



**AGENDA
CITY OF HARRISONVILLE
PUBLIC SAFETY COMMITTEE
REGULAR MEETING
CITY HALL
JANUARY 20, 2014
6:00 PM**

- 1. Call to Order**
 - A. Roll Call**
- 2. Approve Minutes**
 - A. Public Safety Committee - Regular Meeting - Oct 28, 2013 6:00 PM**
- 3. Agenda Items**
 - A. Ambulance Vehicle Analysis**
 - B. Firefighting Turnout Gear**
 - C. 2013 Public Safety Services Budget Objective (D3) Update**
 - D. Annual review**
- 4. General Discussion**
- 5. Adjournment**

This meeting will be open to the public.

Posted on City Hall Bulletin Board this day of

Kim Hubbard, City Clerk



DRAFT
MINUTES
CITY OF HARRISONVILLE
PUBLIC SAFETY COMMITTEE
REGULAR MEETING
CITY HALL
OCTOBER 28, 2013
6:00 PM

1. Call to Order

The meeting was called to order at 6:03 PM by Member Kevin Wood

Attendee Name	Title	Status	Arrived
Kevin Wood	Member	Present	
Doug Meyer	Member	Present	
Stacey Dahlman	Member	Absent	
Marcia Milner	Alternate	Absent	
David Dickerson	Member	Present	
Bret Reece	Chair	Absent	

Also: Alderman Morris Coburn, City Administrator Keith Moody, Police Chief John Hofer, Emergency Services Director Larry Francis, Finance Director Mike Tholen, Public Info Officer/ Deputy City Clerk Sheryl Stanley, recording.

In the absence of the Public Safety Committee chair Brett Reece, Mayor Wood called the meeting to order at 6:03 p.m. and stated that a quorum was not present. He determined that the minutes of the previous meeting could not be approved, but he said the group would hear the reports that were scheduled on the agenda.

2. Approve Minutes

A. Public Safety Committee - Regular Meeting - Sep 26, 2013 6:00 PM -

3. Agenda Items

A. Emergency Operations Plan Update - Recommended as a Resolution

Chief Larry Francis presented a packet of proposed changes to the Emergency Operations Plan. He told the committee members that the plan is updated every three years and presented for their approval. He noted that major changes had been made to the Public Information section, Appendix C, and that the city's Public Information Officer had assisted with these changes. When approved, he told members that it would be housed on the city's computer system in the Department Head drive, and 3 paper copies would be kept in the City Clerk's office.

Minutes Acceptance: Minutes of Oct 28, 2013 6:00 PM (Approve Minutes)

There being no questions or objections from those present, the mayor ordered that the plan be brought forward to the board of aldermen for full approval.

RESULT:	RECOMMENDED AS A RESOLUTION [UNANIMOUS]
MOVER:	Kevin Wood, Member
SECONDER:	Doug Meyer, Member
AYES:	Kevin Wood, Doug Meyer, David Dickerson
ABSENT:	Stacey Dahlman, Marcia Milner, Bret Reece

B. Ambulance Costs -

City Administrator Moody distributed a revised memo to illustrate the cost of ambulance ownership including depreciation, saying his first was based on a faulty formula.

Based upon mileage, the cost of ownership for our three ambulances ranges from \$1.38/mile to \$1.41/mile. Looking at the hours each ambulance has logged, which is another measure of cost, ranges are from \$32.88/hour to \$39.57/hour.

He said both of the 2004 ambulances had experienced engine failure before they were due for refurbishing. They are scheduled to be replaced in 2016 when they should have approximately 300,000 miles of service.

Alderman Dickerson asked if they were gas or diesel engines and was told they have Dura Max diesel engines.

Mr. Moody said the cost of a new ambulance has risen from \$110,000 in 2004 to an estimated \$165,000 today. To date, the cost of each ambulance is roughly equal. He is hopeful the 2009 vehicle will continue to give good service and the 2004 models will last another 75,000 miles each.

He said depreciation is the driving factor because re-sale value of an ambulance is poor.

Alderman Dickerson said buying a diesel may not be cost effective. Chief Francis said there is some evidence that gasoline engines are coming back into favor.

Captain Johnny Coday, who was present in the audience, offered his opinion that the 2004 Dura Max engines were not good because they were new on the market and had a number of weaknesses. He said the 2009 Dura max engines were much better.

John Teague said his research indicated the number of hours an ambulance spent idling is a better indicator of its true age than service hours or mileage. He also said Kansas City, Missouri is getting total engine replacements on 2 ambulances right now.

Chief Francis said the department performs its own maintenance on the vehicles and takes them to Westfall Odell for major problems.

Alderman Dickerson said in his opinion we should always get all new equipment when we get an engine replacement.

Jason Hondrick, firefighter/EMT also in the audience, noted that South Metro in Raymore replaces its ambulances every 3 years. Captain Coday said the older ambulances are getting unreliable and should be replaced as soon as possible. He also said the suspension systems are poor, resulting in a rough and bouncy ride. He said replacing ambulances every 4-6 years is the industry standard.

City Administrator Moody said leasing an ambulance is another possibility.

Mayor Wood thanked everyone for the wealth of information provided and said we need lots of research before purchasing another ambulance. He also asked that staff check on the air ride system.

Mr. Moody also provided information to answer Mr. Teague's question regarding the revenue from the sales tax. Mr. Moody said we receive approximately \$450,000/yr. from

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the sales tax. The EMS budget is approximately \$3,000,000 annually and the largest source of revenue is ambulance transports which generate approximately \$2,000,000. The city's General Fund must still support the EMS department to make up the shortfall.

Mr. Teague said the Board of Aldermen need to know the condition of the ambulances, that \$100,000 was spent on repairing them in recent years, and that a new ambulance is needed now, not two years from now because that is a long time. He also said he felt the ambulances should be replaced every 5 years, rather than every 7.

4. General Discussion

None

5. Adjournment

The meeting was closed at 6:58 PM

Alderman Dickerson moved the meeting be adjourned and Alderman Meyer seconded.

Meeting adjourned at 6:58 p.m.

Submitted by

Kim Hubbard, City Clerk

Kevin Wood, Mayor & Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Kim Hubbard, City Clerk

Minutes Acceptance: Minutes of Oct 28, 2013 6:00 PM (Approve Minutes)



TO: Public Safety Committee
FROM: Keith Moody, City Administrator
DATE: December 30, 2013
SUBJECT: Ambulance Vehicle Analysis

Type of Item: *Report*

A. Discussion Item (ID # 1277)

Ambulance Vehicle Analysis

Attachments:

Memo- Ambulance Analysis- Type 2 Pilot Option (DOCX)

Ambulance Cost History Detail 12-30-13 (PDF)

Cost of Ownership Comparison Page 12-30-13 (PDF)

Survey of Ambulance Service Providers 12-30-13 (PDF)

CLIR Ambulance Service Survey- 2012 (PDF)

Emails with Ambulance Information (PDF)

Type 2 Ambulances Available (PDF)

Type 3 Ambulances Available (PDF)

MEMO TO: Mayor and Aldermen

FROM: Keith Moody, City Administrator

DATE: 12/30/13

SUBJECT: Ambulance Analysis

Review of Survey Information:

Attached to the memo is a breakdown of the costs associated with each ambulance since it arrived in Harrisonville (Ambulance Cost Detail Sheet). At the bottom of this detail are per mile costs for: depreciation, maintenance and fuel for each of the three ambulances as well as an average for all three ambulances (our fleet). Finally an estimated cost of ownership per mile through replacement projected for each of the units.

We created a comparison of our cost to the City of Liberty estimated costs and the City of Coral Springs Florida actual costs. In our efforts to compile this information we discovered that few departments actually track their cost of ownership making it difficult to compare. From the comparative data you can see that Harrisonville's ownership cost per mile for the fleet (\$1.42/mile) is in line with Liberty's (\$1.58/mile estimated at year 6) and well below Coral Springs (\$2.81/mile). Both of these agencies are operating all Type 3 ambulances such as the ones used by Harrisonville.

Two additional surveys that provide insight into how different agencies operate and approach the issue of ambulance type and replacement are attached. The first is a survey we compiled titled "Survey of Ambulance Service Providers". The data is primarily from agencies in the Midwest. Conclusions drawn from this data:

1. Most agencies use miles to determine replacement. A tid bit shared by one of the ambulance suppliers was enlightening, "hour meters record the same amount of run time regardless if the vehicle is idling or running down the highway, so there is NO standard conversion of hours to miles, the conversion would be different for each agency dependent upon how much idling occurs, until they develop a smarter hour meter use of the hours as a measure of use has limited value".
2. Most publicly funded agencies run larger ambulances where private service providers tend to run van (or Type 2) ambulances. A couple of reasons for this, private service providers tend not to respond to fires or other calls that require more gear. The private services are for profit and Type 2 ambulances are more affordable (less expensive to buy, less maintenance cost and better fuel mileage).
3. Agencies are adding gas powered units to lower operating costs.

4. Rural ambulance services that do a lot of transports tended to have type 2 ambulances as part of their fleet for two reasons: transport costs using the type 2 ambulances were less and the type 2 vehicles road better on the country roads, were more maneuverable and are less likely to get stuck. The Directors of these agencies indicated implementing the use of Type 2 ambulances was met with resistance as staff didn't like the image of the van style and thought they would be cramped. After working in the Type 2s staff opinions changed as the ride of the Type 2 was smoother, patient care while in transport was simpler due to equipment/supplies being closer to the care giver, the vehicles were faster than the type 3's, and the smaller unit was easier to maneuver through streets.

The other survey we found is completed by the Center for Leadership Innovation and Research in Emergency Medical Services. Harrisonville's data is highlighted in dark green (Service Entity ID 1313). CLIR does not list the name of the participating agencies in order to retain confidentiality for the private service providers. I have highlighted in light green agencies that are similar in operating cost to Harrisonville. Some conclusions drawn from this data:

1. Type 3 ambulances are the most often used (300 out of 430 total vehicles).
2. Ford is by far the most common manufacturer (Harrisonville has all GMC's). Diesel power is the most common but a trend of agencies going away from diesel is occurring.
3. The average number of times a body is remounted is twice and average mileage for replacing a chassis is 210,000. Harrisonville's 300,000 mile replacement target is not the highest and is not unreasonable considering our ambulances are "medium duty" chassis, which should last longer than the "350" and "450" chassis that most other departments operate and Harrisonville use to operate. Unfortunately the more expensive medium duty chassis has not proven to be longer lasting and more dependable. Remounting our bodies can only occur onto another medium duty chassis, the cost to remount for us is roughly \$120,000. Which wouldn't make sense for two reasons: first the medium duty chassis hasn't lasted any longer than the 450 chassis; second you can buy a remounted body on a new E450 chassis for \$80,000, in short why spend \$40,000 more for a rig that will not last any longer than the less expensive rig.
4. Harrisonville has a higher than average percentage of customers covered by Medicare and Medicaid.
5. Harrisonville's number of emergency calls per square mile and per 10,000 populations is roughly 4 times the average.
6. Harrisonville's average bill per transport is more than \$500 below average. We have started gathering rate comparisons for the KC metro and we will update our rate calculations. We last adjusted these rates in 2007. Our % of bills collected is higher than average which is likely due to our rates being lower than average.

7. Our cost per staffing hour is above average. Our transports per staffing hour are below average as are our calls per staffing hour.
8. Our ambulance charges vs cost of service are negative where most of the others it is positive. This is a result of the service being funded by sales tax and general fund revenues instead of entirely from ambulance fees. Operating costs were decreased to assess a proportionate amount of operating cost to fire services.
9. We have experienced higher than average ambulance failures, had fewer than average accidents and drive roughly 1/6th the number of miles as these agencies.
10. Our fleet cost per mile is \$.93 compared to the average of \$.80. This number only includes fuel and maintenance, not depreciation. Our cost per mile for units under 150k miles is higher than average as is our cost per mile for ambulances over 150k miles.

Review History of Our Ambulances: The primary reasons for Refurbishing the two 2004 Ambulances in 2013 (Medic 1) and 2012 (Medic 3) were:

1. The cost of a new ambulance rose dramatically between 2004 (purchase price of 2004 ambulances was \$109,834) and 2009 (\$164,843). A \$55,000 increase in 5 years or 10% per year.
2. The City had already replaced the engine and rebuilt the transmission in one of the 2004 ambulances by 2009 and replaced the engine in the other 2004 by 2011 (both had less than 200,000 miles at the time of the investment- GMC representatives claim that the Duramax engine and Allison transmission in these units are good for 250,000 miles minimum in our operating conditions. Harrisonville puts a lot of highway miles on our ambulances. Substantial investment had recently been made in the drive train just prior to 2012 when the Re-bodying vs. Replacement vs. Refurbishing decision was scheduled to be made.
3. Historically Harrisonville had purchased new chassis and remounted old bodies on them. For example the city replaced a 2002 Ford E450 that had a 1984 body on it with the new ambulance we purchased in 2009. We sold the 2002 E450 with 1984 body for \$6,000; we had invested \$100,000 in this unit.
4. GMC Discontinued the C4500 in 2008 and the option to remount the patient care module was not feasible since the chassis was not available. A replacement or new ambulance was estimated at \$154,000 and refurbishing was estimated at \$50,000 per ambulance. The estimated value of the 2004's in 2012 was around \$15,000 each. Having just completed major drive train investments and relying on the manufacturers estimated 250,000 miles drive train life the decision was made to refurbish the ambulances.

Recommendation: Based upon the insight from other emergency directors concerning Type 2 ambulances and the potential price reduction, fuel savings and maintenance savings with gas vs. diesel engines I recommend completing a pilot program in 2014 to test the value of adding a Type 2 ambulance to the fleet. To be used to transport patients, not as an emergency response unit. A used Type 2 ambulance with fewer than 100k miles could be purchased for less than

\$25,000. A new ambulance (E450, 5.4L V8, 4 wheel drive) would cost \$70,000. We currently do not have any 4 wheel drive ambulances and adding a unit to the fleet would enhance our ability to respond in snow events and improve the safety of such transports. The unit could potentially assume 30,000 of the 80,000 miles we drive each year, saving these miles from accumulating on the Type 3's.

Adding a fourth ambulance also creates redundancy in our fleet putting us in a position where if we have a major mechanical failure we can continue to operate without being short on vehicles, affording us the opportunity to investigate options before deciding whether to repair the unit or replace it.

I would plan for replacing the Type 2 ambulance between 150,000 and 200,000 miles and plan to replace our Type 3 ambulances at roughly 300,000 miles as they are all on the C4500 chassis and therefore all face a \$120,000 expense to remount them on a new medium duty chassis. If we have a major mechanical failure with a Type 3 I would look to replace it with an E450 chassis with V10 gas engine with remounted patient compartment. It is apparent that the industry prefers the Ford chassis based on the overwhelming number of them in use. I believe the Ford chassis is a superior chassis based on my personal experience and having a fleet of Ford ambulances will make maintenance more convenient as our local Ford dealer can maintain them.

