

The purpose of this email is to provide guidance on preparing stations for upcoming winter conditions so that personnel have all their equipment in place, to act efficiently and reduce the potential of last-minute efforts and requests. This email only provides guidance on equipment and apparatus that Fleet Operations and Fleet Support manage.

MCFRS apparatus uses two types of chains: permanently mounted or “automatic” chains and removable crosslink chains. The decision for when to apply snow chains will vary throughout the County because of disparate local weather conditions at any given time. Improperly applied snow chains have caused significant damage to apparatus and may delay apparatus readiness. Please use the below links provided by Fleet, as a resource and refer to FCGO 12-01, [Winter Driving and the Use of Vehicle Snow Chains](#) for proper application.

- A brief description of automatic chains can be viewed [here](#). Please note there may be a 5-second delay when activated. Repairs needed for automatic chains get routed through an Apparatus and Defect Reporting ticket. Choose the appropriate station and apparatus in the drop down.
- Installation of chains on a commercial truck can be viewed [here](#). Installation should be done in teams. It is recommended that someone who has previously installed chains act as the lead for others, while another person acts as the lookout for safety purposes.
  - [Did You Know \(DYK\) Snow Chains](#)
- Safely repairing crosslink snow chains with a chain tool can be viewed [here](#). Repairs or request for crosslinks get routed through an Apparatus and Defect Reporting ticket. Choose the “Small Tools” drop down.
- Proper use of a wooden ramp to assist in the installation of chains [here](#).
- The difference between Locking Differentials, Inter-axle differential Lock, and Automatic Traction Control
  - [DYK Differential and Traction Controls](#)

When colder weather arrives, it is paramount that we provide climate-controlled shelter for apparatus with a water tank or pump. [Here](#) is a Fleet picture from previous years of one of our pumpers after a short time in freezing temperatures. Take into consideration where the water may sit in the piping and either drain it fully (which is difficult) or keep it moving. The gauges on the pump panel, and other small water and vacuum lines in the pump house, will freeze up much faster than the larger discharges in the pictures.

- [Wheelin the Rig- New E-One Engines](#)-Draining the pump (11:30minute)

Damage from improper storage/staging of apparatus increases unforeseen repair costs and diverts manpower away from other scheduled apparatus repairs.

The following cold weather reminders should be considered:

- Leave all apparatus parked inside unless you are going to or returning from an incident.
- Leave the pump wet unless the unit has to be parked outside, with the motor off, for a sustained period. Ensure that **all** of the water can be removed (blown out). This is very difficult to achieve.
- When stationary on incident scenes, place the pump into gear and circulate water between the tank and the pump.
- Place the pump into pump gear every time the engine returns to the station to confirm that the pump is operational.
- On fire scenes, have all charged hose lines cracked open, to keep water moving. Moving water may prevent freezing. Thawing frozen charged hose-lines isn't fun.
- Check for ice build-up on all discharges between the valve and the cap.
- Ensure all aerial waterways are fully drained and leave drains and valves open.
- Periodically, use the drains on all air tanks to release moisture.
- When rising your apparatus of road treatment chemicals, consider not fully washing apparatus during extreme cold temperatures, so that cab and compartment door seals do not freeze.
- Any out of service apparatus towed or driven to CMF on nights and weekends **must** be completely drained of water and parked in the apparatus storage bays. Contact your chain of command if there is no inside storage space. Consideration should be given to storing apparatus temporarily in a station until CMF opens.

**Before inclement weather is forecasted, please check the station inventory** of removable chains, crosslinks, tools, etc. Enter an Apparatus and Defect Reporting ticket. Choose the "Small Tools" drop down and enter what is needed for each individual item. Include the equipment stock number and tire size if applicable. The ordering of ice melt and shovels are from the normal Station Commander supply ordering.

Questions on apparatus and station preparedness, that is supported by Fleet, should be directed to your chain of command.