

# TSSU Bulletin

Technical Services Unit  
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August '2000

Volume 2000-2.

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## 1.) THE NEW (MTO) DISPOSAL CONTRACT.

Standing Agreement # 9101-B-000071.

All vehicle and equipment disposals for the Ministry of Health and Long-Term Care and the Ministry of Community and Social Services are to be directed to:

Ministry of Health and Long-Term Care

Emergency Health Services Branch

Technical Services Unit

185 Judson Street, Building "B"

Toronto, Ontario M8Z 1A5

Information to be supplied with the disposal request is as follows:

- Date of disposal, odometer reading (vehicles), a description & condition of the vehicle, and the odometer reading,
- Location of equipment to be disposed of,
- License plate number,
- Condition of equipment; driveable or not, condition (good, fair, poor) of the engine, transmission, differential, body and any other information pertaining to the disposal.
- The contact person information required is, the name, address, phone number, time to pick-up (between the hours of), and location for pick-up of the equipment for disposal.

The request for disposal will be forwarded to the (MTO) Ministry of Transport Ontario and further arrangements for the disposal will be completed by MTO.

### **SPECIAL NOTICE FOR VEHICLES NOT WORTHY FOR DISPOSAL.**

**These vehicles are to be identified when the cost of disposal will exceed the possible return on the sale of the equipment. Special handling of these items will be arranged with MTO.**

## 2.) STANDING AGREEMENT EXTENSIONS.



Extensions to Standing Agreements listed have been implemented pending the completion of the Fleet Management Project:

### **GE Capital Fleet Services # 9001-B-000024.**

Fleet Management and Fleet Cards has been extended to October 31<sup>st</sup>, 2000. Contact Don Morrison at (905) 704-2302 for further information.

### **ARI Financial Services # 9101-B-000010.**

The provision of Fleet cards has been extended to March 31<sup>st</sup>, 2001. Contact Bill Pilcher at (905) 704-2296 for further information.

### **Standard Auto Glass # 9101-B-000007.**

Extended to June 30, 2001.

### **Tires, Tubes and Associated Services.**

The Federal Government has issued a new Standing Agreement covering the period April 1<sup>st</sup>, 2000 to Dec. 31<sup>st</sup>, 2002. The Agreement covers, Goodyear, Michelin/Uniroyal/BFGoodrich, and Firestone/Bridgestone.

The Government of Ontario may continue to utilize the Federal Contract as a Standing Offer. A new Standing Offer and Price Catalogue will be issued by Shared Services/Vehicles & Fuels to the (OPS) Ontario Public Service in the near future. Contact Bill Pilcher for further information at (905) 704-2296.

Tire Standing Offers April 1<sup>st</sup>, 2000 to Dec. 31<sup>st</sup>, 2002.

Michelin	9101-B-000073,
Bridgestone/Firestone	9101-B-000074,
and Goodyear	9101-B-000075.

### **3.) REMINDER – SAFETY WARNING! (Issued March 10<sup>th</sup>, 2000).**

Pre 1994 Ambulances have a potential safety hazard when unloading the latest Ferno Model #35A load assist cots. In this group of ambulances the Ferno cot safety block is mounted immediately above a wing shaped plate with holes for fastening the incubator tie-down straps at the rear of the ambulance. This cot can be identified as the drop frame safety bar, which engages the safety block to prevent uncontrolled roll out from the vehicle, is a compressed 'w' curved shape as opposed to the straight weighted bar supplied on earlier models.

If the cot is removed from the ambulance in a straight direction the new safety bar may not engage with the safety block.

This could result in the cot coming out of the ambulance and dropping to the ground before the undercarriage is lowered.

The previously issued training instructions for unloading this cot **MUST BE CAREFULLY FOLLOWED**. The paramedic standing at the side of the cot must ensure that the safety bar engages in the safety block before the front fixed wheels of the cot clear the floor of the ambulance. If this procedure is not followed injury could occur to the patient or paramedics.

Arrangements are now being made to retrofit all ambulances now equipped with the combination cot hook and incubator tie-down. Field installable kits will be supplied that are similar in design to the safety and fastening systems now in 1994 and newer model ambulances.

Please ensure that all paramedics are again made aware of this hazard.

For additional information contact Judson fleet staff at the (416) 327-8932 or 1-800-263-7645.

#### 4.) VEHICLE INVENTORY, *HOW'S YOURS?*

Ambulance Services, Program Areas and Ministry offices should all review the inventory listing provided to fleet contacts and offices each and every month.

Quarterly reports also indicate the vehicles being assessed to each location.

The importance of the accuracy of the vehicle inventory cannot be overstressed.

