

Arizona Fire Service Mechanics Association

QUARTERLY NEWSLETTER—Aug 2018

azfiremechanics.com

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We'll keep you posted on the next training class—Watch our website for information

President

Vice President

Treasurer

Secretary

Mike Apodaca, Gila River FD

Angel Morales, Northwest Fire

Charlie Miller, Tempe Fire

Joe Gorraiz, Phoenix Fire, Retired

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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

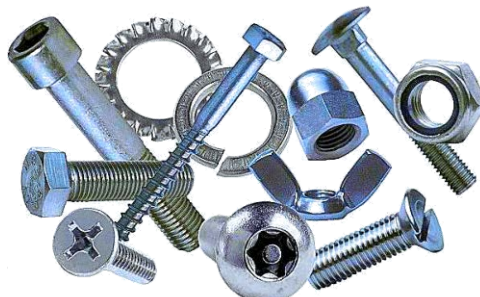
"MAKE SURE YOU TELL US YOU'RE COMING TO THE TRAINING!"

charles_miller@tempe.gov



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

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



"Putting fancy tools into poorly-trained hands simply makes for more expensive repairs."

Call to Order at 0811hrs and a Roll Call of those present—*THAT didn't take long...*

30 members present out of a roster total of 174...WOW, 30!"I think we're going to need a bigger boat"

Secretary report on the minutes and Treasurer updates were given. Motion-George & Dan

Vice President Report on possible classes for the rest of 2018: Since we just had a Waterous pump class, perhaps a Hale pump class in Tucson in Jan, 2019. October is possibly a Cummins Insight pay-per-view class because it's really, really expensive. This would be over and above the simple diagnostics class. This would be an in-depth into troubleshooting beyond simplistics; which led to a discussion on an Allison F6 class with diagnostics and docking. Some discussion on a Meritor brake class was also thrown about. And Freightliner offered a classroom for training. And we're still working on an ambulance cab & chassis instructor to continue with our ambulance training classes. A question was asked about EVT updates as they're hard to find on the EVT website. Charlie, an EVT Board Member clarified by adding EVT revisits any manufacturer updates every January and ALL tests are looked at in case there is conflicting information. And don't forget the Arizona State Fire School Pump Theory class is in September in Tempe. Motioned-Phil & Roger

President Report: (today's note) Due to a family emergency we lost our instructor for Saturday morning. And of course because Vern Lewis is just a phenomenal vendor, they offered their class to anyone still here on Saturday free of charge. We need EVT of the Year nominations to be sent in post-haste. Larry LaBarbera of Mesa Fire is retiring, or he did and they pulled him back in the following Monday. We need to have a plaque made for him because he is a valued AFSMA member and helped with the AZ State Fire School...shhhhh, don't tell him. And Donald Miracle of Maricopa is looking for a mechanic. For that matter, so is Timber Mesa and soon Summit Fire. In fact, look on our website to see all the departments looking to add one of our fabulous mechanics to their roster. Motioned—Mike & Dan

Open Discussion—Summit Fire would like to a copy of your department's testing and evaluation information for new mechanics if you wouldn't mind have sending them over. Hey, it may give you a leg up on getting hired there.

Contact Keith Klassen at: klassen@infomagic.net (sorry, it's the only email I have on the roster)

Motion to Adjourn the meeting at 0836hrs—George & Bill



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LUBRICATOR

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Quick Test

1. If the outlet pipe of an evaporator is hotter than the inlet, it indicates:
 - A. Overcharge
 - B. Flooded evaporator
 - C. Balanced system
 - D. Undercharge

2. The most common contaminant found in A/C systems is:
 - A. Sealer
 - B. R12
 - C. Air
 - D. PAG oil

3. Why does this CCOT system not cool well?
 - a. Low side is 60 psi
 - b. High side is 440 psi
 - c. Condenser inlet/outlet difference is 15 deg.
 The most likely cause is:
 - a. Restricted condenser
 - b. Lack of air flow
 - c. Restricted orifice tube
 - d. Air contamination

4. Pick the best 3 O-ring lubricants
 - a. PAG oil
 - b. mineral oil
 - c. di-electric grease
 - d. silicone o-ring lubricant
 - e. brake fluid
 - f. petroleum based grease

Your job on the test below 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 !