Ambulance Cost Detail as of 9/30/13

Hour Meter					Medic 1	Hour Meter					Medic 2	Hour Meter					Medic 3
Date	Mileage	Reading	Description of Work	Costs	Date	Mileage	Reading	Description of Work	Costs	Date	Mileage	Reading	Description of Work	Costs			
2004			Purchase Price	\$ 109,834.00	2009	0	0	Purchase Price	\$ 164,843.00	2004	0	0	Purchase Price	\$ 109,834.00			
6/3/2005				\$ 25.49	3/20/2009				\$ 938.24	11/7/2005				\$ 93.00			
7/20/2005				\$ 98.45	12/31/2009				\$ 608.14	2/6/2006				\$ 128.36			
8/22/2005				\$ 137.95	3/29/2010			Windshield	\$ 259.71	3/2/2006				\$ 76.14			
2/6/2006				\$ 128.36	7/15/2010				\$ 76.94	3/23/2006			Suspension Issues	\$ 800.00			
3/23/2006			suspension issues	\$ 800.00	10/4/2010				\$ 297.92	8/9/2006				\$ 101.99			
6/16/2006				\$ 43.63	11/29/2010				\$ 20.00	11/8/2006				\$ 70.54			
7/16/2006				\$ 43.65	1/24/2011			Windshield	\$ 241.05	2/20/2007				\$ 104.50			
11/3/2006				\$ 25.00	4/14/2011			Tire Repair	\$ 90.00	3/26/2007				\$ 10.14			
1/29/2007				\$ 63.79	5/26/2011			Air conditioner	\$ 992.59	5/9/2007				\$ 234.00			
3/6/2007				\$ 114.64	6/8/2011				\$ 700.35	6/7/2007				\$ 323.48			
4/16/2007				\$ 90.00	11/22/2011				\$ 72.00	7/2/2007				\$ 265.00			
5/3/2007				\$ 51.07	12/22/2011				\$ 59.29	8/29/2007				\$ 27.62			
6/7/2007				\$ 323.48	3/1/2012				\$ 247.51	11/29/2007				\$ 285.00			
7/16/2007				\$ 101.81	3/29/2012				\$ 40.00	2/6/2008				\$ 493.57			
8/2/2007				\$ 211.36	5/9/2012				\$ 74.84	2/6/2008				\$ 970.95			
8/28/2007				\$ 27.62	6/7/2012			Towing	\$ 365.70	2/20/2008				\$ 74.00			
10/30/2007				\$ 158.88	6/25/2012				\$ 698.14	3/28/2008				\$ 316.40			
2/20/2008				\$ 74.00	6/25/2012				\$ 981.29	4/25/2008				\$ 344.25			
3/18/2008				\$ 176.34	7/30/2012				\$ 38.68	9/2/2008				\$ 105.19			
4/25/2008				\$ 344.25	8/1/2012	105836		Injector Replacement	\$ 7,072.40	9/23/2008				\$ 414.08			
6/23/2008				\$ 1,504.18	8/28/2012				\$ 79.00	10/3/2008				\$ 55.00			
7/7/2008				\$ 16.39	9/11/2012				\$ 232.50	11/12/2008				\$ 83.50			
7/7/2008				\$ 734.31	12/10/2012			New Rear Tires	\$ 1,216.60	12/5/2008				\$ 44.96			
9/2/2008				\$ 11.67	1/4/2013				\$ 270.30	2/19/2009				\$ 324.77			
9/9/2008				\$ 128.37	2/5/2013				\$ 1,378.25	4/24/2009				\$ 897.55			
11/5/2008				\$ 30.00	2/6/2013			Windshield	\$ 262.33	6/11/2009				\$ 300.72			
3/20/2009				\$ 938.24	2/19/2013				\$ 49.75	7/17/2009				\$ 1,011.10			
5/5/2009				\$ 179.90	2/27/2013				\$ 825.35	7/17/2009				\$ 1,707.79			
6/11/2009				\$ 306.54	3/11/2013				\$ 671.73	7/17/2009				\$ 1,679.96			
7/17/2009				\$ 173.18	5/14/2013			Windshield	\$ 262.33	8/28/2009				\$ 596.34			
8/5/2009				\$ 64.82	5/14/2013			Towing	\$ 341.55	10/4/2009				\$ 775.98			
9/2/2009	119116		New Engine Block and transmission	\$ 18,919.14	5/14/2013				\$ 800.30	11/4/2009				\$ 60.00			
9/14/2009				\$ 690.00	5/14/2013				\$ 1,147.82	12/22/2009				\$ 2,216.66			
10/12/2009				\$ 1,101.49	5/28/2013				\$ 250.84	12/31/2009				\$ 608.14			
11/12/2009				\$ 404.94	5/31/2013				\$ 286.13	3/15/2010				\$ 99.50			
12/22/2009			Electrical Issues	\$ 2,216.66	6/4/2013				\$ 348.70	5/4/2010				\$ 100.00			
12/31/2009				\$ 608.14	7/18/2013				\$ 660.24	7/15/2010				\$ 538.94			
2/1/2010				\$ 236.01	8/12/2013			Towing	\$ 341.55	7/19/2010	150031			\$ 4,137.72			
3/15/2010			New windshield	\$ 253.31	8/12/2013				\$ 207.80	8/9/2010			Towing	\$ 317.40			
4/21/2010				\$ 542.87	9/3/2013				\$ 531.20	8/9/2010				\$ 262.50			
6/1/2010				\$ 107.50	9/3/2013				\$ 59.06	8/9/2010				\$ 2,394.12			
6/28/2010			Towing	\$ 244.95	9/3/2013				\$ 940.27	8/18/2010				\$ 773.19			
6/28/2010				\$ 2,313.33	9/30/2013				\$ 60.00	9/20/2010			Towing	\$ 240.93			
7/15/2010			Towing	\$ 626.75		32	85	Oil Changes	\$ 2,720.00	10/18/2010				\$ 505.63			
8/9/2010				\$ 159.02				Fuel Total	\$ 43,844.14	10/18/2010			Towing	\$ 301.88			
8/9/2010				\$ 2,394.12				Maintenance & Operating Costs	\$ 71,662.53	10/18/2010				\$ 816.75			
10/4/2010				\$ 297.92				Estimated Residual Value	\$ (25,000.00)	11/8/2010				\$ 50.00			
10/18/2010				\$ 505.63				Total Cost of Ownership to Date	\$ 211,505.53	11/17/2010			Towing	\$ 333.50			
12/13/2010				\$ 938.47	Miles		151193	Ownership Cost Per Mile	\$ 1.40	1/24/2011			windshield	\$ 241.05			
1/11/2011			Towing	\$ 353.63	Hours			5468 Ownership Cost Per Hour	\$ 38.68	1/24/2011				\$ 406.31			
2/21/2011				\$ 122.66				12% Maintenance Cost Per Mile	\$ 0.17	2/11/2011			Towing	\$ 358.23			
3/1/2011				\$ 53.73				66% Depreciation Cost Per Mile	\$ 0.92	3/22/2011				\$ 2,671.01			
3/9/2011				\$ 53.62				22% Fuel/Oil Cost Per Mile	\$ 0.31	6/8/2011			Towing	\$ 249.55			
3/28/2011			Towing	\$ 378.35				Maintenance Cost Per Hour	\$ 4.59	6/8/2011				\$ 700.35			
4/14/2011			Towing	\$ 748.65				Depreciation Cost Per Hour	\$ 25.57	6/8/2011				\$ 24.88			
5/6/2011				\$ 930.38				Fuel/Oil Cost Per Hour	\$ 8.52	7/13/2011			Towing	\$ 240.93			
5/24/2011			air conditioner repair	\$ 692.40				5 Years in Service		7/13/2011				\$ 2,764.63			
5/26/2011			air conditioner repair	\$ 992.59				30,239 Miles per year		7/18/2011				\$ 36.16			
6/8/2011			air conditioner repair	\$ 700.35				1,094 Hours per year		8/15/2011			Towing	\$ 313.38			
6/14/2011	139976			\$ 4,233.14				27.7 Ratio of Miles to Hours		8/15/2011				\$ 2,918.65			
7/13/2011				\$ 155.00						9/7/2011				\$ 1,142.88			
8/15/2011				\$ 25.00				148807 Miles to Replacement		9/7/2011				\$ 365.15			
8/15/2011				\$ 83.15				\$ 0.45 Est Maintenance cost/mile		10/3/2011				\$ 62.00			
9/7/2011				\$ 122.30				\$ 0.37 Est Fuel/Oil cost /mile		10/3/2011				\$ 213.14			
9/7/2011				\$ 338.05				\$ 121,479 Op and Maint Exp to Replacement		11/2/2011				\$ 90.00			
10/17/2011				\$ 53.63				\$ 5,000 Est Residual Value at Replacement		11/22/2011			Towing	\$ 319.41			
10/17/2011				\$ 450.47				\$ 1.18 Est Cost of Ownership to Replacement		11/22/2011			tires	\$ 539.04			
10/17/2011				\$ 291.32						12/5/2011	185818		New Engine Block	\$ 18,684.29			
11/2/2011				\$ 433.50						1/25/2012				\$ 117.00			
11/22/2011			Towing	\$ 319.41						3/1/2012				\$ 583.63			
11/22/2011				\$ 433.50						3/1/2012				\$ 31.80			
11/22/2011				\$ 32.50						3/19/2012				\$ 175.00			
12/22/2011				\$ 285.25						8/27/2012	192045		refurbish	\$ 45,086.94			
12/30/2011				\$ 1,256.18						8/28/2012				\$ 24.00			
1/23/2012			Towing	\$ 494.51						9/11/2012				\$ 232.50			
2/6/2012			tires	\$ 1,323.12						9/11/2012				\$ 1,605.44			
3/19/2012				\$ 40.26						10/5/2012				\$ 40.00			
3/19/2012				\$ 145.49						10/5/2012				\$ 25.91			
5/9/2012			Towing	\$ 359.95						10/15/2012			King Pins	\$ 883.50			
6/25/2012			windshield repair	\$ 191.95						11/5/2012			Towing	\$ 261.05			
7/30/2012				\$ 371.47						11/5/2012			Towing	\$ 110.00			
9/11/2012			Towing	\$ 285.78						11/5/2012				\$ 1,330.77			
9/11/2012				\$ 372.87						12/10/2012	unk	ARV		\$ 7,340.08			
10/5/2012	204453		Engine Block	\$ 14,656.87						12/30/2012				\$ 577.90			
10/5/2012				\$ 54.40						1/14/2013				\$ 112.50			
12/10/2012				\$ 392.94						2/5/2013			Towing	\$ 341.55			
1/14/2013				\$ 99.77						2/5/2013				\$ 860.83			
2/5/2013	unk		Refurbish	\$ 55,127.08						2/19/2013			Towing	\$ 341.55			
4/23/2013				\$ 732.43						3/18/2013				\$ 838.49			
8/12/2013				\$ 351.20						5/28/2013				\$ 333.98			
8/12/2013				\$ 3,187.34						5/30/2013				\$ 594.48			
8/12/2013			New Rear Tires (4)	\$ 1,196.60						7/1/2013	220764		Replace Head and gasket (1)	\$ 8,644.53			
8/12/2013				\$ 791.69						8/12/2013				\$ 351.20			
9/3/2013				\$ 466.85						8/12/2013				\$ 282.29			
9/6/2013				\$ 1,068.48						9/6/2013				\$ 85.00			
9/30/2013				\$ 114.64						9/6/2013				\$ 25.00			
	72		85 Oil changes	\$ 6,120.00						9/11/2013			Overheating	\$ 2,399.80			
			Fuel Total 2005 to present	\$ 79,479.28						9/30/2013			Towing	\$ 309.35			
			Maintenance & Operating Costs	\$ 220,672.35						9/30/2013			Door seals	\$ 124.27			
			Estimated Residual Value	\$ (10,000.00)						9/30/2013				\$ 134.40			
			Total Cost of Ownership to Date	\$ 320,506.35						9/30/2013				\$ 232.50			
	Miles	226,868	Ownership Cost Per Mile	\$ 1.41							72		85 Oil changes - thru service	\$ 6,120.00			
	Hours	8,100	Ownership Cost Per Hour	\$ 39.57									Fuel Total	\$ 89,574.30			
			42% Maintenance Cost Per Mile	\$ 0.60									Maintenance & Operating Costs	\$ 228,945.32			
			31% Depreciation Cost Per Mile	\$ 0.44									Estimated Residual Value	\$ (10,000.00)			
			27% Fuel/Oil Cost Per Mile	\$ 0.38									Total Cost of Ownership to Date	\$ 328,779.32			
			Maintenance Cost Per Hour	\$ 16.68									Ownership Cost Per Mile	\$ 1.44			
			Depreciation Cost Per Hour	\$ 12.33									Ownership Cost Per Hour	\$ 32.88			
			Fuel/Oil														

City of Harrisonville
Current Ambulance Cost

Rescue #	Purchase Year	Purchase Price	Est. Residual Value	Fuel Cost	Maint Cost	Total Cost of Ownership	Current Mileage	Fuel Cost Per Mile	Maintenace Cost Per Mile	Depreciat ion Cost Per Mile	Total Ownership Cost Per Mile
1	2004	\$109,834	-\$10,000	\$85,599.28	\$135,073.07	\$320,506.35	226,868	\$ 0.38	\$ 0.60	\$ 0.44	\$1.41
2	2009	\$164,843	-\$25,000	\$46,564.14	\$25,098.39	\$211,505.53	151,193	\$ 0.31	\$ 0.17	\$ 0.92	\$1.40
3	2004	\$109,834	-\$10,000	\$95,694.30	\$133,251.02	\$328,779.32	228,401	\$ 0.42	\$ 0.58	\$ 0.44	\$1.44
Averages								\$ 0.37	\$ 0.45	\$ 0.60	\$ 1.42
Percent of Total Cost								26%	32%	42%	
Annual Cost of Ownership for Fleet											\$ 114,781

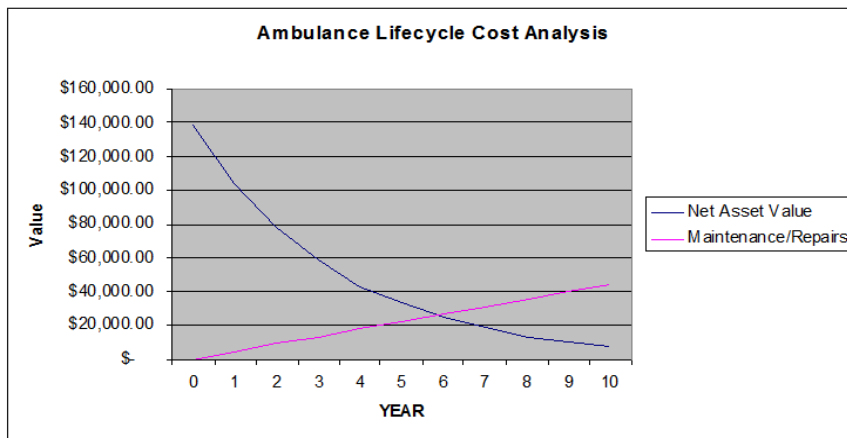
City of Coral Springs
Ambulance Cost

Rescue #	Purchase Year	Purchase Price	Est. Residual Value	Fuel Cost	Maint Cost	Total Cost of Ownership	Current Mileage	Fuel Cost Per Mile	Maintenace Cost Per Mile	Depreciat ion Cost Per Mile	Total Ownership Cost Per Mile
7743	2006	\$127,875	-\$25,000	\$156,357.07	\$74,954.30	\$334,186.37	145,529	\$ 1.07	\$ 0.52	\$ 0.71	\$2.30
7749	2007	\$167,570	-\$35,000	\$49,844.77	\$49,876.85	\$232,291.62	87,943	\$ 0.57	\$ 0.57	\$ 1.51	\$2.64
7750	2008	\$126,160	-\$45,000	\$131,247.11	\$31,042.92	\$243,450.03	71,126	\$ 1.85	\$ 0.44	\$ 1.14	\$3.42
7751	2008	\$126,160	-\$50,000	\$87,159.58	\$36,958.22	\$200,277.80	62,858	\$ 1.39	\$ 0.59	\$ 1.21	\$3.19
7752	2009	\$135,996	-\$60,000	\$37,310.39	\$31,987.81	\$145,293.70	72,255	\$ 0.52	\$ 0.44	\$ 1.05	\$2.01
7753	2009	\$135,996	-\$60,000	\$96,612.74	\$35,320.31	\$207,928.55	76,379	\$ 1.26	\$ 0.46	\$ 0.99	\$2.72
7754	2010	\$143,330	-\$70,000	\$76,967.06	\$31,350.46	\$181,647.52	53,541	\$ 1.44	\$ 0.59	\$ 1.37	\$3.39
Averages								\$ 1.16	\$ 0.51	\$ 1.14	\$ 2.81
Percent of Total Cost								41%	18%	41%	

