

**FAMA
Chassis Technical Committee
Minutes
2006 FDIC - Indianapolis
04-29-06**

Engine OEM Meetings

The group agreed that no round of Engine meetings would be appropriate at this time.

Engine Classification

The group agreed that engine horsepower is no longer a definitive method of reporting. The committee will recommend that we begin reporting by engine size (10 liters and larger, and less than 10 liters). The group collecting statistics reported that not every manufacturer was willing to provide data in this manner. After further discussion, it was determined that this may be just a training issue, that the people providing the data may not have the new method of reporting available. ACTION: follow up with the individual at your company to ensure that they have access to apparatus sales figures by engine displacement rather than HP rating.

NFPA 1901 Significant Initiatives

Cab Integrity

All cabs will need to meet the SAE or the ECE cab strength requirements. This will have the greatest effect on commercial chassis which may not have been tested. The commercial chassis manufacturers in attendance felt that their cabs are already tested to SAE standards and would comply. Need to be sure that NFPA is worded to include both the appropriate COE and conventional cab SAE standards. All present felt that SAE was a more appropriate standard than ECE.

Tanker Stability

Trucks with tanks greater than 1250 gallons will need to meet stability criteria, either calculated CG height, tilt table testing, or dynamic circle testing.

Black Box

On-board Event Data Recorder required on every apparatus. This will be used for accident reconstruction. The committee hopes it will influence drivers to modify their habits knowing that their activity is being recorded.

Seat Belt Warning

Mandate a seat belt warning device that indicates each seating position and who is and is not belted.

Trailer Chapter

Neil Bjornstad and Roger Lackore worked with interested parties in suggesting we develop specifications for trailers. We are building them today, and there are many manufacturers who build smaller trailers. With no specifications in NFPA, Will work as a sub committee and meet at FRI to develop a draft..

DPF Control

DDC says they will require a manual regeneration switch. This is counter to the proposed NFPA wording. ACTION: DDC will review their strategy and present a compelling argument for why they will require this switch.