



Faribault Fire Department Hot Spots

Welcome to Hot Spots, the Faribault Fire Department newsletter. Hot Spots features information about the Fire Department's operations, training, response, safety tips, emergency management, and other points of interest.

ADMINISTRATION

Dustin Dienst, Fire Chief
Beth LaCanne, Ad Asst.

SUPPRESSION

Captains

Matt DeGroot
Joel Hansen
John Milewski

Firefighters

Chris Bauer
Jason Bauer
Josh Bauer
Alex Bolster
Alex Hanson
Rick Martinez

Brandon Ableman

Ryan Angelow
Jonah Bauer
Ryan Bauer
Andy Boevers
Jon Bolster
Brian Brazil
Marc Chmelik
Patrick DeGroot
Nick Donahue
Luke Donkers
Dan Ferguson
Zach Greeney
Daniel Gruber
Benjamin Jirik
Chad Kreager
Alec LaCanne
Jeff LaCanne
Richard Momberg
Richard Rein
Matthew Shuda
Jon Vargo
Clayton Voegele
James Wunderlich
John Wunderlich

A NOTE FROM THE CHIEF

Can you believe it's the Holiday Season already. This time of the year gets very hectic with holiday gatherings, shopping and other end of the year events. Please slow down and enjoy the time spent with family and friends. Try not to let the hustle and bustle create undo stress in your life and, as always, stay safe.

FLEET FACTS: PUMP TESTING

Each year, 4 of our 8 trucks have their water pump systems inspected and tested by a certified third party. This is required per NFPA 1911 (Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus) and something we welcome having done. The testing ensures any repairs done are correct and that our pump systems are performing to their rated capacities. Testing helps verify that the following systems function properly:

- Cab gauge readings match pump panel
- Pump engagement mechanism, indicator lights
- Engine control interlock
- Pump priming system
- Intake relief system
- Water pressure gauges
- Flowmeters
- Governor or pressure relief valve
- Pump drivetrain
- Discharge valves (22 among the 4 trucks)
- Intake valves (11 among the 4 trucks)

Before any water is flowed there is a vacuum test performed on the pump system. The priming system is used to create a vacuum

inside the pump. Any leaking valves or seals will cause the vacuum to be lost too quickly and thus fail the test. Once the test is passed, the flow portion of the test is performed.

The third party we use brings a pump testing trailer that recirculates the discharge water to be used again as intake water to avoid wasting thousands of gallons of water. This system allows us to keep our trucks at the station and easily available for an emergency.

During the water flow portion of the test each pump needs to accomplish the following:

- At least 20 minutes of pumping at 100 percent of rated capacity at 150 psi net pump pressure
- At least 10 minutes of pumping 70 percent of rated capacity at 200 psi net pump pressure
- At least 10 minutes of pumping 50 percent of rated capacity at 250 psi net pump pressure

The cooling system is monitored at this time to ensure the truck is not overheating, and we always schedule our tests during the warmest part of the summer for this reason.

Our pump systems are one of the most important tools at our disposal for keeping ourselves and the public safe. The fleet we have is well maintained and well tested to ensure that it can be relied upon when needed. Feel free to contact me if you have any questions regarding our maintenance, repair and testing programs at the Fire Department.—Matt DeGroot

TRAINING INSIGHT

The Faribault Fire Department doesn't only fight fires. One of the additional duties of full time firefighters for the City of Faribault is the execution of technical rescues. We train and practice for many different kinds of rescue, including rope, confined space, and trench rescues.

Recently, three of our full time firefighters attended a rope rescue training, which was hosted by the Red Wing Fire Department and CMC Rescue. This was an intensive 40-hour course that covered high-angle rescue techniques used by fire departments, mountain, and industrial rescue teams.

Participants were taught how to properly select, inspect and maintain the equipment needed for a rescue. Some of the techniques taught included tying various knots, rappelling, patient packaging, and mechanical advantage

systems for raising and lowering. After a day of classroom instructions, the participants spent the next four days learning the basic techniques and then performed them in practical applications using scenarios based on actual rescue experiences.

At the completion of the course firefighters Chris Bauer, Alex Bolster, and Jason Bauer became certified rope rescue technicians.



WEATHER ALERT

An infographic titled "Winter Travel Road Trip Safety Tips" featuring a blue SUV parked in a snowy forest. The background is a blue-tinted image of a snowy forest with falling snow. The infographic includes several callout boxes with safety tips: "SHARE YOUR TRAVEL PLANS WITH FRIENDS OR FAMILY", "WINTERIZE YOUR VEHICLE", "PACK AN EMERGENCY SUPPLY KIT", "CHECK ROAD CONDITIONS", and "GET THE WEATHER FORECAST". A NOAA logo is in the bottom left corner. The title "Winter Travel" is in large white font, with "Road Trip Safety Tips" below it. A red location pin icon is on the left and a red car icon is on the right of the title.