City of Liberty
Ambulance Cost- Estimate

Lifecycle Cost Analysis of an Ambulance Based Upon the Average Annual Mileage of 18,000										
Ambulance Purchase	1	2	3	4	5	6	7	8	9	
Purchase Price	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00	\$ 138,023.00
Depreciation Factor	0.75	0.5625	0.42187	0.3164	0.2373	0.17798	0.1335	0.1001	0.0751	
Depreciation Amount	\$ 34,505.75	\$ 60,385.06	\$ 79,795.24	\$ 94,352.52	\$ 105,270.14	\$ 113,457.67	\$ 119,596.93	\$ 124,206.90	\$ 127,657.47	
Net Asset Value	\$ 103,517.25	\$ 77,637.94	\$ 58,227.76	\$ 43,670.48	\$ 32,752.86	\$ 24,565.33	\$ 18,426.07	\$ 13,816.10	\$ 10,365.53	
Finance	\$ 3,322.20	\$ 6,644.40	\$ 9,966.60	\$ 13,288.80	\$ 16,611.00					
Fuel	\$ 5,179.00	\$ 10,358.00	\$ 15,537.00	\$ 20,716.00	\$ 25,895.00	\$ 31,074.00	\$ 36,253.00	\$ 41,432.00	\$ 46,611.00	
Maintenance/Repairs	\$ 4,399.72	\$ 8,799.44	\$ 13,199.16	\$ 17,598.88	\$ 21,998.60	\$ 26,398.32	\$ 30,798.04	\$ 35,197.76	\$ 39,597.48	
Grand Total	\$ 47,406.67	\$ 86,186.90	\$ 118,498.00	\$ 145,956.20	\$ 169,774.74	\$ 170,929.99	\$ 186,647.97	\$ 200,836.66	\$ 213,865.95	
Cost Per Mile	18000	2.39	2.19	2.03	1.89	1.58	1.48	1.39	1.32	
Est. Mileage	18000	36000	54000	72000	90000	108000	126000	144000	162000	
Depreciation-Maint.	\$ 99,117.53	\$ 68,838.50	\$ 45,028.60	\$ 26,071.60	\$ 10,754.26	\$ (1,832.99)	\$ (12,371.97)	\$ (21,381.66)	\$ (29,231.95)	

Insurance not listed as we utilize an umbrella policy that covers current replacement cost, so insurance is equal no matter the age of the vehicle



City of Harrisonville
Ambulance Cost- with 2 Type II and 2 Type 3 Ambulances as of 2019

Rescue #	Purchase Year	Purchase Price	Est. Residual Value	Fuel Cost	Maint Cost	Total Cost of Ownership	Current Mileage	Fuel Cost Per Mile	Maintenace Cost Per Mile	Depreciat ion Cost Per Mile	Total Ownership Cost Per Mile
Type 3	2009	\$164,843	-\$5,000	\$92,021.82	\$112,066.03	\$363,930.85	250,000	\$ 0.37	\$ 0.45	\$ 0.64	\$1.46
Type 2	2014	\$70,000	-\$5,000	\$37,500.00	\$33,619.81	\$136,119.81	150,000	\$ 0.25	\$ 0.22	\$ 0.43	\$0.91
Type 3	2015	\$85,000	-\$30,000	\$22,500.00	\$25,214.86	\$102,714.86	75,000	\$ 0.30	\$ 0.34	\$ 0.73	\$1.37
Type 2	2016	\$65,000	-\$15,000	\$20,000.00	\$22,413.21	\$92,413.21	100,000	\$ 0.20	\$ 0.22	\$ 0.50	\$0.92
Averages								\$ 0.28	\$ 0.31	\$ 0.58	\$ 1.16
Percent of Total Cost								24%	26%	50%	
Annual Cost of Ownership for Fleet											\$ 94,301

Survey of Ambulance Service Providers							Cost of Ownership (Maintenance, Repair, Fuel and Depreciation)				Page 1				
Agency	# of Ambulances	Ambulance Type	Gas or Diesel	Average Miles Per Year Per Unit	Average Hours Per Year Per Unit	Est. 1 Hour = How Many Miles?	Per Mile	Per Hour	Ambulance Chassis and Major Overhauls: Engine or Transmission Replacement, Refurbish	Replacement Schedule	Do You Use Hours vs. Miles vs. Years to Schedule Replacement, Why?	Why do you use the Type of Ambulance you do?	How Many Ambulance Miles do you drive each year and what Percentage of those are highway miles?	Do you lease any of your ambulances? If so what are the terms and rate of the lease?	How much are you spending on new ambulances? How much are you getting out of ambulances surplussed? How are you selling
Belton, MO	4		3 D	34,000	1500		\$.40 per mile / does not include fuel or depreciation	\$8.81 just maintena nce	No major work.	No specific schedule / does have a grading system that we think is pretty objective and it would seem to dictate based upon our usage about a three year replacement schedule for a four vehicle fleet (Two active, two reserve).	No		136,000		
Brentwood, MO	2		1 D	7,200					No engine or transmission replacements	14 years in service, 7 frontline, 7 reserve; 2 ambulances	Years		14,400 total miles		
Cape County, MO (Sam Herndon 573-335-3305) sherndonccpa@hotmail.com	10	5 type 2 Mercedes, 2 type 2 Chevy, 3 mini mods on Mercedes	D	60,000					Running ALS service on all ambulances			Run a lot of miles including many transfers to St. Louis which is 125 miles one way. Type 2 and minimods hold all the gear we need for ALS service and are more cost effective to own and operate. Have stayed with diesel for sake of consistency.			
Chillicothe, MO (Darrell Wright 660-646-2139)															
Crawford County (Gregg Cambell 573-885-3793)									2 New E450 Type 2 with 5.4L V8, quicker than the diesels getting 15 to 17 mpg compared to 9 mpg with diesels			Type 2 is more maneuverable, they cost less to operate, and they ride better than type 3.			
Excelsior Springs	3		3 D	30,000		60			2011 Engine replacement. 6.0l ford diesel	Replacement every 9 years regardless of miles or hours. Each ambulance spends three years in a first out, second out and third out position. 200k miles usually when they are sold.	No	Type III for the added patient compartment room. Provide 100% ALS, which involves more extensive patient Care with added specialized Heavier truck type III that have become popular. One primary reason is the geographical layout, with older narrow streets, that Excelsior Springs equipment. The added room in the type III makes those issues possible. We have opted to stay away from gas. Additionally, we have not been able to find positive results in cost benefit comparisons when considering the Heavy type III over the RV cut-away type III.	90,000. I would estimate the highway miles to be 60% plus per year.	NO, we purchase.	2011 purchased for \$129,435, trade in value of 2004 E-450 Type 3 was \$8,500.
Gladstone	4	1 Type I, 3 Type III	D	10,000					2011 E450 purchased for \$165,000. Paid \$90k for a new F450 chassis, refurbished our box and remounted. Ford 2009 E450 90,000 miles Turbo, Transmission: 2007 F450 100,000 Turbo, Transmission	No set replacement schedule	No	Compartment room, overhead room, nature of fire/equipment carried within storage compartments	20,000 total 90% City Miles	No, Purchase	Last ambulances have been refurbished
Harrisonville	3		3 D	26,941	1,035	40	\$ 1.42	\$ 37.04	Two 2004 GMC 4500, One 2009 GMC 4500 all at 17,500 gross weight: Engine and Transmission at 120K miles then another engine on the same unit at 190K miles. Engine and turbo at 170k miles, refurbish 2 ambulances at 200K miles	Refurbish at 200k miles and 8 years old, replace at 12 years and 300k miles	Miles, as it tends to be the most common industry method; we do also consider age.	Greater room in the box. Because of the volume of transports we do a Type II ambulance as part of the fleet may make sense vs. all Type 3.	81,000 total miles, 50% highway miles (estimate based on hospital transfer percentage + 10%)	No, but are interested in learning about this option.	\$165K on 2009 Type 3, GMC4500. \$5,000 for most recent sale in 2009. Sold through eBay.
Johnson County Med-Act	19	6 Type 1, 13 Type 3	D	20,000			.50 per mile for just maintenance		We purchased extended warranty package from Ford on 6 recently purchased units. All repairs are covered 150,000 miles, 8,000 hours, 6 years.	Every 7 to 8 years, roughly 150k miles, decision as when replace is driven by avoiding major breakdowns vs. cost of ownership.	Years, as dependability has proven to be related to age vs. miles. Maintenance is going to hours vs. miles.	We use a fairly large module so we need the extra duty chassis. We have Ford E450 diesel and Ford F450 diesel.	Fleet miles on 19 ambulances per year are about 525,000 miles	No	\$3,000 to \$5,000 each on trade-in or govdeal auction.
Kirkwood, MO Lee's Summit	4		1 D	10,000			\$.79 to \$1.15 excluding depreciation		4 ambulances, 2 GM, 2 Freightliner, NO Engine or Transmission replacements	Replace front line ambulances every 9 years.			40,000		
Liberty	4		3 D	18,000		15	\$1.58/miles estimated cost of ownership		All new ambulances in 2010/2011 no major issues at this point. AEV on GMC4500	Replace when the estimated annual cost of maintenance/repairs is greater than the net asset value. Estimated at 6 years, likely 7 years old with 100k miles.	All are considered factors, but ultimately looked at our use and where it appears that we will get our best return on the vehicle.	Purchased off KCFD contract-vehicle purchase completed through Labor/Management Process	72,000 annually; estimate on highway mileage would be about 20-30%	They show the price of these ambulances at \$138,023 in their life cycle cost analysis. Lease Purchase-5 year lease at interest rate of approx. 3% the below info is for the 3 purchased in 2011. All 4 are scheduled to be replaced in 2017.	New program so no history at this point. Remount body for 30k less than a new one. 2600 transports per year.
Miami County, KS	4		3 Both	36,000					Warranty replacement of one of the V-10 gas engines due to excessive oil consumption. 6.0 diesel engine replacement last December.	4 years or 130,000 - 150,000 miles.	Both considered. We try to keep the newest ambulance in backup for as long as we can to keep it under warranty longer. At 4 years or after about 110,000 miles we have seen a significant increase in maintenance costs.	Switched to v10 gas from 6.0 diesel and maintenance costs are 50% less now.			
Salem Hospital, MO (ambulance@smdh.net Debbie Hobson 573-729-6626)	4	3 type 2, 1 type 3	2 gas, 2 diesel	21,750	Not monitored				All Ford E350's, two are V8 gas and two are 6.0L diesel. Rear end replacement, a transmission repair. Local Ford dealer does maintenance.	Based on miles and condition. Over 300,000 miles.	Miles used. Ambulances are rotated to reserve status to keep mileage accumulations in check.	Because they do a lot of rural service, the type 2 units are able to maneuver on softer roads and they have always used Type 2 units so it is what they are accustom to.	87,000 miles. Oldest unit is a 2002 and his 293,000 mils and will replace it next year. 2,000 calls per year, 50 calls per month, average transfer is 250 miles round trip.	Buy all.	2013 purchased two F350's with 5.4L V8 engines, \$60,000 each. Keep the old ones as parts resources.
Sedgewick County, KS (Paul Gibson or David Poland 316-660-7976) Mark Kemper mechanic 316-660-7497			Most are Gas, 6 diesel left			An idling hour = 33 miles	\$1.06/mile maint \$.49/mile for fuel		Ford e450 used for years, went to gas in 2009 because ford was not offering the 6.0 diesel. Wanted to stay with the ford chassis though they had 6 g4500 duramax diesels.	Replacing chassis at around 125k miles (5 years), remounting the body one time, body ends up in fleet for about 10 years.	Miles used,	Very few transfers, most all work is in the Wichita.			
Seminole Fire, OK (Bryant Baker 405-382-1314) bryant_baker2002@yahoo.com	5	2 type 2, 3 type 3	Type 2 are LP, Type 3 are Diesel	41k/yr. for type 2, 4k/yr. for type 3					Type 2's are Ford E450 v10 gas, 62k miles on both with no repairs in two years.	Type 2 replaced at 250k to 300k miles, Type 3 replaced at 6 years old.		Most calls are transfers to OKC (3 hr. round trip). Type 2's are all propane, \$1.45/gallon avg 14 mpg on propane (same mileage as gas). Local LP provider provides LP. They had better local service with Ford vs. GM and the Mercedes was two hours away.	Transfers equate to 82,000 miles/yr., 911 calls average 13,000 miles/yr. Highway miles are roughly 86%.	Purchase only.	\$63k for type 2, LP conversion was additional \$6,100 total of \$69,100. Have not sold any units, just assumed management of service in 2010.
St. James, MO (Bryan Lambeth 573-265-6565)															
Washington County, MO (Mal Gum 573-438-3635) mal_gum@hotmail.com	6	5 type 3, 1 type 2	D						All units are GM, the Type 3's are 4500. Transmission being replaced at 119k on one type 3.	Try to replace (no remounts or refurbishing) at 170k, all are front line units.	Miles used,	Added a Type 2 ambulance for non-emergency transfers due to the significant number being make to St. Louis. Fuel mileage of the type 2 is twice that of type 3 (\$153k for a new Type 3, spent less than half that for a type 2 GM diesel)	500 transfers to St. Louis last year, 140 miles round trip (70k miles in transfers annually)		
Coral Springs, Florida															
Unit 7743; ambulance Taylor; manufacturer: International	1		Diesel	20,790			\$2.30			Purchased in FY 2006, budgeted for replacement in FY 2013 (on order)			FY 2013 total miles driven = 17,246; percentage of highway miles = X%	All ambulances (front line and reserves) are property of the City of Coral Springs	
49; ambulance Taylor; cturer: International	1		Diesel	12,563			\$2.64			Purchased in FY 2007; budgeted for replacement in FY 2014	We evaluate the condition of each rescue to determine replacement schedule; including mileage, expected life, purchased year, and life- to-date maintenance cost.		FY 2013 total miles driven = 12,525; percentage of highway miles = X%		
50; manufacturer: General Motors	1		Diesel	10,161			\$3.42			Purchased in FY 2008; Scheduled for replacement in FY 2015			FY 2013 total miles driven = 16,962; percentage of highway miles = X%		
51; manufacturer: General Motors	1		Diesel	8,980			\$3.19			Purchased in FY 2008; Scheduled for replacement in FY 2015			FY 2013 total miles driven = 14,641; percentage of highway miles = X%		
52; ambulance Taylor; cturer: International	1		Diesel	10,322			\$2.01			Purchased in FY 2009; Scheduled for replacement in FY 2016	Average replacement is scheduled every 7-8 years.		FY 2013 total miles driven = 16,284; percentage of highway miles = X%		
53; ambulance Taylor; cturer: International	1		Diesel	10,911			\$2.77			Purchased in FY 2009; Scheduled for replacement in FY 2016	Once new ambulance is in service, previous ambulance		FY 2013 total miles driven = 18,472; percentage of highway miles = X%		
54; man															
Attachment: Survey of Ambulance Service Providers 12-30-13 (Ambulance Vehicle Analysis)															
Total # of ambulances, Coral Springs, FL															

