



MINISTRY OF HEALTH

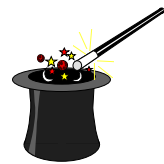
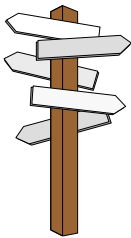
EMERGENCY HEALTH SERVICES

Technical Services Unit
(416) 327-8932 1-800-263-7645

TSU Bulletin

July '99

Volume 99-2.



Y2K? Watch for more!



INSIDE

1. Year 2000 & Us!
2. 3 Phases of PM & Harrow.
3. Follow-up! "D" O₂ Cylinder Straps.
4. Demers - Paramedic Unit Upgrade.
5. Safety and You! – Safety Nets.
6. A Pleasant Surprise!
7. John's Corner.
8. Important Reprints.
9. Ford Turning Radius.
10. Who's Who at Judson.

1.) Y2K & US!

As most of you are aware, we now know the status of most of the questionable items used in our daily routine. Computers, watches, microwave ovens, televisions, radios, defibrillators, and yes even VCR's. Just think of the impact the year 2000 has had on all aspects of our lives.

The Ministry of Health has identified, catalogued, tested, replaced and planned for all foreseeable areas of concern, which might be encountered in the conversion to the new millennium. A board of managers, laypersons, consultants, and hands-on people has met bi-weekly for a number of months and have virtually torn EHS apart at the seams. No possible area has been left unquestioned.

Testing is still ongoing in some areas. All reasonable efforts are being made to ensure the continued operation of our services.

The issue of our vehicles has been raised with the Original Equipment Manufacturer and "The Big Three" all state that there will be no problems with their respective vehicles.

For further information on vehicles visit www.y2ktool.com and read Tip#7 for vehicle information as well as other articles on Y2K.

2.) THREE PHASES of PM & HARROW.

Preventative Maintenance has three phases:

- | | |
|-------------------------------------|--|
| A.) <i>PANIC Maintenance</i> | – Fix it when it breaks. |
| B.) <i>PREVENTATIVE Maintenance</i> | – Look after it now so it will last longer. |
| C.) <i>PREDICTIVE Maintenance</i> | – Regular cyclic maintenance done now to prevent breakdowns in the future. |

The Ministry of Health is presently in stage two, and rapidly approaching stage three of programmed maintenance.

Through operating analysis, regular staff service visits, information exchange, and communication in the TSU Bulletins, the progression to stage three is approaching.

A measure of our advancement is evident in the return of a 1993 Ford Type III ambulance from Harrow. This vehicle had 504,374 kilometers and 7,906 hours on the engine in just 58 months of service. High kilometers and low hours improved on months in service.

Continued co-operation and effort are sure to produce even greater results.

OUR HATS OFF TO HARROW AMBULANCE SERVICE!



3.) FOLLOW-UP! (TSU BULLETIN 98-2).

Demers Conversions (“D” Cylinder Strap).

An upgraded strap is now available for the Demers “D” cylinder holders. This strap will replace the original ones supplied on only Demers conversions.

Parts are available through Judson Stores and the part # is 2590-70-028.

This follow-up is from bulletin 98-2, page 8 under safety.

AGAIN THANKS TO DAN COLLINS OF PETERBOROUGH.

4.) DEMERS “PARAMEDIC UNIT” UP-GRADE.

An upgrade is now available for the Medical cabinet door in paramedic units. The new door is lockable and holds the drug bag.

Part # 2540-70-088 from Judson Stores.

**PLEASE NOTE* THE UPGRADE IS FOR DEMERS MODULAR UNITS ONLY!*

5.) SAFETY and YOU!

The new **safety net** on the end of the crew bench has proved its worth.

Three Ministry employees were thrown into one when an Ambulance was in collision with a car at an intersection.

Two of the employees received minor injuries upon impact; had the net not been there, the next stop was the cabinetry and that would have been merciless, painful and costly.

The net may be awkward to work around at times but it is there for reasons of SAFETY.

