

The following list of faults are a guide to drivers and OiC's.

		Mobile	On Station
Brakes	Inefficient	A	B
	Pulling out of line	A	B
	Severe vibration felt through steering	A	
	Parking brake not holding on stop	A	B
	Air/fluid leaks	A	B
	Noises from brakes or wheels	A	B
	Anti-lock braking system inoperative	C	B
Steering	Excessive pulling to either side	A	
	Unusual noises from wheels or knocking	A	
	Excessive play at wheel, column, lateral or vertical	A	B
	Cracked steering wheel	A	B
	Unusual noise from power steering	A	B
	Leaks from power steering		B
	Loss of power steering	A	B
Tyres/Wheels	Below minimum tread depth		B
	Mixed tyre sizes		B
	Cuts/bulges in walls	A	B
	Wheel nuts/studs missing/broken	A	B
	Rim damage (distortion) or cracks	A	B
	Unable to verify pressures		B
	Slow punctures	C	B
	Regular loss of air notes on routines		B
Bodywork	Doors not securing on 1st latch	C	B
	1st or 2nd latch	A	B
	Hinges loose or broken	A	B
	Locks loose	C	B
	Access steps broken or loose	C	B
	Accident damage causing:		
	Sharp edges (depends on severity) Insecure panels or fixtures	C C	B B
	Interference with visibility, wheels or moving parts	A	B
	Suspicion of underside damage to steering, braking or suspension parts	A	B
	Mirrors insecure, glass missing or cracked	C C	B
	Windscreen cracked in driver's line of vision	A/C	B
	Drivers seat insecure	A	B
	Gantries/ladders insecure	A/C	B
	Shutters not operating/closing positively	A/C	B
	Loose equipment not secured	A/C	B
	Securing devices broken or malfunctioning		B/C
	Seat belt clips or anchorages faulty or belts unable to be used	C	C

Other	Speedometer/Tachograph not working	C	B
	Warning systems (brakes/engine/electrical) faulty or indicating defect	A	B
	Fumes in cab	A/C	B
	Exhaust blowing or insecure	A/C	B
	Vehicle leaning	A	B
	Visible cracks/breaks in road springs	A	B
	Shock absorbers – anti-roll bars not secure	A	B

Section 1 Lighting

Due to the fact that Fire Appliances carry a number of optional lamps failure of these need not render the vehicle unroadworthy. i.e. scene lamps and lighting mast.

ADDITIONAL INFORMATION

Lighting

Obligatory lights are required to be operative at all times including daylight hours. The obligatory lights are:

- Front Side Lights
- Rear Tail Lights
- Headlights
- Direction Indicators
- Front/Rear Brake Lights
- Rear Number Plate Lamp
- Rear Fog Light
- Hazard Warning Lights

A warning lamp which flashes is referred to as a beacon, and therefore front/rear repeaters are beacons under the Regulations. It is necessary for a flashing blue light (but not necessarily the same light), to be visible through 360 at a reasonable distance from the vehicle. The definition will allow certain lamps to be inoperative. The rate of 'flash' can range between 60 and 120 per minute.

Bulbs

Some bulbs are common to other appliances. If it is the responsibility of operational crews to check lights, if bulbs are replaced care should be taken with 'single contact' and 'double contact' bulbs. The use of an incorrect bulb can repeatedly blow fuses or trip Residual Circuit Devices. The practice of allowing non-technical staff to carry out minor maintenance (i.e. changing bulbs) will vary with FRS policy.

Fuses/RCD's

Fuses are provided on all vehicles, usually in two groups:-

1. Fuses/RCD's standard to the chassis (i.e. legal lights, wipers, road horn, indicators etc.)
2. Fuses/RCD's fitted by the bodybuilders (i.e. beacons, locker lights, crew cab lights, repeaters etc.)

FIRE FIGHTING SYSTEMS

Primers

Primer defects may not affect the ability of the major pump to provide full firefighting output, particularly if the main tank is full or a working Light Portable Pump (LPP) is available to draw from 'open water'. In most cases, after hours defects can be deferred until the next working day.

(Operational Judgement).

Leaks

Unless pump output is impaired, leaks from pumps, primers and main tanks are not serious, unless it is so severe that a Health and Safety hazard may exist (i.e. flooded appliance room floor) or tank capacity is compromised. In most cases, after hours defects can be deferred until the next working day.

(Operational Judgement).

Mechanical etc.

Rattling, knocking and scraping noises from pumps and Power Take Off (PTO) drives are usually serious and require prompt workshop attention.

Output

Low output from low pressure deliveries (at normal pump revolutions) suggests that a fundamental pump or drive defect requires workshop attention.

Low output from high pressure, while low pressure is operating normally, could be due to a blocked filter, which requires cleaning by a Technician.

Low output (or blockage) from one hosereel only could be deferred until the next day unless there is a high operational risk i.e. one pump station.

(Operational Judgement).

BODYWORK

Road Traffic Collision (RTC), or third party damage with no damage to FRS vehicle - report in accordance with FRS Policy.

NOTE

If recovery or Police involvement is needed, refer to FRS internal policy or procedure.

Accidental Damage (Operational Judgement)

All accident damage should be reported, and what follows are safety related questions which should be asked.

1. Are all the obligatory lights still working?
2. Do all the lockers and/or doors still open and close securely?
3. Are there any parts of the vehicle which are either (a) Insecure or (b) Protruding beyond the normal width/length of the appliance?

4. Are there any damaged parts of the bodywork which could contact any tyre? – check front wheels at extremes of steering lock.
5. Is there any visible damage to tyres?
6. Is damage to the underside of the vehicle suspected?
7. Fluid Leaks?

Mirrors

An appliance must be taken 'off the run' if any of the obligatory mirrors are missing or broken, does not remain in its pre-set condition. However, a judgement is possible, involving the driver, over whether the crack is causing any distraction, optical distortion or insecurity of the glass, and whether repairs could be deferred until the next working day.

Lockers

Jammed lockers are usually caused by incorrect location of equipment within the locker.

Consideration must be given to:

1. Whether the appliance can remain operational without access to the equipment in that locker.
2. If the locker will not remain closed, the security implications for the equipment, or whether this could fall out.

Force must not be applied to open lockers, which can easily be damaged.

Ladders

Poor adjustment or damage to ladder locks or securing devices can be repaired after hours. The relative priority of the ladder involved and whether it can be dispensed with until the next day should be considered before the expense of the repair. **(Operational Judgement)**.