CLIR 2012 DATA																													
Service Entity ID	MSA	Urban																											
			I	II	III-138"	III-158"	Other	Total Vehicles	Engine Type (Diesel or Gas)	Chassis Mfg	Do you Remount Ambulance Module	Max # of Remounts	Target Mileage for Chassis Replacement	Target Years for Chassis Replacement	Replacement Trigger			Service			Field Staff			% of Bills Paid by Medicare	% of Bills Paid by Medicaid	% of Bills Paid by Insurance			
Formula																													
1256	R	R			4		4	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	Yes	No	MPDS	N	P	49%	18%	27%	
1313	R	SR			3		3	D>G	Chevy	Yes	2	300,000	12	All	C	P	F	BP	No	24/57	Yes	No	MPDS	G	PUM	53%	18%	23%	
1578	R	SR			2		2	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	S	P	F	PP	No	12/36	No	No	MPDS	N	P	43%	21%	27%	
2015	M	US		58	37		95	D>G	Ford	Yes	3		8	Age	C	C	F	PP	Yes	12/36	Yes	Yes	MPDS	N	P	50%	12%	18%	
2267	R	R			3		3	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	C	BP	No	12/36	No	No	PDS	N	P	61%	16%	18%	
2373	R	R			3		3	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	BP	No	12/36	Yes	Yes	MPDS	N	P	56%	16%	24%	
2536					5		5	D	Ford	Yes	2	150,000	5	Mileage	C	P	F	PP	Yes	40	Y	Y	MPDS	N	P	47%	19%	25%	
2675	M	SR			12		12	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	Yes	Yes	MPDS	N	P	52%	25%	15%	
2913	M	U			27		27	G>D	Ford	Yes	1	125,000	5	Mileage, Age	C	P	F	PP	No	12/42	No	Yes	MPDS	G	T	44%	16%	18%	
3038					5		5	D	Ford	Yes	2	150,000	5	Mileage	C	P	F	IP	No	40	Y	Y	MPDS	N	P	47%	19%	25%	
3338					8		8	D	Ford	Yes	2	150,000	5	Mileage	S	P	F	IP	No	40	Y	Y	MPDS	N	P	47%	19%	25%	
3345	M	USR		2	4	6	1	13	D	Ford	Yes	2		6	Age	C	P	F	PP	No	24/56	No	Yes	MPDS	N	P	50%	10%	23%
4249					13		13	D	Ford	Yes	2	150,000	5	Mileage	C	P	F	IP	Yes	40	Y	Y	MPDS	N	P	47%	19%	25%	
4297	M	SR			9		9	D	Ford	No		250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	Yes	Yes	PAS	N	P	48%	20%	21%	
4417	R	R	2			9		11	D	International	Yes	1	300,000	10	Mileage, Age, Maintenance, Veh Failure	C	P	F	BP	No	12/42	No	Yes	MPDS	G	T	44%	22%	6%
5311					4		4	D	Ford	Yes	2	150,000	5	Mileage	C	C	C	BP	Yes	40	Y	N	MPDS	N	P	47%	19%	25%	
5777	M	USR		9	2		3	14	D	Ford	No	300,000	5	Mileage, Age, Maintenance, Veh Failure	C	C	F	BP	Yes	24/48	No	Yes	MPDS	P	P	43%	35%	13%	
5827					21		21	D	Ford	Yes	2	150,000	5	Mileage	C	P	F	IP	Yes	40	Y	Y	MPDS	N	P	47%	19%	25%	
5861	M	USR													C	P	F	PP	Yes	24/56	Yes	Yes	MPDS	N	P				
6235	R	SR	11		5		5	21	D	Ford	Yes	200,000		Mileage, Age, Maintenance, Veh Failure	C	P	F	BP	Yes	24/56	Yes	Yes	MPDS	N	P	52%	11%	21%	
6555					3		3	D	Ford	Yes	2	150,000	5	Mileage	C	C	C	BP	No	40	Y	N	MPDS	N	P	47%	19%	25%	
7191	M	US			11	16		27	D>G	Ford	No	225,000		Mileage	C	P	F	PP	Yes	40	No	Yes	MPDS	N	H	36%	33%	23%	
7531	M	USR	33					33	D	Other	No			Mileage, Hours, Age, Maintenance, Veh Failure	C	P	F	BP	Yes	24/48	Yes	Yes	MPDS	G	T	51%	10%	19%	
7568	R	SR			4			4	D	Ford	Yes	1	250,000	6	Mileage, Hours, Age, Maintenance, Veh Failure	C	P	F	BP	No	40	No	Yes	MPDS	G	H	45%	13%	36%
7846	R	R			3			3	D	Ford	No	250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	No	No	PDS	N	P	48%	22%	23%	
8135	M	USR			6		6	D	Ford	Yes	1			Maintenance	C	C	C	BP	No	12/48	No	No	PAS	N	P	33%	4%	48%	
8293	M	U			26	6	6	38	D>G	Ford	Yes	1	100,000	6	Mileage, Age Maint Cost, Veh Failure	C	C	F	PP	Yes	12/36	Yes	Yes	MPDS	N	H			
8456	R	R			3			3	D	Ford	No	250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	No	No	MPDS	N	P	59%	19%	17%	
8528	M	USR		2	14			16	D	Ford	Yes	2	250,000	7	Mileage, Hours, Age, Maintenance, Veh Failure	C	C	F	BP	Yes	12/36-48	No	Yes	MPDS	G	T	43%	9%	19%
8732	R	R			2			2	D	Ford	No	250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	BP	No	12/36	Yes	Yes	PDS	N	P	62%	13%	21%	
9235	M	S			4		4	D>G	Ford	No			8	Age	9	C	C	C	BP	No	12/168	No	No	MPDS	G	F	46%	6%	45%
9627	M	R			3			D	Ford	No		115,000	10	Mileage, Age Maint Cost, Veh Failure	9	C	C	C	BI	Yes	12/36	No	No	MPDS	N	P	33%	5%	42%
9723					5		5	D	Ford	Yes	2	150,000	5	Mileage	C	P	F	IP	No	40	Yes	Yes	MPDS	N	P	47%	19%	25%	
9762	M	SR			12			12	D	Ford	No	250,000	7	Mileage, Age Maint Cost, Veh Failure	C	P	F	PP	No	12/36	No	Yes	MPDS	N	P	47%	20%	25%	
Total Mode	M	R		46	71	160	140	15	429	D	Ford	Yes			Mileage	C	P	F	BP & PP	No	12/36	Yes	Yes	MPDS	N	P			
Average				15	18	9	8	4	13			2	209,464	7												48%	17%	24%	

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3-A-e

CLIR 2012 DATA																			
Service Entity ID	Capital Subsidy	Cost/Unit Hour	Transports Per Schedule Hour	Calls per Scheduled Hour	Cost Per Transport	Ambulance Charges vs. Cost Of Service	Ambulance Charges vs. Cost Of Service + Subsidy	Capital Investment	Average Number of Days to Collection	# Critical Failures	# Accidents	Total Miles Driven	Critical Failure Per 100,000 Miles Driven	Accident Rate Per Million Miles Driven	Fleet Operating Cost Per Mile	Operating Cost Per Mile for Fleet Under 150,000 miles	Operating Cost Per Mile for Fleet Over 150,000 miles	Fixed Vehicle Cost Per Month for Fleet	Fleet Maintenance Cost
1256	\$ -	\$ 128.22	Formula	Formula	Formula	Formula	Formula	Formula	100	1	3	177,453	0.56	16.91	\$ 0.88	\$ 0.94	\$ 0.75	\$ 1,717.31	\$ 156,158.64
1313	\$ 63,000.00	\$ 167.59	0.17	0.24	\$ 745.89	\$ 1,080.11	\$ 1,080.11	\$ 61,900.00	36	12	-	80,000	15.00	-	\$ 0.93	\$ 0.82	\$ 0.99	\$ 1,500.00	\$ 74,400.00
1578	\$ -	\$ 205.84	0.15	0.16	\$ 1,396.48	\$ 1,172.52	\$ 1,618.62	\$ 41,300.00	99			75,645			\$ 0.64	\$ 0.44	\$ 0.71	\$ 1,258.67	\$ 48,412.80
2015		\$ 130.63	0.26	0.44	\$ 493.64	\$ 119.36	\$ 128.10	\$ 1,783,280.00	38		50	3,800,000		13.16					
2267	\$ -	\$ 143.13	0.15	0.18	\$ 928.09	\$ 1,206.91	\$ 1,206.91	\$ 61,900.00	94	1	1	86,369	1.16	11.58	\$ 1.03	\$ 0.83	\$ 1.18	\$ 1,263.42	\$ 88,960.07
2373	\$ -	\$ 109.45	0.17	0.22	\$ 644.77	\$ 1,175.23	\$ 1,175.23	\$ 123,900.00	78			70,796			\$ 1.07	\$ 1.00	\$ 1.26	\$ 1,473.44	\$ 75,751.72
2536		\$ 56.04	0.10	0.16	\$ 535.08	\$ 1,508.92	\$ 1,508.92	\$ 512,578.00	56		3	289,439		10.36	\$ 0.56	\$ 0.52	\$ 1.00	\$ 2,760.57	\$ 162,085.84
2675	\$ -	\$ 133.61	0.28	0.36	\$ 469.81	\$ 1,139.19	\$ 1,139.19	\$ 289,100.00	91		14	421,598		33.21	\$ 0.90	\$ 0.43	\$ 1.39	\$ 1,373.34	\$ 379,438.20
2913		\$ 121.90	0.28	0.41	\$ 434.70	\$ 226.71	\$ 285.02			11	9	715,733	1.54	12.57	\$ 1.69			\$ 41,768.00	\$ 1,209,588.77
3038		\$ 74.88	0.12	0.18	\$ 618.37	\$ 1,402.63	\$ 1,402.63	\$ 436,420.00	56			506,342			\$ 0.50	\$ 0.54	\$ 0.43	\$ 2,760.57	\$ 253,171.00
3338		\$ 53.07	0.19	0.25	\$ 279.63	\$ 851.37	\$ 851.37	\$ 665,282.00	56			360,269			\$ 0.56		\$ 0.53	\$ 2,760.57	\$ 201,750.64
3345		\$ 109.81	0.23	0.27	\$ 487.53	\$ 279.47	\$ 279.47	\$ 438,000.00	57	-	-	365,300			\$ 0.47	\$ 0.48	\$ 0.45	\$ 1,145.00	\$ 171,691.00
4249		\$ 86.59	0.17	0.28	\$ 504.64	\$ 1,409.36	\$ 1,409.36	\$ 1,215,798.00	56		1	658,752		1.52	\$ 0.62	\$ 0.70	\$ 0.42	\$ 2,760.57	\$ 408,426.24
4297	\$ -	\$ 139.37	0.22	0.31	\$ 637.81	\$ 968.19	\$ 968.19	\$ 85,600.00	99	4	22	488,468	0.82	45.04	\$ 0.87	\$ 0.81	\$ 0.95	\$ 1,481.81	\$ 424,967.16
4417		\$ 125.95	0.15	0.22	\$ 866.30	\$ (26.56)	\$ 495.12	\$ 439,958.00	96	14	3	387,524	3.61	7.74	\$ 0.86	\$ 0.84	\$ 0.75		\$ 333,270.64
5311		\$ 61.35	0.08	0.11	\$ 760.81	\$ 1,197.19	\$ 1,197.19	\$ 176,426.00	56			603,305			\$ 0.35	\$ 0.36	\$ 0.34	\$ 2,760.57	\$ 211,156.75
5777		\$ 121.76	0.28	0.35	\$ 435.17	\$ 796.73	\$ 796.73	\$ -	44	5	1	193,553	2.58	5.17	\$ 1.17	\$ 0.38	\$ 1.29	\$ 1,687.54	\$ 226,457.01
5827		\$ 95.39	0.28	0.42	\$ 345.18	\$ 1,519.82	\$ 1,519.82	\$ 2,567,388.00	56		2	1,372,983		1.46	\$ 0.56	\$ 0.53	\$ 1.18	\$ 2,760.57	\$ 768,870.48
5861			0.17	0.38															
6235		\$ 87.94	0.19	0.26	\$ 462.73	\$ 168.71	\$ 205.44	\$ 460,752.00	113										
6555		\$ 104.82	0.13	0.17	\$ 780.46	\$ 1,227.54	\$ 1,227.54	\$ 114,331.00	56		1	71,848		13.92	\$ 0.38	\$ 0.37	\$ 0.40	\$ 2,760.57	\$ 27,302.24
7191		\$ 170.00	0.39	0.57	\$ 431.04	\$ 1,073.96	\$ 1,073.96	\$ 682,000.00	49		8	1,077,498		7.42	\$ 0.69	\$ 0.66	\$ 0.75		\$ 743,473.62
7531	\$ 800,000.00	\$ 114.07	0.11	0.17	\$ 1,017.59	\$ (156.09)	\$ 467.16	\$ 790,000.00	371	4	3	899,481	0.44	3.34	\$ 1.05	\$ 0.55	\$ 1.33		\$ 944,455.05
7568		\$ 103.79	0.10	0.13	\$ 1,011.65	\$ 986.35	\$ 1,000.66	\$ 1,052,827.00	41	2	1	144,689	1.38	6.91	\$ 0.74	\$ 0.66	\$ 0.77	\$ 1,554.76	\$ 107,069.86
7846	\$ -	\$ 154.59	0.25	0.33	\$ 613.35	\$ 1,149.65	\$ 1,149.65	\$ 206,500.00	95	1		147,057	0.68		\$ 0.71	\$ 0.76	\$ 0.65	\$ 1,555.50	\$ 104,410.47
8135		\$ 111.50	0.20	0.27	\$ 554.26	\$ 540.74		\$ 129,558.00	91	3	-	118,072	2.54	-	\$ 0.96			\$ 1,448.73	\$ 113,349.12
8293	\$ -	\$ -	0.37	0.73	\$ -	\$ 864.40	\$ 864.40				53	421,108		125.86					
8456	\$ -	\$ 149.32	0.25	0.30	\$ 587.98	\$ 1,200.02	\$ 1,200.02	\$ 61,900.00	90		4	99,423		40.23	\$ 1.07	\$ 0.94	\$ 1.16	\$ 1,474.28	\$ 106,382.61
8528		\$ 156.70	0.22	0.28	\$ 714.84	\$ 169.93	\$ 245.00	\$ 374,942.00	54	3	14	556,029	0.54	25.18	\$ 0.57	\$ 0.47	\$ 0.62	\$ 58,348.00	\$ 316,936.53
8732	\$ -	\$ 83.35	0.08	0.11	\$ 992.06	\$ 830.94	\$ 830.94	\$ 41,300.00	66	1		37,930	2.64		\$ 1.13	\$ 0.79	\$ 1.61	\$ 1,483.00	\$ 42,860.90
9235		\$ 104.13	0.11	0.13	\$ 922.76	\$ 655.84	\$ 655.84	\$ 30,428.00	52	-	1	46,405		21.55					
9627	\$ -	\$ 1,068.75	1.46	2.31	\$ 733.91	\$ 316.09	\$ 359.89	\$ 240,000.00	68	2	-	41,452			\$ 0.76	\$ 0.76	N/A		
9723		\$ 88.12	0.14	0.20	\$ 627.18	\$ 978.82	\$ 978.82	\$ 357,830.00	56			511,372			\$ 0.47	\$ 0.49	\$ 0.44	\$ 2,760.57	\$ 240,344.84
9762	\$ -	\$ 177.78	0.20	0.28	\$ 881.18	\$ 694.82	\$ 694.82	\$ 330,400.00	92	2	13	349,518	0.57	37.19	\$ 1.06	\$ 0.80	\$ 1.40	\$ 1,779.86	\$ 370,489.08
Total																			
Mode																			
Average	\$ 66,384.62	\$ 143.62	0.23	0.33	\$ 672.66	\$ 798.37	\$ 874.62	\$ 446,277.35	79	4	9	474,232	2.43	20.01	\$ 0.80	\$ 0.65	\$ 0.88	\$ 5,775.89	\$ 296,843.97

kmoody

From: kmoody
Sent: Monday, November 25, 2013 3:57 PM
To: kmoody
Subject: Mercedes Ambulance Users

Type II Manufacturers:US Coachworks <http://uscoachworks.net/home/index.php?page=ambulances-page-2>Metronix <http://www.metronixinc.com/site/ambulances.html>Osage http://www.osageambulances.com/products/type_II.phpMiller Coach <http://millercoach.com/>American Emergency Vehicles <http://www.arv4amb.com/>

Chillicothe Mo has a sprinter

Agencies Using Sprinter**Unit model:**

Type II

Mercedes Benz Sprinter Travois

Organization:**HERMANN AMBULANCE**

Herman, MO

Organization Contact:

Doug Clark

Dealership:**Osage Industries, Inc.**

PO Box 718

194 Twin Ridge Road

Linn, MO 65051 US

Unit model:

Type II

Mercedes Benz Sprinter Travois

Organization:**CAPE COUNTY PRIVATE AMBULANCE**

CAPE GIRARDEAU, MO

Organization Contact:

JOHN RUSSELL

Dealership:**EMERGENCY
SERVICES SUPPLY**

Bob Zaitz, President

Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

6641 Christopher Drive
St. Louis, MO 63129 US

Keith Moody
City Administrator- ICMA-CM
City of Harrisonville
300 E. Pearl Street
Harrisonville, MO 64701
816 380 8918

kmoody

From: Mike Hasty <MikeH@gladstone.mo.us>
Sent: Friday, November 22, 2013 4:02 PM
To: kmoody
Subject: RE: Ambulance Survey

Keith -

We do not have a replacement schedule. Honestly, our call volumes have consistently risen every year for some time. We went from approximately 400-500 transports a year in 1984 to about 2,500 transports a year now. We hired additional personnel and went from a one front-line ambulance service to having two front-line ambulances with two in reserve.

