



**El Dorado County
Emergency Services Authority**

480 Locust Road
Diamond Springs, CA 95619
Tel (530) 642-0622 Fax (530) 642-0628
www.edcjsa.org

RECEIVED
JUN 27 2013
EMERGENCY MEDICAL
SERVICES AGENCY

June 25, 2013

Rich Todd, Administrator
El Dorado County EMS Agency
415 Placerville Drive, Suite J
Placerville, CA 95667

Dear Mr. Todd:

The JPA Board met on Wednesday, June 19, 2013 and heard as an agenda item the surplus of the below listed vehicle. The chassis motor has been plagued with engine and electrical problems and at this point is beyond repair.

Wayne Smith, Shop Foreman for Folsom Lake Ford has informed me that they have exhausted all ways and means to find and fix the mechanical and electrical problems the vehicle is experiencing. They had the vehicle for nearly year and it has been examined by multiple mechanics including one from the Ford factory. With the vehicle in this kind of condition it is mechanically unreliable and not suitable for use as an emergency vehicle and/or a general use for transportation purposes.

The patient compartment is in good condition and we would like to use it for a remount on a new chassis. The old chassis we would surplus. Chief Cordero from the El Dorado County Fire Protection District said his agency is interested in acquiring the chassis for a very limited purpose to remove snow from its fire station driveways located above 3000 feet. I believe this would be a good use of the chassis as it should not be used for anything more than that and a warning-caution will need to be communicated in writing to whomever takes possession of the chassis.

Surplus chassis:
2008, Ford F450, 4x4, ambulance, VIN# 1FDXF47R08ED23936, Ca. Lic/ 1261485

Attachments:
Letter from Wayne Smith, Shop Foreman, Folsom Lake Ford
Letter from Chief Cordero, El Dorado County Fire Protection District


Respectfully,

Marty Hackett
Executive Director

cc: JPA Board Chair Dave Roberts
Chief Hardy, El Dorado County Fire

PUBLIC HEALTH DEPARTMENT SURPLUS REQUEST

***Complete information below and forward form to:
Public Health Executive Assistant at the Public Health Main Office***

From: Marty Hackett Extension: 642-0622 Date: June 27, 2013


Approval: _____ Date: _____
Division/Section Manager Signature

Check Below if Green Tag	Provide Number if Gold Tag	Item Description (Include part number and serial number if available)	Condition (good/fair/poor)	Present Location	Identify CBO * Desiring Donation
		2008, Ford F450 4x4	Poor	JPA Office	
		Ambulance w/ 90,000		480 Locust Road	
		plus miles. Has been plagued with engine problems that can not be repaired.		Diamond Springs	
		Lic: 1261485			
		VIN# 1FDXF47R08ED23936			
		JPA Tag# 128			

** To receive donations, a Community Based Organization (CBO) must be engaged in public purposes and must plan to use the surplus property for a public purpose.*

Other Information or Special Instructions:

We want to remount the patient box on a new 2013 Dodge chassis as an ambulance remount. The chassis engine and electrical system have been plagued with problems that Ford said they cannot find the cause or repair. The vehicle in this condition is unreliable for emergency vehicle use. See attached letter from Wayne Smith, Shop Foreman from Folsom Lake Ford. El Dorado County Fire has an interest in taking possession of the chassis and using it in a limited capacity as snow plow to clear the Fire station driveways above 3000 feet. See attached letter from Chief Cordero.



**EL DORADO COUNTY
FIRE PROTECTION DISTRICT**

P.O. Box 807 / 4040 Carson Road / Camino, CA 95709
(530) 644-9630 • Fax (530) 644-9636

June 25, 2013

Director Hackett,

As a follow up to our discussion regarding the status of the previous Medic 26 chassis, the El Dorado County Fire District would like to formally request consideration for obtaining the chassis. It has been determined that the chassis is not suitable for use as an emergency vehicle, as Ford has been unable to diagnosis and repair the intermittent power failures. The unit has been placed out of service and is now next in line for a re-mount.

The El Dorado County Fire District operates 2 Fire Stations, one housing a Medic Unit, above 3,000', which frequently encounter snow conditions during the winter months. Currently, the Fire District has one military surplus Jeep vehicle that it utilizes as a snow plow. This unit has far exceeded its lifespan and is frequently out of service and unavailable to remove snow from Station 17. If awarded the Medic 26 chassis through surplus, the intentions of the District would be to outfit the chassis with a plow for snow removal at Station 17. We are aware and acknowledge the intermittent power failures with the chassis; however, we still feel this would provide us a more reliable snow plow for station 17.

Thank you for your consideration on this matter. If you have any questions or need any additional information please feel free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read 'Tim Cordero', written over a horizontal line.

Tim Cordero
Division Chief, El Dorado County Fire District

Cc:

Chief Hardy

Attention:
Marty Hackett
Executive Director
El Dorado County Emergency Services Authority

Mr.; Hackett

Marty as requested I have reviewed the service history on medic unit #26 VIN #1FDXF47R08ED23936 current mileage is 87675 miles. It has been a privilege to meet you regarding Medic unit #26. Thank you for taking the time with me I now have a better understanding what your job involves and the responsibility that go with that job. Now that I have had a chance to review the file on this vehicle I can understand why you feel that you cannot put this unit back into service.

