

Subject: FWD: 2011 Ford F-550
From: BoardChair@mescaj6fd.com
Date: Thu, Aug 25, 2022 1:31 pm
To: "jmoran@mescaj6fd.com" <jmoran@mescaj6fd.com>

Chief:

I would like for you to forward this email to the other board members prior to the meeting next week so they have a chance to review it and prepare comments if they so desire. Thanks for doing that.

Mark

----- Original Message -----

Subject: 2011 Ford F-550
From: "Bruce Andrews" <bandrews1158@gmail.com>
Date: 8/24/22 8:31 pm
To: "Mark Lee" <BoardChair@mescaj6fd.com>

Mr Lee,

I will be out of town for the August General Meeting. Please read my comments during the Call To The Public Agenda Item.

I was very disappointed to hear Board Member Ellis state publicly the board does NOT have the votes to sell the F-550. How does she know this? Further, Board Member Ellis also indicated the firefighters wanted to keep the F-550. How would she know this? Was there a meeting she attended held by the Chief with the firefighters covering the F-550? I mention this as I assume this is how a fire district functions. Firefighters report to the chief and the chief reports to the Board and the Board reports to the taxpayers. Does this District function differently? With regards to the public comments previously referenced, at which point did Board Member Ellis consider the taxpayers, the people she represents?

As I recall, when the decision was made by the Board to replace the engine, some members were of the opinion the District could realize more money selling the F-550 if the vehicle ran. In fact, in a recent conversation as a concerned taxpayer I had with Board Member Murray, he indicated he felt the District would eventually sell the F-550. What happened to those opinions and discussions from the past meeting? Were they addressed, discussed and dismissed during a subsequent meeting as an agenda item?

With regards to the 2011 F-550, I offer the following partial listing as to the known mechanical/engineering issues with the first gen 6.7 Diesel Motor:

Turbo charger problems-Turbo is undersized and contains ceramic ball bearings. Failure is imminent and predictable. Expensive to replace. How many failed on this engine in the past? What is the projected replacement cost by the Board each time this occurs?

Glow Plug issues-Glow plug tips are known to fail on first gen motors leading to catastrophic engine failure. Most likely what caused this engine to fail. How long before these tips fail and cause catastrophic engine failure once again? Does your warranty cover glow plug failure? What happens when they fail outside of the warranty period or if the local company is no longer in business? Who assumes the warranty on the motor if the business selected and paid closes their doors?

NOx sensor failure-2011 first gen motors are infamous for these sensors failing. Did the rebuilt motor and work scope include a SCR system emission upgrade? If not, plan on the sensors failing and spending money on this upgrade. Doubtful it would be covered by your warranty. Do you have the same crap SCR system? When they fail they throw the engine into Limp Mode. What happens when the F-550 is on the way to a call and this happens?

Oil leaks-Vacuum pump gaskets known to repeatedly fail on Gen 1 motors due to faulty design.

EGR Cooler-Known to fail on first gen motors due to faulty design

Injection Pump Failure-Known to fail on Gen 1 motors (and all Gen's prior to 2020) causing contamination and catastrophic failure of the fuel system due to the pump's faulty design. Metal on metal contact along with air inside the pump causes this catastrophic fuel system failure. Yet another expensive fix due to the faulty design.

Coolant Leaks-Due to faulty turbo inlet valve design on Gen 1 motor

Of the three 6.7 Gen motors Gen 1 is known for these engineering flaws as well as others I did not list due to time constraints. This dog Gen 1 motor is also documented as being unreliable by professionals.

I pose the following questions to all Board Members insisting this unreliable Ford F-550 be retained and not sold:

What research have you undertaken regarding the issues with the 6.7 Gen 1 Motor and how have you addressed each?

Why would you retain a piece of equipment with a motor that has been termed by professionals as "unreliable"?

What is your projected maintenance cost for this piece of equipment regarding the strategic plan I hear mentioned?

What exactly does your in-house warranty cover?

With regards to my partial listing and the known engineering issues, why is the decision to keep this unreliable equipment in the best interest of taxpayers? When was this decision made and by whom? Where is or was the transparency throughout this process?

The district should have on the agenda for the next meeting a vote to retain or sell the F-550. Hopefully, contrary to the public statements issued by Board Member Ellis, the board will keep an open mind, conduct research regarding the 6.7 Gen 1 motor, and arrive at a conclusion that represents the best interest for taxpayers and based on public safety. The Board should also consider input from the Chief, as well as a review of the past issues with the Gen 1 motor the District has experienced. A decision should never be made based on sunk costs or some informal and/or unauthorized survey of firefighters conducted by a Board Member or Board Members.

In summary, should I as a taxpayer need the District to answer a call at my residence, I hope those responding are not in the F-550 based on the lack of reliability and significant engineering flaws of the 6.7 First Gen motor. To the Board I pose the following question...how comfortable would you be if faced with the same situation? I encourage the Board to address this matter in an open meeting setting in order to arrive at an informed decision based on the best interest of taxpayers and to restore transparency as well as public confidence.

Respectfully,
Bruce Andrews