In response to your question, once a chassis has more than 100,000 miles, it's time to move it in to reserve status. This has been occurring about every 3-4 years for us. However, this has been a "moving target" as the mileage and "wear-and-tear" is related to the number of runs and idle time.

We are currently working on a replacement schedule for our service to plan future budgets. However, the volume of calls has necessitated a re-evaluation our operations as we are looking closely at expanding to a three front-line ambulance service.

I estimate you could get twenty-plus years on refurbishing patient compartments. I know when MAST served KCMO, they re-mounted their units "in-house" and they rarely purchased new patient compartments; they merely purchased new chassis when needed.

I have advised Kirk that we will be looking at remounting our patient compartments for many years to come. In fact, we will likely only purchase an entire new unit if we start running a third ambulance full time. Beyond that, I believe we can sustain the fleet through remounts for at least fifteen years and maybe more. Prior to the most recent ambulance remount, the last time we remounted an ambulance box was in 2008. The work on the refurbished module was so good, you could not tell it was a remount. I suspect you could easily remount a box four or five times.

We have had good experiences with US Coachworks in Kansas City North (12600 N. Woodland KCMO - 816-734-0800). Gene Knisely is the individual we have worked with there. I have pasted their web site below. You're more than welcome to come look at our remounted ambulance once it arrives, if you wish. Let me know and I'll send you a note when we get it.

Mike

<http://uscoachworks.net/home/index.php?page=home>

>>> On 11/22/2013 at 3:35 PM, in message
 <6CD068193902AF4DA0E53B50AB7C90F42CDA730FC0@IAD2MBX03.mex02.mlsrvr.com>, kmoody
 <kmoody@ci.harrisonville.mo.us> wrote:

Mike:

Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

<6CD068193902AF4DA0E53B50AB7C90F42CDA730EAF@IAD2MBX03.mex02.mlsrvr.com>, kmoody
<kmoody@ci.harrisonville.mo.us> wrote:

Thank you Mike. Do you purchase refurbished units or are you having your units refurbished? Can you tell me how much you spend when you refurbish your units if that is the case and what that entails?

Keith Moody
City Administrator- ICMA-CM
City of Harrisonville
300 E. Pearl Street
Harrisonville, MO 64701
816 380 8918

From: Mike Hasty [mailto:MikeH@gladstone.mo.us]
Sent: Thursday, November 21, 2013 8:54 AM
To: kmoody
Cc: Bob Baer; Kirk Davis
Subject: Ambulance Survey

Mr. Moody -

City Manager Kirk Davis asked me to provide you with information on the attached spreadsheet. Please advise if you need any further. Fire Division Chief Bob Baer researched this and provided as much of the data as he could collect.

Thank you,

Mike

Chief Michael J. Hasty

Director of Public Safety
Gladstone Department of Public Safety
7010 N. Holmes
Gladstone, Missouri 64118
e-mail: mikeh@gladstone.mo.us
(816) 423-4028
(816) 436-3553 FAX
FBI NA Session 234



Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

kmooddy

From: Kent Barker <Kent.Barker@aev.com>
Sent: Tuesday, December 17, 2013 1:21 PM
To: kmooddy
Subject: RE: Remounting Med Tec Ambulance Body

With the box being on a C4500 chassis, it would have to be mounted back on a Medium Duty chassis. Something like an International, Freightliner or F-650. Then the problem you have is cab to axle length, because on the C4500 the box bolts to the cab and it doesn't on all other Medium Duties. There are a list of other problems that occur when trying to do this as well.

As for AEV this is a project that we would not be interested in doing.

If you have any questions please give me call 1-800-374-9749.
 Sorry I couldn't be more help.

From: kmooddy [<mailto:kmooddy@ci.harrisonville.mo.us>]
Sent: Tuesday, December 17, 2013 12:49 PM
To: Kent Barker
Subject: Remounting Med Tec Ambulance Body

Hi Kent:

Can you tell me if AEV can remount a 168" long Med Tech Type 3 ambulance body on either a of the 2014 ford van or pickup chassis, the body is currently on a 2004 GMC C4500 chassis? AEV has completed work on these units in the past so AEV should be familiar with them. If it is possible can you provide me a budget number to remount a body onto a 2x4 chassis with v-10 gas engine please?

Please give me a call if you need additional information.

Keith Moody
 City Administrator- ICMA-CM
 City of Harrisonville
 300 E. Pearl Street
 Harrisonville, MO 64701
 816 380 8918

Doublecheck identified this as **CLEAN**. Give feedback. This is SPAM. More

Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

kmooddy

From: Larry Francis <lfrancis@ci.harrisonville.mo.us>
Sent: Wednesday, December 18, 2013 10:22 AM
To: kmooddy
Subject: remount 2004 Ambulances

Keith,

I have heard from AEV and Osage Ambulance regarding the remounting of the 2004 MedTec's. Both stated that the Patient Care Modules will not remount to a smaller chassis for the following reasons:

1. Since it is a Medium Duty Chassis, it CAN be remounted to another Medium Duty Chassis such as the International Durastar or the Terastar. In this event it will be very expensive as in over \$60,000 just for the chassis.
2. The reason it CANNOT be remounted to a smaller chassis is due to the "Skirt" length. The PCM would basically drag the ground or there would have to be a spacer added to the frame to accept the box and that would make the ambulance way too top heavy and would be unsafe.
3. AEV stated that an option could be the F-550 or the F650 chassis. The F-550 would also have an issue with frame length and would require a 9" boot between the cab and the PCM. The normal boot size is 3".

I am continuing to look at other vendors as well.

Larry

Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

kmoody

From: Larry Francis <lfrancis@ci.harrisonville.mo.us>
Sent: Friday, December 20, 2013 9:48 AM
To: kmoody
Subject: Remount price

Keith,

I spoke with Blake from American Response Vehicles that sold us the 2009 AEV and he gave a price of \$43,609.00 for just the remount (chassis is not included). This price also does not reflect the cost for any modifications to the Patient Care Module nor does it include the cost for delivery to the factory and from the factory.

Blake also stated that if the box was placed on an International Durastar, the chassis can be ordered with the correct cab to axle length for proper for the PCM. Any other chassis will have a large gap between the chassis cab and the PCM.

I have not heard from Osage Ambulance for a price as of yet. Still working on it.

Larry

+ 70,000 for chassis
Est \$120,000 Tot

Attachment: Emails with Ambulance Information (Ambulance Vehicle Analysis)

Ford E350 Global Medic

**2014****Stock #:** 3001**Sub-category:** Type II**Model:** Ford E350**Builder:** Global Medic**Status:** Available
50 miles

- Full LED package
- Squad Bench Safety Net

Brand New Ambulance for sale at Global Emergency Vehicles.

Vehicle Features

- Gasoline engine 5.4L V8
- Rear Wheel Drive
- Dual Airbags, Front Cab
- Anti-Lock Brakes
- Power Locks
- Power Windows
- Power Brakes

Please call **855-547-9111** for
an inquiry for this vehicle or
[CLICK HERE](#) to send an e-mail
request

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- Power Steering
- Cruise Control
- Air Conditioning
- CD Player

Emergency Features

- Whelen Siren
- Full LED package
- Bumper Mounted Siren Speakers

Patient Compartment Features

- Meets KKK-A-1822 Standards
- Walkthrough Cab Access
- 12V DC / 115V AC outlets
- 20Amp shoreline
- Power Inverter
- Exhaust Fans
- 2 Oxygen Ports
- Squad Bench Safety Net

Vehicle is under the coverage of the factory warranty: 3 year, 36,000 mile bumper to bumper coverage and 5 year, 100,000 mile powertrain warranty. Extended warranties are available.

Call us today if you are interested in purchasing a brand new ambulance!

Pricing Available From \$54,900

Every ambulance, fire apparatus, rescue, or wheelchair vehicle that we sell goes through our detailed 125-point comprehensive vehicle inspection. We spend a lot of time and effort in order to make sure that our emergency vehicles are 100% both mechanically and cosmetically.

Global Emergency Vehicles is a dealer of new and used ambulances and we are always willing to satisfy your needs for emergency vehicles. Our goal is to be certain that every unit that we sell becomes a great ambulance, fire apparatus, rescue vehicle, or mobility vehicle for our customers.

If you don't see the exact ambulance, or other emergency vehicle, that you are looking for in our current inventory, we will be happy to source it for you. Please Inquire!

We can arrange shipping of this vehicle anywhere in the US and to any major port in the world. Please, contact us for a quote.

FOR ANY QUESTIONS, DETAILS OR MORE PICTURES, PLEASE CALL "The 911 Number for Ambulance Companies!" - 215-547-9111

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SPRINTER
 The shape of Things to come

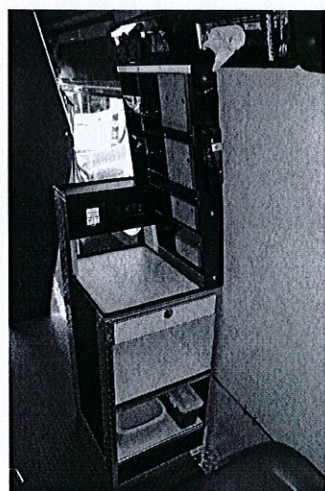
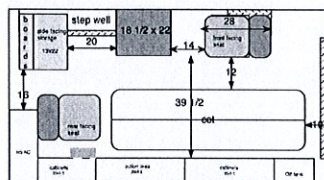
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I couldn't find a used one for sale.

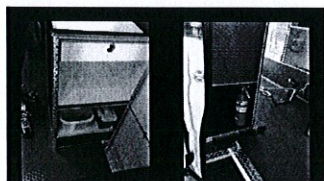


170" Wheelbase

Medic Workstation



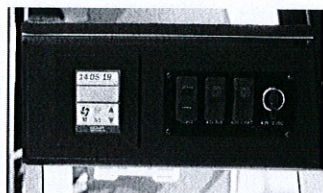
The Medic Workstation is a system design to allow crew members to have access to everything needed for the patient needs and can remain seated in a safe seating position.



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Attachment: Type 2 Ambulances Available (Ambulance Vehicle Analysis)



About Us

Miller Coach Company's main facility in Springfield, MO. specializes in the manufacture of TYPE II Ambulance unit exclusively on the Mercedes Benz Sprinter Chassis. Miller Coach is ready to meet your ambulance needs.

For more information:

info@millercoach.com

Or call:

800-824-9642

Affiliations

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Description

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2013 Ford E350 Wheeled Coach Type II Ambulance - 94959 - SOLD

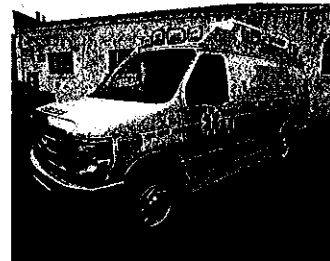
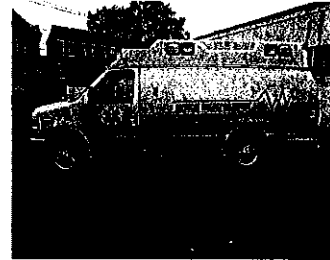
4,113 miles

Inquire about this Ambulance:

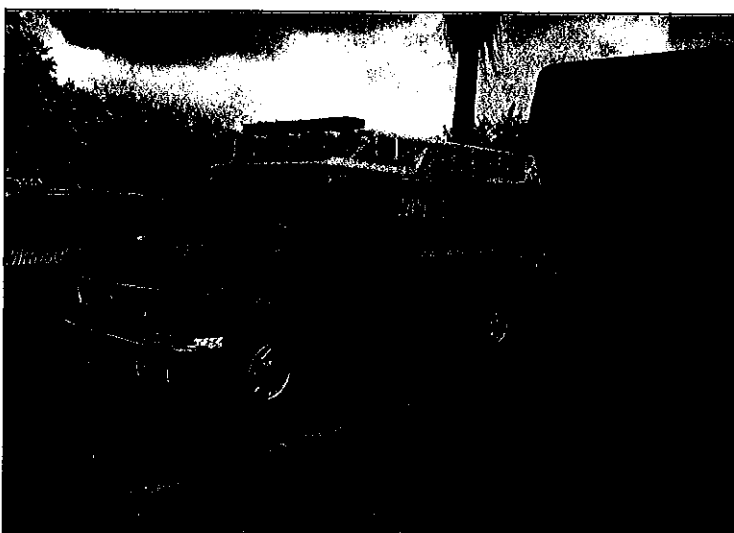
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for:in [All Sections](#) [VIEW ADS:](#) [»Type I](#) [»Type II](#) [»Type III](#) [»Mini Mods](#) [»Medium Duty](#) [Wheelchair](#) [»Parts & Equipment](#)[«BACK](#)**FOR SALE: 2006 Ford E350 AEV Type II Diesel**

Click image to view larger



2006 Ford E350 AEV Type II diesel ambulance for sale. 160,000 miles and everything works good. We are replacing this unit with a new unit. We are selling 3 ambulances, if interested in a package deal please email. \$14,500 obo.