NOTICE TO ALL...

DO NOT DISENGAGE THIS NET!

6.) SURPRISE!

69-0103.



7th Annual Waterloo Regional Firefighters Muster

Games-Parade

BEST VINTAGE AMBULANCE

May 29, 1999.

7.) JOHN'S CORNER.

BATTERY ISOLATORS.

The battery isolator is an integral part of an ambulance's electrical system. It allows the alternator to charge all batteries at the same time. Yet only allowing one (1) battery to discharge without affecting the other batteries.

In our ambulances the conversion battery is isolated from the starting battery, which means that, even if the conversion battery is worn down due to heavy emergency lighting & siren or radio use, the vehicle is still capable of starting and operating normally.

Battery isolators do not require much in the way of maintenance however should be checked periodically. Listed below are the areas that should be inspected....

- mounting screws should be secure,
- visual inspection of cables, studs, & hardware,
- replace the isolator if cracks or epoxy lifting is noticed.

Thanks to Mike Sanderson (Barrie A/S)

For keeping us reminded about an often forgotten yet essential electrical device.

BATTERY ISOLATOR LOCATIONS.

YEAR	DODGE	FORD
1990.	Under Conversion battery.	Electrical Compartment.
1991.	“ “ “ .	“ “ .
1992.	Under Passenger Seat.	“ “ .
1993.	“ “ “ .	“ “ .
1994.	“ “ “ .	Rear Wall, Passenger Compartment.
1995.	Under Drivers Seat.	Front Passenger Step-well.
1996.	N/A.	“ “ “ “ .
1997.	N/A.	“ “ “ “ .
1998.	N/A.	“ “ “ “ .
1999.	N/A.	“ “ “ “ .

****Note** 1995 was the last year we produced Ambulances on Dodge chassis.**

7.) JOHN'S CORNER. (Cont'd.)

AMBULANCE AIR CONDITIONING SYSTEMS.

The automotive industry, in an effort to reduce ozone-depleting agents, changed the "gas" used in A/C/ systems on 1994-95 vehicles. Previous to this change, R12 was the gas or refrigerant widely used. The new gas is called R134A and is currently being used in all of our 1995 and newer vehicles. From a user point-of-view, you will not notice any difference between the two gasses, however from a service standpoint please be advised that the two systems **ARE NOT** interchangeable and that the fittings and hoses are different on the R134A system. The biggest change is that the "crimping" on the hose connections is completely different. **A special tool is required to crimp these new fittings**

PLEASE ADVISE YOUR SERVICE REPAIR OUTLETS OF THESE CHANGES.

CHANGES TO STANDING AGREEMENTS.

ARI Fleet Card - Master Standing Agreement 9101-B-000010 extended to March 31st, 2000.

Crystal Auto Glass canceled as of March 31st, 1999.

Standard Auto Glass extended to Sept. 30th, 1999. Now Province wide!

ARI card use for payment is acceptable.

RECALL NOTICES.

Notifications of completed recall notices are not being received at Judson as requested. It is imperative that copies of repair work be forwarded to us for inclusion in the vehicle file as well as electronic recording in our Fleet Management Information System. A"NET" search for recall notices may now be completed on the Internet; see site at

http://www.tc.gc.ca/roadsafety/Recalls/search_e.asp

FLASHING GREEN LIGHTS & GREEN LICENSE PLATE STICKERS.

Firefighters responding to emergencies in their personal vehicle(s) are identified with this light and sticker. License stickers are green with a Maltese cross, and are found in the bottom right hand corner of the front license plate. They respond the same as you do so **watch out for them!**

CHECK YOUR WHEEL NUTS!

Outlined in your Ford owners' manual, is the proper wheel nut torque that is very important to the safe operation of your vehicle. On vehicles equipped with dual rear wheels, re-tighten the wheel lug nuts to the specified torque at 160 km's and again at 800 km's of new vehicle operation and at intervals specified in the Ford guide supplied with your vehicle.