With over 30 years in the automotive field I have always had a strong belief that every vehicle could be repaired. This vehicle does test this belief.

Service repair history: So as not waste you time I will only list the repairs that have put this vehicle out of service. This vehicle as with all your equipment is very well maintained so the repairs that I have reviewed have noting to do with maintained.

The first report of a tow in due to a lack of power was at 52438 miles on 10/29/09 the fuel pump was replaced. 11/30/09 At 54149 miles the unit was towed in the vehicle had died had to replace the exhaust particulate filter. 12/28/09 55183 miles Towed in due to a lack of power did not completely verify the loss of power we

repaired an exhaust leak at the exhaust manifold. 02/22/10 at 60013 miles loss of power we replaced the high pressure fuel pump gasket.

The next time in the unit had been down for one year, I understand this unit was involved in a shooting Mr. Hackett had us inspect and replace the needed fluids for a vehicle that has set for a long period of time. 04/11/11 at 65947 miles the vehicle died and would not start until it was at our shop we did not verify the concern and we might have fixed it before we got it to fail because we had moved wiring and replaced and cleaned the fuel system. 04/26/11 at 66378 miles batteries died and the vehicle would not start we replaced a master control switch. 05/16/11 at 68728 miles tow in due to lack of power we could not verify the concern and due to the times in for repairs our local Field service engineer came out to the dealership and was involved with the repair. The vehicle only seemed to loose power during code 3 lights and sirens. We had a contact at Sacramento Raceway a local drag strip, they allowed us to run the unit under a code 3 event but we were unable to get the vehicle to fail at that time. During this visit we had driven over 700 miles to try and verify but was unable too.

07/22/11 at 68728 miles the vehicle died while in service when the unit was brought to our truck shop we found a the lift pump was weak we contacted the field service engineer and he had us replace the lift pump. 08/17/11 at 68729 miles while the unit was still in the shop from the last repair we had been road testing with our testers installed and the unit died and would not start for over five

minutes we replaced the fuel pump. 08/30/11 at 74063 the vehicle had died. It was during this time no one was one hundred percent sure if the intermittent concern was a problem in the Ford cab and chassis or was the problem in the rear ambulance box. Mr. Hackett had the unit taken to his body builder and they installed special test lights and switches to be able to isolate the ambulance box from the Ford equipment, One the unit returned the vehicle died and would not start for several minutes, because we were not able to see every inch of the engine/ cab wire harness we replaced the engine wire harness and continued to drive. During this visit we had put on 800 miles. We felt we had the concern repaired with that many miles of road testing. We had even made numerous trips around the SMUD building, because the unit had died at or near the SMUD building while on its way to the MED center. We thought we might be dealing with some type of radio interference again this did not prove out so the vehicle was given back to try. 12/13/11 at 79987 miles lost power the EGR valve was replaced for sticking. 01/09/12 at 83427 towed in died and would not restart until is was at the shop we were only able to verify a program update on the engine computer the unit was then road tested 453 miles. 02/08/12 at 83724 miles died while driving the fuel sending unit was replaced
03/09/12 at 85223 miles hard start long crank time charge and test all batteries installed our flight recorder and never was verified then 05/09/12 at 85908 miles long cranking time to restart found nothing on the recorder found one loose connection .

06/12/12 at 87675 miles the unit died while on a call started and ran ok when arrived at the shop after more road testing we found the low pressure fuel pump had failed and replaced the pump.

At this time the unit is back together and is still out of service at our fleet center.

I have met with Mr. Hackett and during our meeting one of his first questions to me was can you guarantee unit #26 is fixed and will never loose power or die. At this time I don't know if anyone can guarantee that unit #26 is completely fixed. Mr. Hackett stated that he cannot put this vehicle back into service and have break down while responding.

I advised Mr. Hackett that he does have the right to pursue the lemon law and I then gave him the phone number to Ford customer service. I received a call from Ford customer service and due to the weight classification this vehicle does not qualify for the lemon law. I have asked my contact with Ford customer service if there was anything else that could be done for Eldorado County Fire possible trade assist and at this time I am being told the vehicle is out of any criteria for Help from Ford.

Mr. Hackett as you know I am also a resident of Eldorado County and even though I don't plan on it there may come a time when myself or my family will need the service of an ambulance. I am more the happy to try any thing at my level to fix this unit I don't know that we will be able to know for sure unless a part completely fails and we can prove that this is the cause of the

stalling no start and lack of power. I will be happy to contact Ford again. If any one on the board has a question that I do not have an answer for I will gladly contact Ford and get you an answer. I can also request that some one from Ford customer service contact any one on the board if you would like.

You also have legal rights that you can pursue.

Mr. Hackett

Again it has been a pleasure to work with you, thank you for your time I will include my contact information if you have questions that you need answers for

Thank you,

Wayne Smith

Shop Foreman

Folsom Lake Ford.

Email dispatch@folsomlakeford.com

Phone cell 916-439-0030

Main operator 916-353-2000