2006 Ford E350 Diesel Type II 167k \$14,000 obo

2004 Ford E350 Diesel Type II 167K \$13,000 obo

*Ad Information***Category:** Type II — \$5001-\$15000**Ad Number:** 3717**Date Posted:** 09/24/2013*Features***Price:** \$14,500**Year:** 2006**Make:** AEV**Model:** Ford E350**VIN:****Miles:** 160,000**Module:** Original same year as Chassis**Engine Type:** Turbo-Diesel**Location:** Texas**Cab Access:** Walk Through**Box Length:****Transmission:** Automatic**Color:** Blue**Drive System:** 2 Wheel Drive*Vehicle Options*

- Power Steering
- Air Bags
- Cruise Control
- Power Locks
- Air Conditioning
- Power Brakes
- Antilock Brakes
- Power Windows
- CPR Side Seat

*Seller Information***Type of Seller:** Private Seller**Company:** Windsor EMS**Name:** Ryan Lynn**Street Address:****City:** Nassau Bay**State/Province:** Texas**Zip/Postal Code:** 77059**Country:** United States**Telephone Number:** 281-333-4252 ext 503**E-Mail Address:** [Reply to Ad](#)

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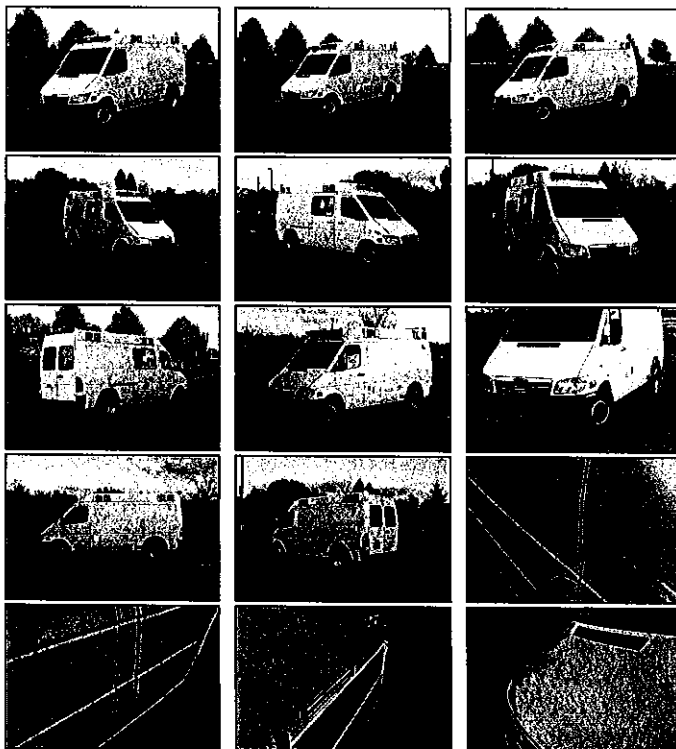
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Attachment: Type 2 Ambulances Available (Ambulance Vehicle Analysis)

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for:in [All Sections](#)[VIEW ADS:](#) »[Type I](#) »[Type II](#) »[Type III](#) »[Mini Mods](#) »[Medium Duty](#) »[Wheelchair](#) »[Parts & Equipment](#)[«BACK](#)**FOR SALE: Freightliner Sprinter 3500**

Click image to view larger

*Ad Information***Category:** Type II — \$5001-\$15000**Ad Number:** 3737**Date Posted:** 10/09/2013*Features***Price:** 14000 OBO**Year:** 2002**Make:** Medix**Model:** Sprinter 3500**VIN:****Miles:** 40k On Engine**Module:** Original same year as Chassis**Engine Type:** Diesel**Location:** Pennsylvania**Cab Access:** Walk Through**Box Length:****Transmission:** Automatic**Color:** White**Drive System:** 2 Wheel Drive*Vehicle Options*

- Power Steering
- Air Bags
- Power Load Manager
- Power Windows
- Air Horns
- Power Brakes
- Antilock Brakes
- Cruise Control
- Power Locks
- Air Conditioning

*Seller Information***Type of Seller:** Private Seller**Company:****Name:** Serge Sivchuk**Street Address:****City:** Harrisburg**State/Province:** Pennsylvania**Zip/Postal Code:** 17111**Country:****Telephone Number:** 215-869-7767**E-Mail Address:** [Reply to Ad](#)

Page Views: 1764

Replies Received: 9

Expires On: 11/08/2013

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Attachment: Type 2 Ambulances Available (Ambulance Vehicle Analysis)

**2002 FREIGHTLINER SPRINTER AMBULANCE TURBO DIESEL**

VIN# WD2YD441425301876

- 171K Miles On Chassis
- Remanufactured Engine Only Has Around 40k
- Very Fuel Efficient, Save Lots Of Money
- Manufactured by American LeFrance
- No Rust!
- Clean and Clear Title In Hand
- No Leaks!
- Clean Not Beat Up
- All Lights work
- Siren Works
- Suspension Fully Sound
- Serviced Every 3000 Miles, Service Records On Hand
- Tires at 80%

This is a American LeFrance 2002 ambulance with 171121 Miles but has a remanufactured engine from a company in Ohio that specializes in rebuilding engines from the ground up which only has around 40k miles. I have documentation stating that it is a reman engine. It has been maintained every 3000 miles by an ASE certified technician. There are NO mechanical issues with the vehicle. The engine runs perfectly and the transmission shifts smoothly. The A/C blows cold and heat blows hot. All power equipment is functioning properly. This vehicle has no known defects. All switchboard lights, module lights, flood lights, light bar, and siren are in perfect working condition. The ambulance is equipped with suction and oxygen hardware systems. The ambulance has normal cosmetic wear based on its age but has been taken care of better then most.

The ambulance is currently fully stocked with supplies and equipment which is not included in the price. If you want any of the supplies and equipment let me know and we can work something out.

Questions? Call (215) 869-7767-Serge

Attachment: Type 2 Ambulances Available (Ambulance Vehicle Analysis)

E350 Super Duty Wheeled Coach Remounted Module



Click to
see
more
pictures

Click to
see
more
pictures

2014

Stock #: 3004

Sub-category: Type III

Model: E350 Super Duty

Builder: Wheeled Coach Remounted Module

Status: Available

- Awesome Value!
- 6.8L Gas V10
- Active Seat Belt Restraint
- LED Dome Lighting

Please call **855-547-9111** for
an inquiry for this vehicle or
[CLICK HERE](#) to send an e-mail
request

This 2014 Ford E350 Remounted Type III Ambulance is for sale at Global Emergency Vehicles. It has a brand new Ford chassis with an interior that's as spotless as an operating room! No detail was left out during the reconditioning and it's in pristine condition. Come look at it today!

Vehicle Features

- 6.8L (415 CID) Gasoline EFI-SOHC 20V engine
- 305 horsepower @ 4,250 rpm
- 420 lb-ft of torque @ 3,250 rpm
- 5.4L V8 Gasoline Engine also Available
- 5 Speed 5R110W Automatic Transmission
- Dual Rear Wheels

Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)

- LT225/75R16 Michelin LTX M/S 2 Tires
- 2nd Generation Dual Front Air bags, front cab
- Active Seat Belt Restraint System
- 1 New Engine Battery
- Air Conditioning
- Anti-Lock Brakes
- Power Brakes
- Power Steering
- Power Windows
- Power Locks
- Power Mirrors
- Side Mirrors are Telescopic and slide in and out
- Diamond Plate Side Steps, front cab
- Cruise Control
- Tilt Steering
- CD Player
- Intermittent Wipers

Emergency Features

- New Whelen LED Light package
- Whelen 4500 Light Bar, front
- New Whelen Siren
- Bumper Siren Speakers

Patient Compartment Features

- Meets KKK-A-1822 Standards
- LED Dome Lighting
- Air Conditioning
- Shoreline Hook Up
- Power Inverter
- 12V DC / 115V AC Outlets
- 11 Interior Cabinets
- 2 Storage Drawers
- 2 Ferno Portable Oxygen Tank Mounts
- Exhaust Fan
- Flip Up Rear Step
- 2 Oxygen Ports
- 2 New Batteries

This remounted Type III ambulance is a great value alternative to purchasing a brand new ambulance.

Pricing Available From \$69,900

Every ambulance, fire apparatus, rescue, or wheelchair vehicle that we sell goes through our detailed 125-point comprehensive vehicle inspection. We spend a lot of time and effort in order to make sure that our emergency vehicles are 100% both mechanically and cosmetically.

Global Emergency Vehicles is a dealer of new and used ambulances and we are always willing to satisfy your needs for emergency vehicles. Our goal is to be certain that every unit that we sell becomes a great ambulance, fire apparatus, rescue vehicle, or mobility vehicle for our customers.

If you don't see the exact ambulance, or other emergency vehicle, that you are looking for in our current inventory, we will be happy to source it for you. Please Inquire!

We can arrange shipping of this vehicle anywhere in the US and to any major port in the world. Please, contact us for a quote.

FOR ANY QUESTIONS, DETAILS OR MORE PICTURES, PLEASE CALL "The 911 Number for Ambulance Companies!" - 215-547-9111

Custom color and striping is also available at a reasonable price. Just ask

Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)

Global Emergency Vehicles

1991 Hartel Ave, Levittown, PA, 19057 and Fontana, CA 92335
Toll free: 855-547-9111; Phone: 215-547-9111; Fax: 215-405-3700





Ambulances Page 1

◆ #2013 CHEVY G4500 TYPE III REMOUNTED AEV MODULE NEW LED LIGHTING INSIDE AND OUT ALL FOR MORE DETAILS. \$89,500.00



Larger View



Larger View



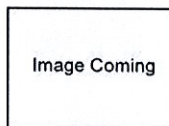
Larger View



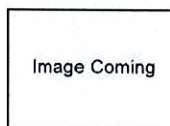
Larger View

◆ #2013 CHEVY G3500 TYPE III 139" WHEELBASE FULLY LOADED UNIT LED LIGHTING INSIDE AND OUT CALL FOR MORE DETAILS. \$85,900.00

Remounted Body



Larger View



Larger View



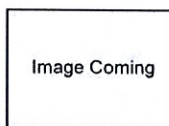
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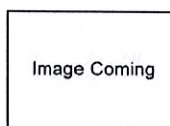
Larger View

◆ #2013 CHEVY G4500 TYPE III 159" WHEELBASE FULLY LOADED HAS MANY OPTIONS COMPLETE LED LIGHTING PACKAGE NEW FLOORING CALL FOR DETAILS \$89,500.00

Remounted Body



Larger View



Larger View



Larger View

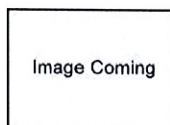


Larger View

◆ #2013 FORD E450 TYPE III 158" WHEELBASE FULLY LOADED COMPLETE LED LIGHTING PACKAGE CALL FOR MORE DETAILS AND SPECS.



Larger View



Larger View



Larger View



Larger View

◆ #12-021 2012 CHEVY G4500 TYPE III AMBULANCE 159" WHEELBASE DIESEL HAS LED LIGHTING PACKAGE GENERATOR NEONATAL SET UP AS WELL FOR TRANSFERS LOT OF OPTIONS FOR THIS UNIT TOO MANY TO LIST. \$78,500.00

Remounted Body

Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)

[Larger View](#)[Larger View](#)[Larger View](#)[Larger View](#)

◆ #13-002 2013 FORD E350 TYPE III AMBULANCE TYPE III 138" WHEELBASE COMPLETE LED LIGHTING PKG NEW FLOORING LOTS MORE CALL FOR SPECS. \$79,900.00

Remounted Body

[Larger View](#)[Larger View](#)[Larger View](#)[Larger View](#)

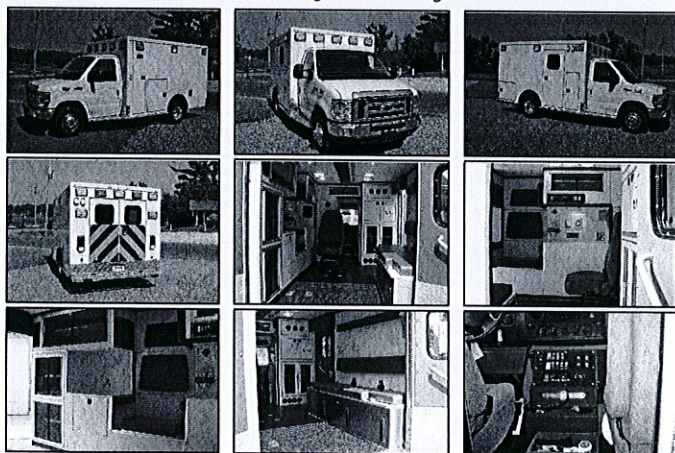
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BUY NEW AND USED AMBULANCES, REMOUNTS, CONVERSION REMOUNTS FROM AMBULANCE DEALERS AND AMBULANCE MANUFACTURERS.
Buy New, Used, Reconditioned Ambulances or emergency response vehicles from the Top Dealer and Ambulance manufacturer

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for: in [All Sections](#) VIEW ADS: [»Type I](#) [»Type II](#) [»Type III](#) [»Mini Mods](#) [»Medium Duty](#) [Wheelchair](#) [»Parts & Equipment](#)[«BACK](#)**FOR SALE: AVAILABLE FOR IMMEDIATE DELIVERY!**

Click image to view larger



- 2012 Ford E350 Remounted Marque Ambulance 6.8L V10 Gas Engine
- NEW Whelen M-Series LED Exterior Lighting
- NEW Module Paint: Diamont by BASF (R-M)
- NEW Intellitec Multiplex Electrical System
- NEW LonSeal LonPlate II Flooring
- NEW Module Undercoating
- NEW Upholstery
- All NEW Aluminum Diamond Plate on Module Exterior and Doors
- NEW Whelen Siren #295LSA1
- NEW Ferno Dual Cot Mount
- NEW CPI Siren Speakers, mounted in the bumper
- NEW Stainless Steel Wheel Simulators with Valve Extensions
- NEW Optronics LED Clearance/Marker Lights
- NEW Kussmaul 20A Auto-eject Shoreline
- NEW Rubber Fenderettes

Ad Information

Category: Type III — \$30000/Up
 Ad Number: 3238
 Date Posted: 10/22/2012

Features

Price: \$75,900.00
 Year: 2012
 Make: Marque
 Model: Ford E350
 VIN: 1FDWE3FS8CDA69923
 Miles: 3750
 Module: Remounted
 Engine Type: Gasoline
 Location: Michigan
 Cab Access: Walk Through
 Box Length: 142
 Transmission: Automatic
 Color: White
 Drive System: 2 Wheel Drive

Vehicle Options

- Power Steering
- Air Bags
- Power Load Manager
- Power Locks
- Battery Charger
- Power Brakes
- Antilock Brakes
- Power Windows
- CPR Side Seat
- Air Conditioning

Seller Information

Type of Seller: Dealer
 Company: Circle K Service
 Name: Jim Johnson
 Street Address:
 City: Midland
 State/Province: Michigan
 Zip/Postal Code: 48642
 Country: USA
 Telephone Number: 989-698-6701
 E-Mail Address: [Reply to Ad](#)

Page Views: 7205
 Replies Received: 3
 Expires On: 11/21/2012
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Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)

- NEW Front Console
- NEW LED Attendant Light
- NEW Driprails, Sill Plates, Fuel Fill Zezel, License Plate Holder
- NEW Voltmeter, Hourmeter, Battery Disconnect, Back-up Alarm
- NEW Swivel Attendant Seat Base
- NEW Grab Bar and Grab Rails on Entry Doors
- NEW Weatherstripping on all Exterior Doors
- Inverter Pre-wire
- Full Ford Warranty, Limited Circle K Warranty, OEM Equipment Warranties
- Financing Available
- Delivery Options Available

CALL JIM @ 989-698-6701

Email: jjohnson@circlekservice.com

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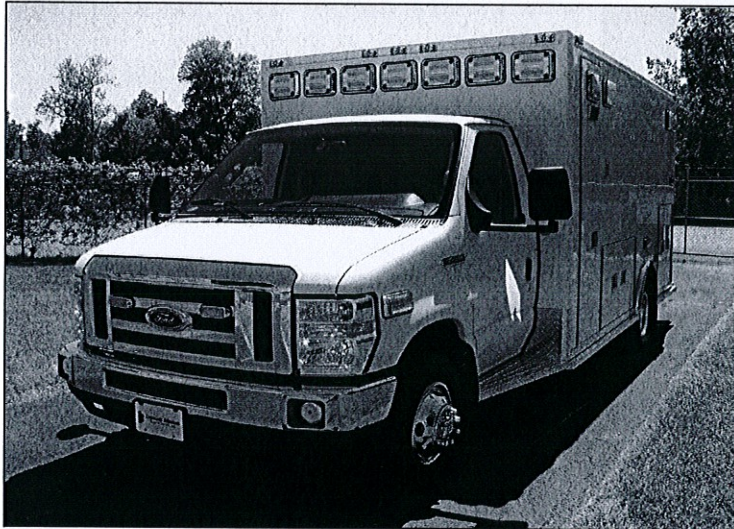
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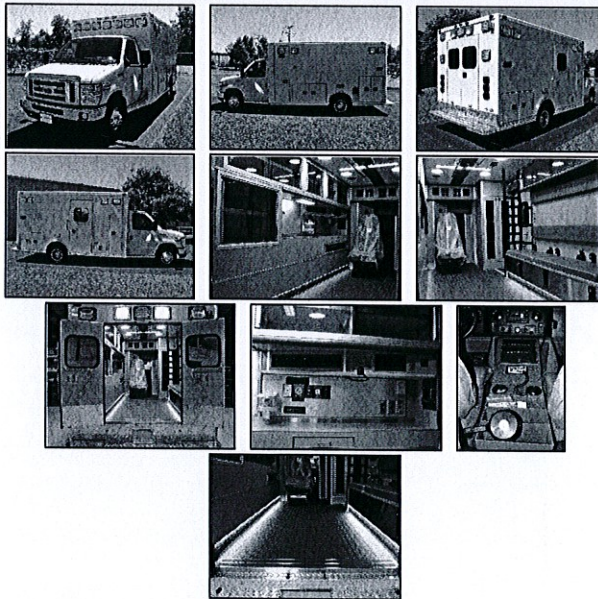
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New 2012 Ford 450 V10 gas with a remounted/refurbished Medtec 166"
 Long x 96" Wide ambulance body. 72" Head Room