We need to know of discrepancies in our inventory listing(s) and these are to be reported to Dave Castell, via telephone, e-mail, memo, or fax.

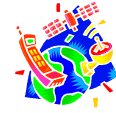
When the ownerships of vehicles are to be transferred, we need the date out of service, odometer reading, hour meter reading and the license plates returned to Judson.

There are vehicles that have been changed from ambulances to FRT's, ERU's and transferred to or from locations without our knowledge. The separation of costs and vehicle types is adversely affected when we are not made aware to change the vehicle status. Please advise of any discrepancies by providing the previously listed information.

THANK YOU.



#### 5.) GOVERNMENT MOBILE COMMUNICATIONS NETWORK. (GMCN).



After several years of planning, in July of 1998 the Ontario Government signed an agreement with Bell Mobility Radio (BMR) for the ownership and development of a province wide mobile radio network. This VHF trunked radio network is owned and maintained by BMR for use by Ontario government mobile users and participating broader public sector agencies.

Ontario's participating Ministries are Health and Long-Term Care (ambulance services), Solicitor General (OPP), Natural Resources (conservation & enforcement), Corrections (offender transport), and Transportation (maintenance & enforcement). Bell Mobility Radio is not working alone, and is partnered with Motorola (technology provider), Bell Canada (facilities provider-towers and lines), IBM Canada (data requirements, application support provider) and MPF Tec. Services (financial asset management).

## **5.) GOVERNMENT MOBILE COMMUNICATIONS NETWORK. (GMCN). Cont'd.**

The Government Mobile Communications Project (GMCP) is co-ordinated by the Government Mobile Communications Office (GMCO), which is co-located with BMR on Britannia Road in Mississauga.

The government's partner is the broader public sector and includes the Federal Government (RCMP, Customs, Immigration have expressed interest in buying into the GMCN) and Utilities (hydro, gas, etc.) Other Ontario ministries and agencies may also participate in the radio network.

As the existing radio systems for the five participating Ministries was ageing, there were increased pressures to upgrade or replace those systems. Financial considerations and spectrum congestion led to government direction to partner with the private sector to outsource the existing mobile communications networks and replace them with a modern, public safety based wireless infrastructure – designed, financed, built, migrated, owned and operated by the private sector.

The GMC Network shares a common pool of radio frequencies by its users, resulting in an efficient use of the radio spectrum. Radio communications is isolated through the establishment of “talk groups”. Example: The Mississauga-CACC may have four operational service areas – north, south, east and west, each with its own talk group. Common talk groups will allow communications in any predefined area. We anticipate having an interagency talk group for communications with police and fire departments. EHS Provincial Common radio frequency will be retained as a conventional channel in all mobile radios and CACC's to facilitate seamless communications within and between coverage areas.

Motorola divides Ontario into five “SmartZones”, each with about forty radio repeater tower sites. Zone 1 (Southwest), the first to be implemented, extends from Essex County to Durham Region, with implementation beginning in Windsor a year from now. Completion of the migration to the new system in Zone 1 is expected to take about nine (9) months.

The project itself has 5 phases, which span a total of 15 years:

1. Transitioning current networks to the GMCP
2. Designing the new network
3. Implementing by zone and phase-out of the existing systems

## **5.) GOVERNMENT MOBILE COMMUNICATIONS NETWORK. (GMCN). Cont'd.**

4. Operating the network and component replacement (evergreening - to keep the network up-to-date)
5. Expiry of the contract

A great deal of work is required to ensure that all the necessary information is gathered and considered appropriately to ensure that the system meets the needs and expectations of the users groups. To assist EHS in the co-ordination and issues management of migrating the provincial ambulance system to the new system, Roon Kasperavicius has been assigned to the Technical Services Unit as the project Co-ordinator for the GMCP. Working with the Telecommunications Section and the Branch's operations group, Roon will be instrumental in ensuring that the move to the new system will be as "painless" as possible.

Phase 2 is scheduled to be completed with corporate approvals by the end of June 2000. For Phase 3, a GMCN Implementation Team for EHS/MOH has been established consisting of representatives from dispatch, management, upper tier municipalities, OPSEU and northern Ontario. The role of the Implementation Team thus far has been to establish the mapping of the fleet to talk groups. A smaller working group has been established to deal with transition issues – migrating from the existing system to the new radio network. The Transition Team will deal with issues such as training, policy & procedure and installation scheduling.