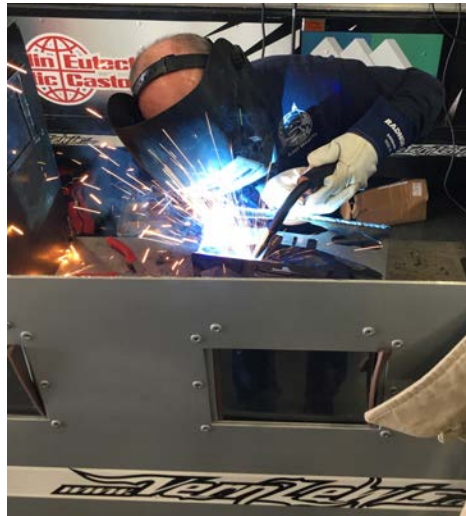


Basie CCOT system



TXV system w/ ECV displacement & VD compressor

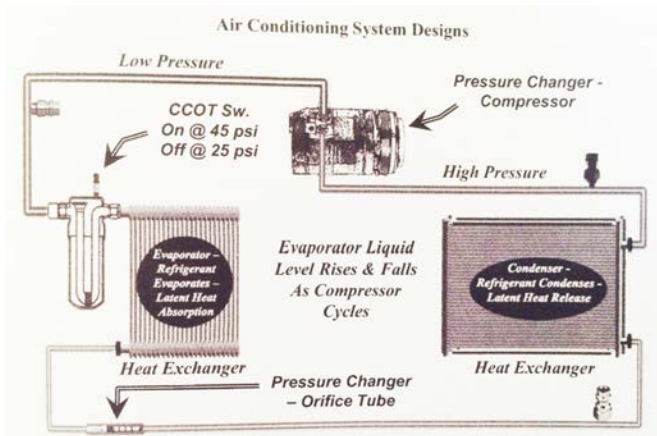
Anyone out there fixing R-1234yp or HFO-1234yp systems? Well we went over those and more in class. Instructors outline consisted of: Quick Test, component function, new technology, compressor replacement steps, differential (stress) testing, new refrigerants, pattern failures, and service tips.



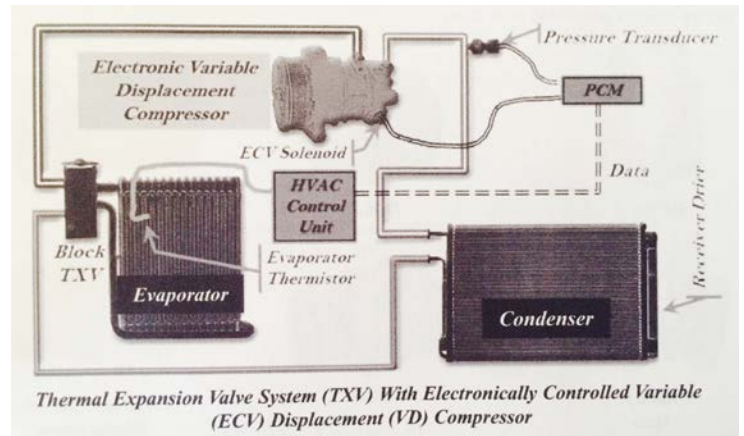

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Thank you to all our instructors who took time away from their families to educate an otherwise very intelligent group of mechanics. And a big thank you to the Summit Fire Department and our own Norman Erickson for doing all the leg work. And as usual, The Timberline Tavern supplied breakfast and lunch. **Answers to the test questions: 1. D, 2. C, 3. b, 4. b,c,d only**



CCOT system



TXV system



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

MEMBERSHIP APPLICATION 2017
Dues are \$ 80 per year

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”

This is why we have Fire Mechanics:

The Firefighter’s Creed:

If it's stuck, force it. If it breaks, it needed to be fixed anyway.