- 2012 Ford E450 V10 Gas Ambulance Prep Chassis
- New Phoenix Stainless Steel Wheel Simulators with Rear Wheel Valve Extenders
- New Velvac Mirrors with Remote, Heated and Turn Indicator Lights
- New Heavy Duty Roadmaster Front and Rear Sway Bars

Ad Information

Category: Type III — \$30000/Up
Ad Number: 3440
Date Posted: 03/15/2013

Features

Price: PRICE REDUCED!
\$91,900 OBO
Year: 2012
Make: Medtec
Model: Ford E450
VIN:
Miles: 2,100
Module: Remounted
Engine Type: Gasoline
Location: Indiana
Cab Access: Walk Through
Box Length: 166
Transmission: Automatic
Color: White
Drive System: 2 Wheel Drive

Vehicle Options

- Power Steering
- Air Bags
- Child Restraint Seat
- Cruise Control
- Battery Charger
- Inverter
- Power Brakes
- Antilock Brakes
- Power Load Manager
- Power Windows
- Air Conditioning

Seller Information

Type of Seller: Dealer
Company: Crossroads Ambulance Sales & Svc., LLC
Name: Dean Martin
Street Address:
City: Elkhart
State/Province: Indiana
Zip/Postal Code: 46516
Country: USA
Telephone Number: 574-389-8062
E-Mail Address: [Reply to Ad](#)

Page Views: 14743
 Replies Received: 3
 Expires On: 08/12/2013
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Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)

- New Aluminum Cab Switch Console/Map Box with New Front Switch Panel
- Rear View Mirror with Digital Exterior Temperature and Map Lighting
- New Digital Hour Meter
- New InPower Amp and Voltage Meter
- New ETM Idle Control
- New TST Commander 357 Battery Timer Switch
- New Cast Products SAD/SAP4319 Through the Bumper Siren Speakers
- SVP SA441 Dual Tone Siren
- New PPG paint with high gloss clear coat (Old paint was stripped and module repainted to new standards)
- All new Exterior Aluminum Diamond Plate, including Punched Hole ADP Running Boards
- New Polished Stainless Steel Fenderettes
- New Cast Products License Plates Holder, Rear Door Hold Opens and Fuel Fill Bezel
- New Cab to Module Seal
- New Compartment Doors and Entry Doors Closed Cell Gaskets
- New ACC Climate Control High Output Heating and AC System including all hoses, valves and booster pump
- All new Whelen Super LED Emergency lighting with new chrome flanges
- New LED DOT Lighting
- New TecNiq LED Hi/Low Dome Lights
- Replaced Ceiling Fluorescents with LED Panel Lights
- Added LED Accent Floor Lighting
- New Stainless Steel Squad Bench Scuff Plate
- New Lonseal Ridgeline Floor
- New EVS Attendant Seat with Child Safety
- Replaced all Vinyl including EVS Seat Cushions and Seat Backs
- FleetPower 1,000 Watt Inverter with Remote Indicator Panel
- All systems inspected, tested and certified to meet or exceed KKK standards
- Cleaned and prepped for delivery including full tank of gas.

Like new quality for a fraction of the cost of a comparable new one.

This unit is ready for immediate sale and delivery.

We can quote and supply your painted stripes or graphics needs.

Competitive priced shipping available.

Any questions or for other specific photo request, please contact us at
(574) 389-8062

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Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)



2012 Ford E450 Medtec Type 3 Ambulance

\$94,900

Direct URL to Truck

<http://arrowmfginc.com/listing/truck>

Job Number: 50380

Chassis: 2012 Ford E450

Drivetrain: Gas 4x2 with 0 miles

Body: Medtec Type 3 Ambulance

Body Length: 166 Inches

Interior Height: 72 Inches

Overall Length (OAL): 22' 6

Overall Height (OAH): 104 Inches

What We've Done

Body or Chassis Paint / Custom Graphics

New Electrical System

New Heat/AC System

New Warning Systems

Interior Upgrades

Exterior Upgrades

Chassis Customization

Detailed Truck Specifications

CHASSIS

INTERIOR ELECTRICAL

2012 Ford E450 Chassis
 6.8L V-10 Gas Engine
 Automatic Transmission
 Stainless Steel Wheel Covers
 OEM High Idle System
 Aluminum Diamond Plate Running Boards with
 Punched Holes
 Custom Metal Cab Console with Map Pouch and
 Drink Holders
 Cruise Control
 Power Windows & Power Locks

MODULE

Medtec Modular Body Remounted and
 Reconditioned T3 Walk-through Ambulance
 Extruded Aluminum Compartment Doors
 Seven Exterior Compartments:

L-1 = 18" W x 18" D x 84" H
 L-2 = 51" W x 18" D x 27" H
 L-3 = 35" W x 18" D x 61" H
 R-1 = 23" W x 27" D x 48" H
 R-2 = 21" W x 18" D x 12" H
 R-3 = 60" W x 16" D x 4" H
 R-4 = 20" W x 20" D x 82" H

Modular Length – 166", Modular Width – 96",
 Modular Interior Height – 72"

PAINT & LETTERING

PPG Certified Paint Process of Entire Modular
 Body to match Chassis
 Customer to Install Striping, Lettering, and Decals

EXTERIOR ELECTRICAL

All LED Warning Lights to have Clear Lenses
 (unless specified)
 Whelen Red LINZ6 LED Warning Lights in Front of
 Grille
 Whelen Red LINZ6 LED Intersection Warning
 Lights on Front Fenders
 Whelen 900 Series Super LED Warning Lights (5)
 on Front of Body
 Whelen 900 Series Super LED Warning Lights (2)
 on each side of body
 Whelen 900 Series Super LED Warning Lights on
 Rear of Body (2) Red Upper Corners, (2) Red

Solid State Electrical System with Circuit Breakers,
 Relays, Solenoids, etc.
 Driver's Switch Console with Back Lighting
 Battery On and Module Disconnect Switches in
 Console
 Amp Meter, Voltmeter, Hour Meter & Indicator
 Lights for Door Ajar
 Siren
 Whelen LED Interior Dome Lights
 Check out timer
 Inverter/Charger
 12V Plugs – (1) ALS, (1) Action Area
 115V Receptacles in front and rear action area
 along with ALS cabinet, (1) Squad Bench
 Disposable Suction, Vacuum Pump

HVAC

All-new Heat & A/C units with Automatic Climate
 Control and HVAC switching
 Rear Climate Control – Thermostat Dial
 (Automatic Heat-AC Switching)
 Oxygen Outlets – 1 Action Area, 1 Above Squad
 Bench Area, and 1 on Ceiling
 Rear Climate Control

OUTSIDE FINISH

Aluminum Diamond plate Rock Guards, Rub Rails,
 Etc.
 Stainless Steel Fenderettes
 Cast "Grabber" Door Stays on Rear Door

INTERIOR FINISH

Interior Upholstery – Gray
 Interior Flooring – Gray Gunmetal
 Laminate – White
 Interior Plexiglass Cabinet Doors with Full Length
 Extruded Aluminum Handles
 Electric O2
 Vacuum Suction
 Captains Chair with Swivel Pedestal
 Left Side Attendant Seat
 Rear Action Area Counter Top
 Flip-up Restocking Cabinets
 Locking Drug Drawer
 ALS with Plexiglass Doors and Push Button
 Latches

Window Level (1) Amber Rear Center
Rear Warning Lights to act as brake lights
Whelen 600 Series LED Brake, LED Turn Lump,
and LED Back Up Light Assemblies
LED Marker Lights
Whelen 900 Series Clear Halogen Scene Lights (2)
Each Side Upper Corners (2) Above Rear Doors
Kussmaul Auto Eject

Action Area Pull-out Storage/Writing Drawer
Over Head Grab Handle & Entry Door Grab
Handles
(2) Glove Box Holders Above Side Entry Doors
(2) Glove Box Holders and Clock Above Rear Entry
Doors
(4) IV Hooks on Ceiling

MISCELLANEOUS

100+ Point Performance Test Checklist



800.743.3157
info@arrowmfginc.com
801 South East Street
Rock Rapids, IA 51246

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Description

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2012 Ford E350 Medix Type III Ambulance - RESTRICTED SALE

Demo

Inquire about this Ambulance:

Company name :
Name* :
Email* :
State :
Country :
Telephone* :
Alternate Phone :
Questions/Comments* :

[Pics\[1\]](#) [Pics\[2\]](#) [>>\[next\]](#)



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Global suppliers of quality pre-owned custom fire apparatus and equipment.

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- Ambulances
- Command Vehicles
- Other Vehicles
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- Antique Fire Trucks
- Boats, fire and rescue
- SCBA / Air bottles
- Jaws of Life and reels
- Loose and Misc Equipment
- Roto Ray Warning Lights
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2010 Ford E450/Horton Type III Ambulance (R0956)



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How far are you from this listing? Enter your ZIP code and we'll tell you!

Your ZIP:

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Or click here for more ZIP search options

General Specs

- V10 Gas Engine
- 169" Box
- 72" Interior Headroom
- Stainless Steel Wheel Covers
- Running Boards
- Engine Hour Meter
- AM/FM/CD Player
- Mirrored Stainless Splash Shields
- Diamond Plate Rub Rails
- Avonite Counter Tops
- Ducted Heat AC System
- Multiplexed Electrical System
- EVS Child Safety Seat
- All Super LED KKK Lighting Pkg.
- SS700 Siren
- LED Exterior Compartment Lighting
- Four (4) 900 Series Side Scene Lights (2 per side)
- Two (2) 900 Series Load Lights (rear)
- Inverter Prewire
- Kussmaul 20 amp auto eject
- Seven (7) Interior LED dome lights in patient area

CALL TOLL FREE 1-866-310-2077

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eMail: Sales@FentonFire.com

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Description

2010 Ford E450 Lifeline Type III Ambulance - 16034

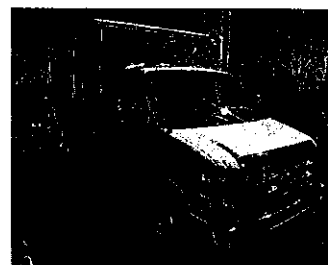
6,284 miles

Inquire about this Ambulance:

Company name :
Name* :
Email* :
State :
Country :
Telephone* :
Alternate Phone :
Questions/Comments* :

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- Ambulances
- Command Vehicles
- Other Vehicles
- Airport Crash Trucks ARFF
- Antique Fire Trucks
- Boats, fire and rescue
- SCBA / Air bottles
- Jaws of Life and reels
- Loose and Misc Equipment
- Roto Ray Warning Lights
- Sold Equipment
- Client Testimonials
- Financing
- Fire Station Financing
- List Your Fire Truck for Free!
- Links

2003 E-450 Ambulance (R1273)



General Specs

- 7.3L Power Stroke Diesel
- Tires: Michelin LT 225/75 R16 Good
- Stainless Steel Wheel Covers
- Heated & Power Mirrors
- Fog Lights
- Signal Electronic Siren
- MX 7000 Light Bar
- Combination Strobes/ Halogen Lighting
- Medtech Body: 8" Head Room
- Body/Paint Condition: Good
- Interior Condition: VERY GOOD

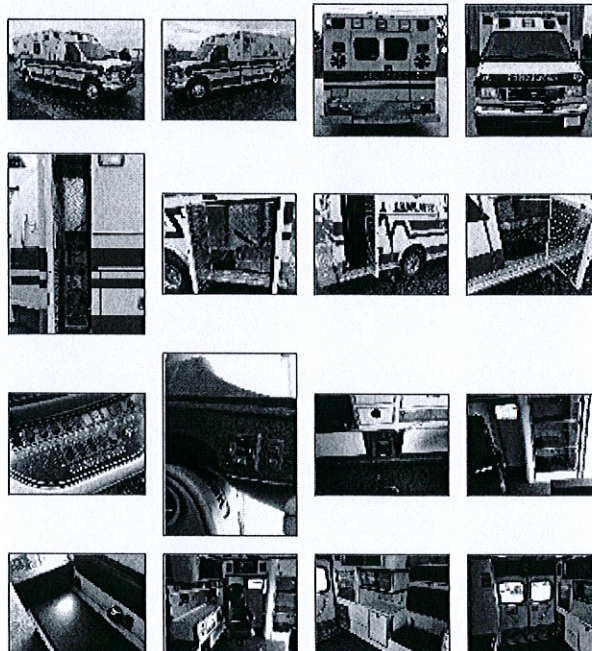
Dimensions

- 67,581 Miles

< Previous

1 of 26

Next >

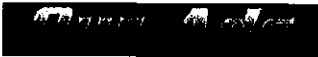


CALL Toll Free:
1-866-FIRETRUCKS
OR
1-866-310-2077

eMail: Sales@FentonFire.com

OR use our contact form

Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)



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 Roto Ray Warning lights are the most effective warning lights on the market. Being placed on either the trucks front grill or bumper, the Roto Ray Warning lights directly warns the drivers ahead of you at rear window level. Roto Rays Warning Lights have been around for over 65 years and are still the most recommended warning lights out on the market.



Asking \$20,000 *(Reduced Price)*
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Attachment: Type 3 Ambulances Available (Ambulance Vehicle Analysis)



TO: Public Safety Committee
FROM: Larry Francis, Director
DATE: January 14, 2014
SUBJECT: Firefighting Turnout Gear

Type of Item: *Presentation*

In the 2013 Budget process the Board of Aldermen approved a 3 year replacement plan for the firefighting turnout gear for the firefighters. 12 sets of gear have been purchased and are in service. This will be the second year for the replacement. Another 12 sets of turnout gear are planned for this year upon approval. Turnout gear should be replaced after 10 years of service. The protective materials in the turnout gear breakdown over the years and from the daily wear and tear.

The turnout gear specifications have remained the same from the previous year. This will maintain consistency in the equipment.

Two quotes were received regarding the turnout gear and they are as follows:

- | | |
|----------------|-------------|
| 1. Feld Fire | \$17,532.00 |
| 2. Conrad Fire | \$19,618.00 |

The recommendation is for the purchase of the turnout gear from Feld Fire for \$17,532.00.

B. Action Item (ID # 1287)

Firefighting Turnout Gear

Attachments:

Conrad Quote - 2014 Bunker Gear (PDF)

Quaker Bunker Gear - Feld Fire - 2014 (XLS)

3.B.a

CUSTOMER NO.
1292

RETURNED GOODS WILL NOT BE ACCEPTED WITHOUT PRIOR RETURN AUTHORIZATION NUMBER FROM CONRAD FIRE EQUIPMENT. ALL RETURNS ARE SUBJECT TO A RESTOCKING FEE.



Honeywell First Responder Products

Ranger Clothing Specification
2013 Pricing

DRAFT

First Responder Products

SpecID: 6677

Page 1 of 2

Date: 1/8/2014 **Distributor:** (CONRAD) Conrad Fire Equipment, Inc.
Model No: RNG44B3TA **Fire Dept:** Harrisonville Fire Dept, MO

To assure you receive this special pricing, the above quote number must appear on all orders referenced to same. Any additions or deviations from original quote must be on order and are subject to additional cost.

