing all the leg work. The Timberline Tavern supplied the vittles and as usual, it was superb.

Definition: Fire Mechanic, noun.(fyr muh-kan-ik) Someone who performs complex precision guesswork based on unreliable data provided by those of questionable knowledge (commonly referred to as firefighters). See also: wizard, magician, genius, virtuoso, maestro, marvel, guru. [not to be confused with "mechanic"(muh-kan-ik) Slang: a person skilled in the dishonest handling of cards, dice, or other objects used in games of chance]

Answers to the test questions: 1. D, 2. C, 3. B, 4. 2,3,4 only



CCOT system



TXV system

Next Training Class and Business Meeting
***** Class topic to be determined...Keep watching our website *****
Don't worry. I'll also let you know via email...

In addition to new Board members, changes to the By-Laws are to be voted on at the next Training and Business meeting. Changes or additions are in **RED**. Name change from Honorary to Legacy and in Section 5, the addition of Executive Officer dues stipulation.

ARTICLE III

QUALIFICATION OF MEMBERS:

Section 4

LEGACY MEMBERS – Those Dignitaries, retired mechanics, trainers, and others who can benefit the Association and have a genuine interest in seeing it succeed. Honorary memberships may be granted by a majority vote of the membership present at the time of voting. Dues are not charged and they shall have no voting powers.

Section 5

Dues: the Treasurer shall recommend the dues of this organization to the Executive Committee. The Executive Committee must approve the recommended fee. Dues will be due and payable at the first regularly scheduled meeting of the calendar year. All membership member dues will be \$80.00 per person, per year. New members shall pay dues on a prorated basis, starting with the 2nd month of each

calendar year. Dues are not refundable. Only while serving, Executive Officers are not required to pay yearly dues.

Remember the 6 P's: Proper Planning Prevents Piss-Pour Performance



ARIZONA FIRE SERVICE MECHANICS ASSOCIATION
PO Box 7131, Tempe, AZ 85281

MEMBERSHIP APPLICATION 2017

Dues are \$ 80 per year

Don't be *THAT* guy! Get training through your Fire Mechanics Association

PLEASE PRINT CLEARLY:



DATE _____/_____/2017

NAME _____ TITLE _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

ORGANIZATION/DEPARTMENT _____

BUSINESS PHONE (_____) _____ FAX (_____) _____

BEST CONTACT NUMBER (_____) _____

EMAIL ADDRESS FOR NEWSLETTER _____

Please mark the appropriate box:

NEW MEMBER _____ RENEW DUES _____

AFSMA MISSION STATEMENT

**“WE THE MEMBERS OF THE
ARIZONA FIRE SERVICE MECHANICS ASSOCIATION
STRIVE FOR THE BEST MECHANICAL ABILITY
IN REPAIRING FIRE APPARATUS,
TO GAIN SUPERIOR KNOWLEDGE THROUGH TRAINING AND JOB EXPERIENCE,
AND TO UPHOLD THE IDEA THAT FIRE APPARATUS MUST BE THE SAFEST VEHICLES ON
THE ROAD”**

Firefighter's Creed to Fire Mechanics:

Admit nothing, deny everything, demand proof, and make counter accusations.