DO NOT USE OIL OR GREASE ON THE NUTS & USE ONLY RECOMMENDED REPLACEMENTS.

8.) IMPORTANT REPRINTS!

BULLETIN - D&R Panels

VEHICLES EFFECTED: Sentinel II & III vehicles from 1992 to 1994 inclusive

DESCRIPTION: Warranty & Troubleshooting problems with Sentinel / D&R Electronic Panels

Background: There have been a number of vehicle breakdowns caused or blamed on the D&R panel system. After speaking with D&R Electronics we have discovered that many of the problems or symptoms are caused by other deficiencies in the vehicle that cause the D&R system to fail. **We have written this Bulletin to assist the services in preventing problems from arising in the future.**

Common complaint - Rear scene light staying ON

If this occurs the Main Relay Panel must be replaced along with the rear door switch. In most cases the rear door switch has caused this failure.

We suggest that to prevent this from occurring the rear door switch should be changed at every "C" inspection. This door switch is available from Judson stores part # 2895-70-006.

Common complaint - Drivers consoles shorting or burns.

In all cases the screws that were used to reinstall the console to the base were longer than the original ones.

D&R from this point forward (Feb. 1996) will supply a set of screws with every replacement console to prevent future damage.

Common complaint - Ammeter not functioning properly (Dodge's only).

Fuses located at the shunt (under hood) are **prematurely corroding**.

Replace fuse holder with a Canadian Tire Part # 20-0022-0. **NOTE: do not use the fuse supplied by CTC**, replace with a 7.5 amp.

Note: If jumping starting this vehicle and, **or using the battery boost** with either a **dead conversion battery** or the **conversion battery disconnected** the possibility of **damaging the main relay panel is very high**.

NOTE: Troubleshooting - use **common basic techniques** even though the panels are black boxes.

i.e. **If panel shuts down by itself**, check to ensure the oil pressure switch is working, then confirm the panel is seeing that voltage by checking the input pin on the panel.

i.e. **If right scene lights are not working**. With the switch in the ON position you should find power coming from the main panel on TB1 (red) plug PINS 1 & 2 , before replacing the panel

Important: Errors in some of the diagrams have been found, **if you require any assistance please call Fleet Services at 1-800-263-7645.**

8.) IMPORTANT REPRINTS! (Cont'd.)

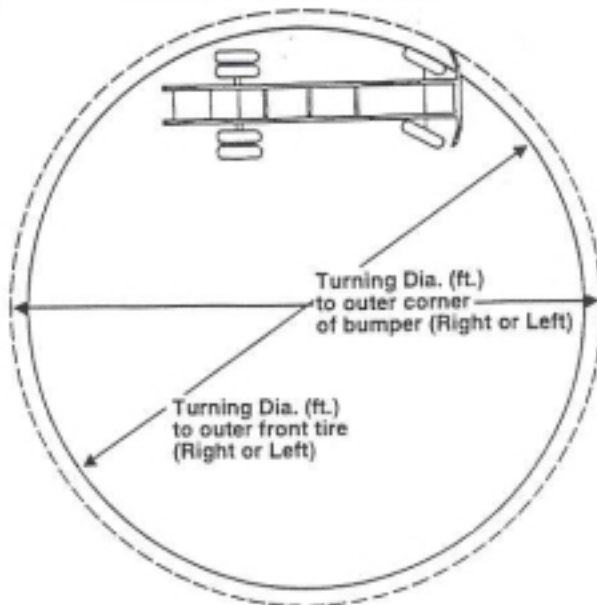
Sentinel Vehicles 94-0002 to 94-0140

Dodge Type II and Ford Type III.

Electrical problems, such as high amperage draw from the radio, roof lights flickering (dim & bright) can be caused by corroded electrical cables. If Sentinel built your vehicle, there are three ground cables connected to a common connection under the vehicle next to the conversion battery. One cable goes to the D&R panel ground system another cable is connected to the transmission ground, and a third is connected from the conversion battery to the frame of the vehicle. Although the cable ends LOOK GOOD the internal wiring is getting CRISPY and when you bend it, or cut it open the corrosion will be evident. This is not uncommon for high amperage cables. Please replace these cables and some of your problems may disappear.