Item	Description	Placement
RNGTOS44A	Ranger Tail Outer Shell -7 osy Fusion - Brass	
RNGTTLB	Ranger Tail Thermal Liner -7.4 osy Glide Gold 2 Layer	
RNGTMB3	Ranger Tail Moisture Barrier -4.7 osy Type 2F Crosstech Black	
CCSTDR-44A	Std-Ranger Chinstrap	
CLNSBZVS-R-44A	Std-Narrow Shield/Neoprene Path Facings Zipper/Velcro	
LNDCR	Std-Liner Detachable - Ranger	
LNSETTE	Std - SET Thermal Enhancement	
PKTLSTD	Std-Liner Label Pocket	
RS-RRSAC	Std-Articulating Rapid Rescue Strap in new coat	
TRC304M-TL	Trim -(4) NEW YORK w/ SET -3" Lime 2-Tone Scotchlite	
LNIPLCR	Inspection Port Liner	
CFCCR-LR	Coat Cuffs -Leather Gray (Ranger)	
PKRD-44A	Radio Pocket -7oz Kevlar/Nomex EWR -Brass	left chest
	9 x 3.5 x 2	
PKRD-FNL	Notch Flap -Left	left chest
PKRD-FNL	Notch Flap -Left	left chest
PKRD-FNR	Notch Flap -Right	left chest
PKRD-44A	Radio Pocket -7oz Kevlar/Nomex EWR -Brass	right chest
	9 x 3.5 x 2	
PKHBLN-44A	Half Hi Bellows Pockets -7oz Kevlar/Nomex EWR -Brass	
	6 x 9 x 1.5	
PKBLC-SEMI	Semi Bellows	
PKMT-44A	Mic Tab -7oz Kevlar/Nomex EWR -Brass	left chest
	above radio pocket	
	1 x 3	
PKMT-44A	Mic Tab -7oz Kevlar/Nomex EWR -Brass	right chest
	above radio pocket	
	1 x 3	

Attachment: Conrad Quote - 2014 Bunker Gear (Firefighting Turnout Gear)


Honeywell First Responder Products

 Ranger Clothing Specification
 2013 Pricing

DRAFT

First Responder Products

SpecID: 6677

Page 2 of 2

Date: 1/8/2014 **Distributor:** (CONRAD) Conrad Fire Equipment, Inc.
Model No: RNG44B3TA **Fire Dept:** Harrisonville Fire Dept, MO

To assure you receive this special pricing, the above quote number must appear on all orders referenced to same. Any additions or deviations from original quote must be on order and are subject to additional cost.

Item	Description	Placement
WWTHKR	Wristlets- Long with turned thumbhole -Kevlar -Ranger	

This quote, which received special pricing in consideration for services you as a dealer provide, cannot be used to offer pricing to any Federal Agency US Military Branch, the National Guard or the Coast Guard. If you receive inquiries from such agencies, please contact your inside customer service representative. Additionally, these prices cannot be used to bid on specs developed by other dealers. Finally, since this special pricing was developed in response to services provided by you for your direct customer, it cannot be used to provide prices to other companies whose purpose would be to re-sell the products

Attachment: Conrad Quote - 2014 Bunker Gear (Firefighting Turnout Gear)



Honeywell First Responder Products

Ranger Clothing Specification
2013 Pricing

DRAFT

First Responder Products

SpecID: 6721

Page 1 of 1

Date: 1/8/2014 **Distributor:** (CONRAD) Conrad Fire Equipment, Inc.
Model No: RNG44B3PA **Fire Dept:** Harrisonville Fire Dept, MO

To assure you receive this special pricing, the above quote number must appear on all orders referenced to same. Any additions or deviations from original quote must be on order and are subject to additional cost.

Item	Description	Placement
RNGPOS44A	Ranger Pant Outer Shell -7 osy Fusion - Brass	
RNGPTLB	Ranger Pant Thermal Liner -7.4 osy Glide Gold 2 Layer	
RNGPMB3	Ranger Pant Moisture Barrier -4.7 osy Type 2F Crosstech Blac	
LNDP	Std-Liner Detachable	
SATUP2SR-44A	Std -Take Up Straps 2 Postman -7oz Kevlar/Nomex EWR -Bra	
TRP307M-TL	Trim- 3" Cuff -Lime 2-Tone Scotchlite	
CLNFV1RHP	Narrow 1" Velcro/Zipper Fly No Hook - Full Access Opening	
KNRNC-LR	Knees Cushioned -Leather Gray	
CFPC-44A	Pants Cuffs -7oz Kevlar/Nomex EWR - Brass	
PKBLP-44A	Bellows Pockets -Pants -7oz Kevlar/Nomex EWR -Brass	
	9 x 9 x 2	
PKRPF-KV	Lined with Kevlar	
SPHBBQI	Basic H-Back Suspenders with Quick Adjust Installed	

This quote, which received special pricing in consideration for services you as a dealer provide, cannot be used to offer pricing to any Federal Agency US Military Branch, the National Guard or the Coast Guard. If you receive inquiries from such agencies, please contact your inside customer service representative. Additionally, these prices cannot be used to bid on specs developed by other dealers. Finally, since this special pricing was developed in response to services provided by you for your direct customer, it cannot be used to provide prices to other companies whose purpose would be to re-sell the products

Attachment: Conrad Quote - 2014 Bunker Gear (Firefighting Turnout Gear)



Quote

Date: January 16, 2014

Quote #: Duane Gerke

Customer ID: 1190700

To: Capt. Duane Gerke
Harrisonville Fire Department
903 S. Commercial St.
Harrisonville, MO 64701
816-380-8952

Ship to: SAME

Salesperson	Job	Shipping Method	Shipping Terms	Delivery Date	Payment Term Due Date
G. Pottberg		Best Way	Carroll, IA		Net 30 Days

[illegible]

Subtotal	\$	17,532.00
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Sales Tax	
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Total	\$	17,532.00
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Make all checks payable to Ed M. Feld Equipment Co., Inc.

Thank you for your business!

113 N. Griffith Rd., Carroll, IA 51401 800.568.2403 712.792.6658 sales@feldfire.com

Attachment: Quaker Bunker Gear - Feld Fire - 2014 (Firefighting Turnout Gear)



STAFF REPORT

TO: Public Safety Committee
FROM: John Hofer, Director
DATE: January 16, 2014
SUBJECT: 2013 Public Safety Services Budget Objective (D3) Update

Type of Item: Report

Issue: The 2013 City of Harrisonville budget included money to establish a more aggressive drug/alcohol/tobacco compliance program within the City of Harrisonville. The budget objective included implementing a text a tip program, conducting undercover drug buys, and establishing an alcohol and tobacco compliance check program. Below is a briefing on each category.

Text a Tip- after researching several different supplier options we determined that Tips 411 company out of St. Paul, MN was the best fit for our needs and an agreement was signed for an annual fee of \$1700.00. This program was not utilized as well as I had hoped but we are continuing our education and marketing of this program in 2014. However, recently this program has increased in usage as tips are coming in a little more frequently.

Compliance Checks-we were able to complete three of our four scheduled compliance checks in 2013. The fourth was cancelled due to conflicts with testifying in court on two of our larger cases for the year. The 2013 alcohol and tobacco compliance check failure ratio is 16.67%. This means that only 16% of the time the clerk sold alcohol or tobacco to our underage buyer. That same ratio in 2011 was 50% and 80% in 2012. Both of those years reflect a smaller pool as only one check was done annually back then. This year all of our alcohol and/or tobacco vendors were checked at least once while many were checked twice. Following each check the merchant later received a letter with outcome of their compliance check.

As promised, we completed the year with an opportunity for free training for all these merchants on how to properly check state issued identification cards (ids). Also shared during this seminar was information on how to identify counterfeit bills. Recognizing a recent increase in this area we thought that this would be valuable information to share with this group.

Do to time constraints and the holiday season this training was held January 6th, 2014 at the community center. I was very pleased as 36 individuals from several

different businesses took advantage of the training. The information seemed to be well received and we were asked to provide similar additional seminars in the future.

This objective was completed under budget only using 54.46% of its allocated funds.

Drug Unit- this is part of the 2014 budget but I thought this would be a good opportunity to bring you up to date with this objective. The majority of the equipment that was needed to get the team started was purchased within the 2013 budget as discussed. The participants for the team have been selected and have their introductory meeting scheduled. After this meeting to discuss expectations, policy and procedures I anticipate the team to hit the ground running. I have noticed in anticipation of the team getting started several officers have increased their enforcement efforts to deal with our current drug problems. As of today's date we have had six drug related arrests this year. Three for marijuana and three for the possession of a controlled substance to include one probably being charged with distribution.

Recommendation: All of the aforementioned budget objective programs have been funded in the 2014 City of Harrisonville budget. In an effort to continue to decrease our crime index I would strongly encourage funding these programs beyond 2014.

C. Discussion Item (ID # 1300)

2013 Public Safety Services Budget Objective (D3) Update

City of
Harrisonville
est. 1836
STAFF REPORT

TO: Public Safety Committee
FROM: Larry Francis, Director
DATE: January 13, 2014
SUBJECT: Annual review

Type of Item: *Report*

The following information provides data on the calls and activities of Harrisonville Emergency Services. We have seen an increase in number of calls for service. The information has been separated to give a detailed account of the activities as well as indicating the change from 2012.

As you will note there has been a significant increase in the number of calls for 2013. There are no predictable causes for the increase. There was also a reduction in the number of Mutual Aid Given calls. Some of the possible causes for this would include the other departments have increased staffing. Pleasant Hill and Central Cass have increased staffing during peak times of the day. Another possible cause is the inability to provide the mutual aid due to our call load as well. There were a few requests that were made but unable to respond due to being on multiple calls ourselves.

The following information is a summary of the responses and activities of the department:

Total Calls for Service:	3377	Increase from 2012 - 225
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Calls for service:

7 am to 7 pm	2021	Increase from 2012 - 53
7 pm to 7 am	1356	Increase from 2012 - 172

Ambulance Calls:	3014	Increase from 2012 - 203
------------------	------	--------------------------

Patients Transported	2365	Increase from 2012 - 76
Non-transports	649	Increase from 2012 - 126

Transfers from CRMC	933	Increase from 2012 - 39
Percentage of total transports	39%	

Fire Calls:	360	Increase from 2012 - 14
Mutual Aid Given	136	Reduction from 2012 - 79
Mutual Aid Received	95	Increase from 2012 - 1

Back to Back Calls	1151	Increase from 2012 - 35
Average Response Time	4.29 Minutes	National Average is 5 minutes
Turnout Time - Tone to Door	Per shift	National Average 2 minutes
A - Shift	1.33 minutes	Below National Average
B - Shift	1.25 minutes	Below National Average
C - Shift	1.34 minutes	Below National Average

Calls Per Shift:

A - Shift	1151	Increase from 2012 - 66
B - Shift	1104	Increase from 2012 - 119
C - Shift	1121	Increase from 2012 - 39

Transport Destinations:

Cass Regional Medical Center	-	-	-	-	-	968
Belton Regional Medical Center	-	-	-	-	-	93
Lee's Summit Medical Center	-	-	-	-	-	63
Research Medical Center - Kansas City	-	-	-	-	-	367
St. Luke's - Plaza -	-	-	-	-	-	73
St. Luke's - East - Lee's Summit	-	-	-	-	-	107
St. Joseph Medical Center - Kansas City	-	-	-	-	-	139
Overland Park Regional Medical Center - OP KS	-	-	-	-	-	10
KU Medical Center	-	-	-	-	-	59
Menorah Medical Center	-	-	-	-	-	23
St. Mary's - Blue Springs	-	-	-	-	-	2
Centerpoint Medical Center - Independence	-	-	-	-	-	17
Nevada City Hospital	-	-	-	-	-	7
Research Psychiatric Center	-	-	-	-	-	90
Childrens Mercy Hospital	-	-	-	-	-	66
Golden Valley Hospital	-	-	-	-	-	6
Liberty Hospital	-	-	-	-	-	1
North Kansas City Hospital	-	-	-	-	-	3
Olathe Medical Center	-	-	-	-	-	3

Shawnee Mission Medical Center	-	-	-	-	-	-	4
St. Luke's North	-	-	-	-	-	-	2
St. Luke's South	-	-	-	-	-	-	13
St. Luke's Smithville	-	-	-	-	-	-	5

D. Action Item (ID # 1286)

Annual review

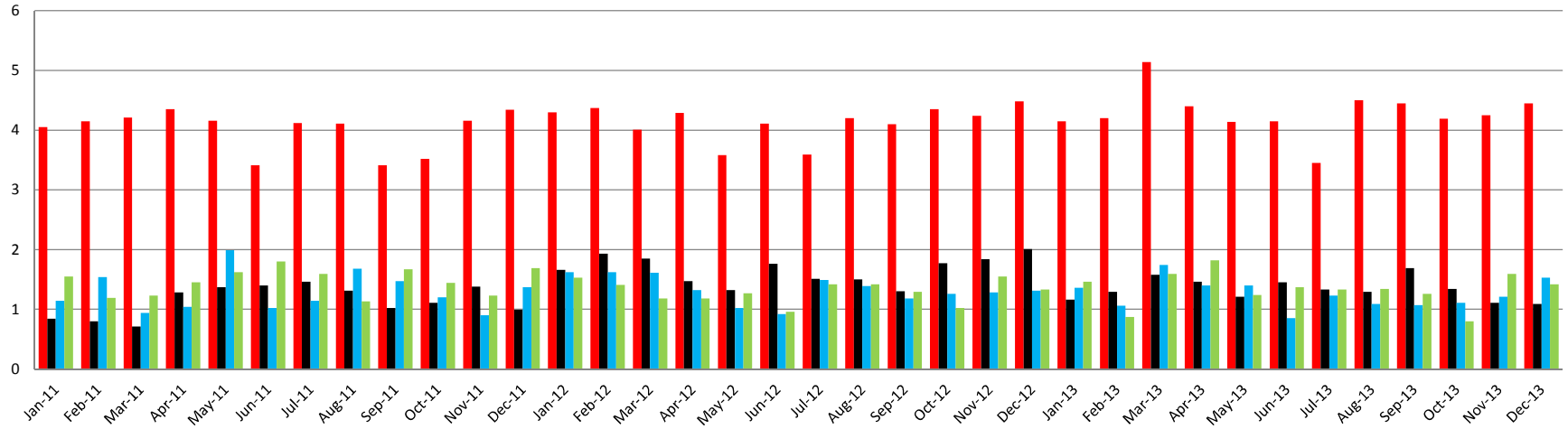
Attachments:

EMS Monthly Performance Data 2013 (PDF)

EMS Annual Performance Data 2013(PDF)

Response Times and Turn Out Times Per Shift

Minutes



	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13
■ Average Response Time	4.05	4.15	4.21	4.35	4.16	3.41	4.12	4.11	3.41	3.52	4.16	4.34	4.3	4.37	4.01	4.29	3.58	4.11	3.59	4.2	4.1	4.35	4.24	4.48	4.15	4.2	5.14	4.4	4.14	4.15	3.45	4.5	4.45	4.19	4.25	4.45
■ A - Shift- Turn Out Time	0.84	0.8	0.71	1.28	1.37	1.4	1.46	1.31	1.02	1.11	1.38	0.99	1.66	1.93	1.85	1.47	1.32	1.76	1.51	1.5	1.3	1.77	1.84	2.01	1.16	1.29	1.58	1.46	1.21	1.45	1.33	1.29	1.69	1.34	1.11	1.09
■ B - Shift- Turn Out Time	1.14	1.54	0.94	1.04	1.99	1.02	1.14	1.68	1.47	1.2	0.9	1.37	1.62	1.62	1.61	1.32	1.02	0.92	1.49	1.39	1.18	1.26	1.28	1.31	1.36	1.06	1.74	1.4	1.4	0.85	1.23	1.09	1.07	1.11	1.21	1.53
■ C - Shift- Turn Out Time	1.55	1.19	1.23	1.45	1.62	1.8	1.59	1.13	1.67	1.44	1.23	1.69	1.53	1.41	1.18	1.18	1.27	0.96	1.42	1.42	1.29	1.02	1.55	1.33	1.46	0.87	1.59	1.82	1.24	1.37	1.33	1.34	1.26	0.8	1.59	1.42

Calls Per Shift

Call Numbers

