

# How much service is right?

We have recently switched to Fullbay for tracking services and preventative maintenance. It allows us to create services specific for a truck, or component that might be used on many trucks. I have invested many hours recently in building checklists, and doing this has opened my eyes to a huge problem we need to address without delay. **Our PMs have been incomplete, by completing neither all the services required by NFPA 1910 or the services required by many manufacturers.**

Our present checklist has been in use for about 2 years. It was created using the form in NFPA 1910, Annex C.3 Figure C.3(b)<sup>1)</sup>. However, this form does **not** include all the requirements in NFPA 1910 chapters 6 through 19, which pertain to inspection & maintenance. Additionally, "This is just an example that must be customized to meet the requirements for specific emergency vehicles and department policies." Means that it does not cover additional items required by component manufactures (Cummins, Hale, Zico, etc.)

**The service we have been providing therefore, does not meet the 'standard' set forth by NFPA.** We aim to fix this, but it takes careful consideration (by us and you, the AHJ).

A full PM on a pumper is an intensive ordeal when compared to a vehicle like my car<sup>2)</sup>. My car has a manual, and in that manual is a maintenance table *for the whole car*. It covers the engine, transmission, tires and wheels. It's set forth in simple intervals based on time (months) and mileage. Now, lets look at a custom chassis pumper. First, we need to maintain it by NFPA 1910 (The current version of 1910 applies to all vehicles regardless of date of manufacture, by the way((

<sup>1)</sup>

for a limited time, this [share link](#) will allow you to view the table

<sup>2)</sup>

2007 Subaru Impreza

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Last update: **2024/02/19 21:53**