Winter Travel



Road Trip Safety Tips

SHARE YOUR TRAVEL PLANS WITH FRIENDS OR FAMILY

PACK AN EMERGENCY SUPPLY KIT

WINTERIZE YOUR VEHICLE

CHECK ROAD CONDITIONS

GET THE WEATHER FORECAST



SMOKE ALARMS



SMOKE ALARM BATTERY INFO

Smoke alarms and smoke detectors are devices that detect the presence of smoke in the air of your home or business, triggering the assumption of fire. Smoke alarm requirements in Minnesota are that there be smoke alarms in every single and multi-family dwelling, motel, rental unit, dorm, etc. Newly built or renovated homes must have smoke alarms that are hardwired with a battery backup, interconnected and UL-listed. Household smoke alarms can be stand alone battery-powered or a network of hardwired devices with battery backup. To maintain your smoke alarms:


- ⇒ If you have a smoke alarm that is battery powered, it likely uses a 9-Volt battery. The device itself should last between 7-10 years, however, the battery will not last nearly that long. It is strongly recommended that you change the battery at a minimum of once a year, but even better is changing the battery twice a year when you change your clocks for Daylight Savings.
- ⇒ If you have a smoke alarm that includes a non-replaceable battery, they are designed to remain effective for up to 10 years. Once the smoke alarm begins chirping, that is a signal that you must replace the entire device.
- ⇒ Interlinked smoke alarms send a signal to other interlinking alarms so that when one sounds, they all sound. If one of the alarms begins chirping, replace the battery. Even if one interlinking device is not working, the others should continue to function as normal.

SMOKE ALARMS AND CARBON MONOXIDE ALARMS

Most business and homes have smoke alarms and carbon monoxide alarms installed. The average lifespan of a smoke alarm is 7-10 years, at which time it should be discarded and replaced with a new device.

All smoke and carbon monoxide alarms contain circuit boards that are often manufactured with toxic heavy metals, including lead, cadmium, and silver. Products containing circuit boards are considered *regulated hazardous electronic wastes*, or E-wastes, when discarded.

Smoke alarms come in three types:

1. Photoelectric alarm- uses a beam of light to look for visible smoke. This type tends to detect slow smoldering fires faster. This type is more common in homes because it is the least expensive.
2. Ionization alarm- uses charged particles to identify smoke molecules. This type tends to detect open-flame fires faster. In addition to a circuit board, ionization detectors contain radioactive source material, usually americium. Ionization detectors may be identified by the words "ionization or "radioactive material" or the radioactivity symbol: .
3. Combination alarm- features both ionization and photoelectric technologies for best overall protection.

The radioactive source inside ionization smoke alarms is sealed and does not present a health or safety risk during normal use. For your safety, do not attempt to remove the sealed source when you discard an ionization smoke detector.

HOW TO DISPOSE OF SMOKE / CO ALARMS

According to the Rice County Solid Waste Facility/Landfill, there is no curbside collection for smoke or carbon monoxide alarms.

Do not put smoke or CO alarms in your household garbage!

You must bring discarded smoke and CO monoxide alarms to the Rice County Landfill in Dundas and staff will direct you to the Hazardous Waste building.

Disposal is free of charge!

RICE COUNTY LANDFILL
3800 145TH STREET E.
DUNDAS, MN 55019
507-332-6833

Put a **FREEZE** on Winter Holiday Fires

It's fun to decorate for the winter holidays, but holiday decorations can increase your risk for a home fire. As you deck the halls this season, be fire smart.



Half of the home decoration fires in December are started by candles.



More than 1/3 of home decoration fires are started by candles.



Christmas is the peak day for candle fires.



Keep candles at least **12 inches** away from anything that burns.



A dry Christmas tree can burn very hot and very fast.



More than 1 in every 5 Christmas tree fires were caused by a heat source too close to the tree.



Read manufacturer's instructions for the number of light strands to connect.



Make sure your tree is **at least 3 feet away** from heat sources like fireplaces, radiators, space heaters, candles or heat vents. Also, make sure your tree does not block exits.



Get rid of your tree after Christmas or when it is dry.



For more information on how to prevent winter fires, visit usfa.fema.gov/prevention/outreach/holiday.html and nfpa.org/winter.