

**BERENDT, DANIEL**

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**From:** JONES, MICHAEL [MLJONES@milwaukee.gov]  
**Sent:** Thursday, October 23, 2008 5:22 PM  
**To:** ENGINE 18; Washington-Jones, Marjorie; BIT Staff  
**Cc:** BAT2,  
**Subject:** \*\*\*\*SPAM(5.4)\*\*\*\* RE: Radio problems

*Thanks Captain Heller I appreciate you taking the time and effort to response to some of the concerns of the P7100 radios. Let me address the concerns one by one.*

- 1. The Macom P7100 radio is not as loud as some of the radios that we have had in the pass. These radios are comprised of more electronics which account for their size and the speakers are not as big. We provided the cases to allow the users to carry the radios closer than their coat pocket. The microphones when added back to the radio will aid this concern. We recognize the concern and are working to have the microphone addressed with Macom. I feel this is being addressed, but the microphones will not be returned to service until the testing is complete.*
- 2. Reception has been a concern with new and old radios. TSS informs me that they receive the same concerns from the older radios as well. I don't offer this as an end answer, but I want you to understand the concerns with the VHF system. The thought is when we receive the new radios we will have the V-Tac repeaters installed in all engines. The repeaters will improve reception by 40db. The P7100's are only loaners and we are not allowed to modify or change these radios.*
- 3. The buttons on the radios are simply a design of the equipment. Perhaps with time you will become more comfortably with the design. I recognize there's a change in the way you do business and we're trying to address you needs. Our primarily focus is insure that the 125 P7100's that we received function until we receive the new radios.*

*Finally, whenever there's a major change in the way we do business there may be some growing experiences. We've made some major changes to the radios systems (design and programming) that have not hit the street yet. As we move forward it will require patients and involvement from members such as you to improve the system. We value your input and continue to work with Macom and members of the field to develop and improve the performance. I hope I've addressed your present concerns, please continue to keep me apprised.*

*Respectfully,*

10/24/2008

*Michael L. Jones  
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-----Original Message-----

From: ENGINE 18 [mailto:eng18@milfire.com]  
Sent: Thursday, October 23, 2008 4:37 PM  
To: Washington-Jones, Marjorie; BIT Staff  
Subject: Radio problems

Chief, I spoke with Chief Randy Zingler yesterday. He informed me that you mentioned during a chief's meeting that haven't received many e-mails regarding radio problems. I want to make sure that you realize many problems still exist. However, all of the officers I spoke with about the radio difficulties (myself included) were under the impression that these problems are well known and documented by your office. I say this because we had an in-service at the BIT that addressed problems with the radios. Further, when the BIT staff came out to remove the microphones, they told us that the BIT understands all of the problems that still exist even without the microphones on and is working toward solutions. This is probably why you're not getting swamped with complaints. Therefore I wish to make you aware of some ongoing problems that are occurring at Engine 18:

1. Speaker on unit not loud enough to hear radio in pocket of turnout coat.
2. Speaker on unit not loud enough to hear sometimes when in case with strap.
3. Reception very spotty. Often reception is non existent when in the same building.
4. Frequently, one radio will pick up transmission and another one won't
5. Transmit button on side of unit VERY difficult to feel with gloves on. Too flush with rest of unit.
6. Buttons on front are easily depressed when leaning against body causing radio to constantly keep beeping.

Please be aware that BC Holton is aware of this e-mail. Thank you for your attention to these matters. Please feel free to contact me anytime.

Respectfully,

10/24/2008

Captain James Heller: Engine 18 Blue