For Intranet users, more information may be obtained at <http://justice.ij.gov.on.ca>; look for the GMCO. Questions concerning the Government Mobile Communications Project may be referred to Roon Kasperavicius (705 726-3541 / [kasperro@sdsx.moh.gov.on.ca](mailto:kasperro@sdsx.moh.gov.on.ca)) or to Rick SMILES (416 327-7882 / [SMILESRI@SDSX.MOH.GOV.ON.CA](mailto:SMILESRI@SDSX.MOH.GOV.ON.CA)) Project updates will be provided in future issues of the TSU Bulletin.

*Roon Kasperavicius.*

## 6.) AIR BAGS & SAFETY.



An air bag demonstration that was provided by an air bag repair expert at the Safe Driving competition in Milton demonstrated some of the hazards involved with air bags. Two different bags were activated in the demonstration and the rate of deployment was impressive.

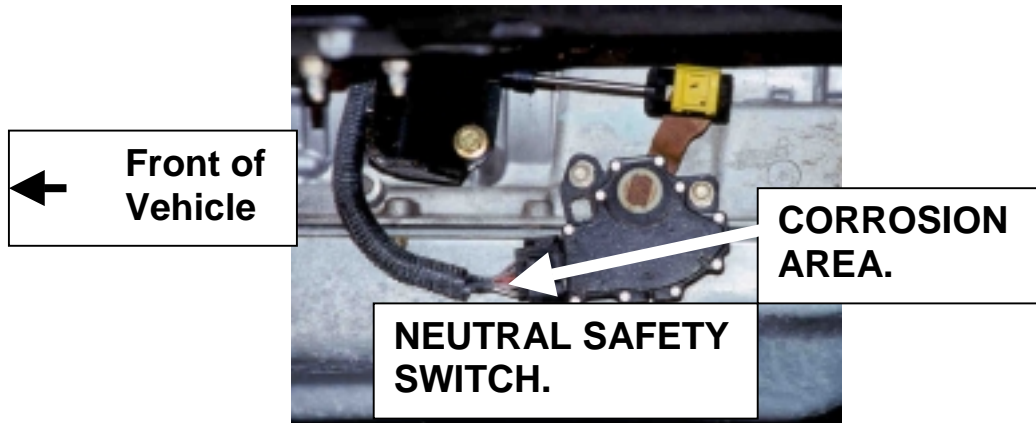
During discussion it was pointed out that drivers should no longer utilize the 10-2 holding positions on the steering wheel due to airbags but should adopt a lower grip on the wheel.

If a bag deploys it could throw your hands & arms into your face or head, causing serious injury.

***Recommended reading is the Emergency Health Services Branch Safety Bulletin #6 previously issued to all Ambulance Services, developed by The Occupational Health and Safety Section.***

## 7.) JOHN'S CORNER.

### Transmission Neutral Safety Switch.



Thanks to Commerce Auto of Thunder Bay, Larry Legarde Service Manager!

Problem: Starting in park. No start or intermittent start.

Before replacing the starter, check the neutral safety switch on the side of the transmission for corrosion. The wiring harness is open to corrosion and this could be your problem! **Thanks Larry!**

### Ford Brakes 1999 & Newer.

In 1999 models, Ford changed the rear brake system from the old drum system to a disc system similar to what they use on the front. During this past winter we received a number of complaints from services regarding rear brake problems such as premature rotor and disc pad wear. Upon investigation, we determined that this was caused by road contaminants (ice, salt, sand, gravel etc.) which were being allowed to enter this area and cause these problems. At this time Ford was called in to do their own investigation and once they corroborated our suspicions as to the cause of the problem they began to work on a fix. It now appears, that they will very shortly bring out a protective shield to prevent contaminants from entering the rear brake areas affected. Once we are officially notified, we will be contacting the services. In the meantime, we are recommending that any service with an unusual brake concern contact their local Ford Dealer. The reason for this of course, is that this is the only way we can claim warranty. As a matter of fact, we have been very successful in getting warranty consideration even though the warranty had expired. So, to make a long story even longer, please continue to keep us informed of any problems or concerns with respect to any vehicle or equipment issues. We'll keep you informed of any new developments just as soon as we know more.

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

### Battery Cables & Posts.

**MUST BE CLEANED!!!**



“A” inspection item #11. Please remind your service repair outlet that all ground cables are to be **checked and cleaned** while performing this section of the maintenance schedule. These under-the-vehicle ground cables, have been found to cause a great number of electrical & charging system problems and failures.

We recommend that each connection should be DISCONNECTED, and CLEANED with a grinder or wire brush to ensure a good metal to metal fit when reconnected. (New hardware is recommended).

Cables that are found to be brittle or discolored are to be replaced.