9.) Ford Turning Radius.

TURNING DIAMETER DIAGRAM



Steering

STEERING SPECIFICATIONS

Model/Series	Wheelbase (in.)	Power Steering ⁽¹⁾		Turning Diameter (ft.) ⁽²⁾	
		Gear Ratio	Overall Ratio	Curb-to-Curb	Wall-to-Wall
E-150	138	17:1	15.9:1	46.7	48.9
E-250	138	17:1	21.2:1	48.0	50.2
E-250 ⁽³⁾	124	17:1	21.2:1	42.7	47.8
E-350 SD SRW	138	17:1	21.2:1	48.0	50.2/50.6 ⁽³⁾
E-350 SD DRW	138	17:1	21.2:1	47.9	50.2/50.6 ⁽³⁾
E-350 SD SRW	158	17:1	21.2:1	54.0	56.6 ⁽³⁾
E-350 SD DRW/	158	17:1	21.2:1	54.1	56.7 ⁽³⁾
E-450 SD	176	17:1	21.2:1	59.9	62.5 ⁽³⁾

(1) 15-1/2" diameter steering wheel. E-350 SD Van with 7.3L V-6 Diesel and 6.8L SEFI V-10 and Cutaway and Stripped Chassis models include HD Steering gear.

(2) Average of left and right turns with standard tires.

(3) Commercial Stripped Chassis.

10.) WHO'S WHO AT JUDSON

The following is a very brief introduction to the Fleet and Equipment Services staff members that support the Emergency Health Services Branch (EHS) from 185 Judson Street in Toronto.

The Judson Distribution Centre (JDC) stocks for issue to ambulance services and other authorized agencies, all non-disposable items required under the equipment schedules of the Ambulance Act. In addition we also warehouse telecommunications equipment, heliport and other special purpose items for the Air Ambulance Section, as well as automotive parts and components for the vehicle fleet. **Mike Fisher**, Supervisor Equipment & Support Services is responsible for this section. **Fred Roberts** now assisted by **Darrell Hoskins** handles day to day warehouse operations. They deal with the issue, return and repair of all catalogue items. The Inventory Support Assistant, **Helen Rambacal**, processes the documentation for all stock transactions and produces the management information reports for the section.

The Fleet Services section is responsible for the issue, evaluation and disposal of EHS vehicles. This section also has the mandate for the design, specification and acquisition of all new and remounted EHS vehicles. Duties include providing technical advice on vehicle maintenance/repairs to EHS and other ministry programs. As well the section is responsible for the testing and inspection of ambulance conversions and other speciality vehicles as well as providing trouble-shooting assistance to the services and your garages. Staff members are **Tim Cooke**, the Fleet Conversions Officer, and, **John Bogart** and **Mike Coo**, our Fleet Maintenance Officers.

At Judson we are also responsible for the documentation and analysis of fleet management and vehicle accident information for both the Ministry of Health and the Ministry of Community and Social Services. The Fleet Analyst, **Dave Castell**, is responsible for the fleet management information system. The other member in this area is **Ed Strong**, our Fleet Operations Assistant, who processes all vehicle accidents for both Ministries and helps in data collection and analysis.

When you call Judson you will likely first speak to **Donna Massena**, our Clerical Assistant, who handles our administrative support. Overall responsibility for the operation belongs to **Bill Murphy**, the Manager Fleet and Equipment Services.

The common telephone numbers for all offices at Judson are:

(416) - 327-8932 "or" **1-800-263-7645** - FAX: **(416) 327-8922**.

If the person you are telephoning is not available please leave details of why you have called with the party answering the phone. They may either be able to provide the information you require or refer you to another staff member who can. If not, leaving your question will allow for preparation prior to the return call and permit us to leave a reply if you are then unavailable, thereby preventing "telephone tag" situations.