### Recall Reminder!

### **DRIVESHAFT REPLACEMENT**

**(Drive Train Imbalance.)**

1990 to 1999 Ford Ambulance recall Service Program Notice #00B32.

Individual recall notices were not sent out for each vehicle however, ***“Every Ford Ambulance Model year 1990 to 1999 is to be serviced under this program!”***

***Please ensure that all vehicles are attended to and advice is forwarded to Regional Office as well as Judson for inclusion in our Fleet Management System***

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

### **Ford New Transmission Cooler Flusher.**

Ford Article # 00-1-5. Vehicles affected 1985-2000 Econolines.

Issue: A new transmission cooler flusher has been released, Rotunda part number 222-00001. This new flusher will improve the ability to remove contamination from the transmission cooling system and help prevent repeat repairs. Some of the enhancements include a pulsating action that will loosen system contamination. In addition, the flusher uses heated Automatic Transmission Fluid (ATF) to remove varnish and wax buildup, restoring transmission cooling system effectiveness.

### **Transmission – E4OD/4R100 Fluid In-Line Filter Kit Service Tip.**

Vehicles affected: 1998-2000 Econolines.

Issue: Solid Particle contaminants, from prior transmission concerns or excess wear, may be trapped in the transmission fluid cooling system if not properly flushed. Debris remaining in the fluid cooling system contaminates repaired / replaced transmissions causing premature or repeat failures.

### **Brakes – Lower Rear Brake Caliper Boots damaged** **(Vehicles using gravel roads).**

Ford Article 00-7-7, E350 model years 1999 – 2000.

Issue: Some vehicles may exhibit damage to the lower rear brake caliper boots when the vehicle is used extensively on gravel surfaces.

Rear disc brake caliper shield kits are available.

Part Number	Part Name
YC2Z-2A753-AA	Caliper Shield Kit – Left Rear.
YC2Z-2A753-BA	Caliper Shield Kit – Right Rear.

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

### **Suspension – Vehicle appears to “Dogtrack” – Service Tip.**

Ford Article # 00-5-10; 1992 – 2000 Econolines.

Issue: A customer concern that an Econoline appears to be “dogtracking” is due to unique features of an Econoline that combine to create an optical illusion of “dogtracking”. Dogtracking is the condition in which the rear axle is not square to the chassis. Heavily crowned roads can add to the illusion.

### **7.3 Ltr Diesel “Knocking” or “Cackle” noise from the Engine.**

Ford Article # 00-10-1, 1999 – 2000 Econolines.

Issue: Some vehicles equipped with Powerstroke Diesel engines, after Serial number 0896812 (built date), may exhibit a noise above the normal sound of the diesel combustion. This noise may sound like a rod knock, but is intermittent and it increases in intensity as the engine warms up to operating temperature. The “cackle” noise may be caused by pressure variation within the fuel rail and in virtually all instances is attributed to cylinder #8 (driver side rear). “Cackle” noise does not damage the engine, or decrease the engine’s performance or economy.

### **New Front Wheel Inner Bearing Seals.**

1998-2000 Ford Econoline.

Some 1998-2000 Econoline E350 Series without front brake dust shields may exhibit premature wear of the front wheel bearings due to damaged inner wheel bearing seals. This condition may be more common in most cold climates. Replace the inner wheel bearing seal with an improved seal / mini shield Part # YC2Z-1175-BA.

Installation of the full size, front wheel brake dust shields, is not recommended.

## **CANADIAN SAFETY RECALL - FIRESTONE TIRES!**

Firestone **ATX, ATXII, or WILDERNESS AT** tires are under a voluntary recall by Bridgestone / Firestone.

**ALL VEHICLES SHOULD BE CHECKED TO ENSURE THAT A REPAIR OUTLET PROVIDER HAS NOT INADVERTENTLY INSTALLED AFTER MARKET TIRES ON ANY VEHICLES IN YOUR AREA.**

Information is available from Ford Motor Company of Canada at their Website.

- Go to [www.fleet.ford.ca](http://www.fleet.ford.ca) <http://fleet.ford.ca>
- Click on the “NEWSFLASH” hotlink
- Review Press Releases

## 8.) '2000' SAFE DRIVING COMPETITION.



### **CONGRATULATIONS TO:**

Mike Swindells, Individual Champion – Dufferin Caledon.

Karen Totzke, Individual Runner-up – Kitchener-Waterloo.

Gord Kearsey / Roland Stegner, Team Champions – Halton Hills.

Peter Wensauer / Rene Lapeirre, Team Runners-up – Hamilton.



Thanks for the pictures to Greg Sage (Manager Training & Quality Assurance),  
Region of Halton.