



Project Update No 3

Karrinyup Rotary Club Kimberley Ear Bus

Date - 14 September 2014

The Truck!

On Friday 12th September Ian McDonagh and Peter Durrant met with Bob Pearce the Managing Director of Major Motors to discuss 'The Truck' - an Isuzu NPS300 4x4 single cab diesel GVM 6,500kg (GVM standing for Gross Vehicle Mass)

WEIGHTS (kg)							
Models	Ratings*		Loading Limit* (at ground)		Cab Chassis Mass #		
	GVM	GCM	Front	Rear	Front	Rear	Total
NPS 300 4x4 Crew	6,500	10,000	2,800	5,600	2,040	1,030	3,070

The GVM is the maximum weight that a truck can carry including its own weight. This is the maximum weight of a loaded rigid vehicle (including body, payload, fuel and driver). It is a figure set by the manufacturer and is lodged with registration authorities.

What does this mean for our Project?

On the back of this chassis is the unit we are designing - it is an accommodation module mounted on the prime mover complete with work station and operator living facilities for clinical hearing testing of patients at remote sites. We must keep the weight of this unit under 3,000kg or three metric tons.



Figure 1 - a version of the vehicle set up as a service truck showing size and the height off the ground.

One of the reasons for selecting this chassis is that Isuzu is the best-selling truck in Australia - and WA's Major Motors is one of the country's biggest dealers. Get with the strength so they say.

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We also met Frank Johnston the Sales Manager. Frank was an enthusiastic host and he has already contacted Isuzu and achieved support in providing a truck at Government rates - the lowest price.

From Major Motor's website:

"Major Motors is an institution in the states' motor vehicle industry with a lineage that can be traced back to 1934. It was then that Mr Young bought Attwood Motors in Stirling Street, Perth and started selling Chevrolet and Bedford trucks. Over the next half a century thousands of Bedfords and then Holden light commercials were sold as the company evolved into Major Motors in 1971. It secured the Isuzu-General Motors franchise in 1972 and has focused solely on the Isuzu range since the early 1980's.

Proudly a West Australian owned family business, Mr. Young's two sons are still involved in the business along with their partner and Managing Director Bob Pearce who has been with Major Motors since 1971. In fact several of Major Motors staff have also been with the company in excess of 25 years. You can rest easy knowing who ever you talk to at Major Motors will give you reliable advice".

Frank Johnston the Sales Manager is one of those 25 year veterans.

The Audio Clinic Module (AVM)

As mentioned above on the back of the truck is an accommodation module mounted on the prime mover complete with work station and operator living facilities for clinical hearing testing of patients at remote sites - it has the volume like the photo below this is the AVM:



Figure 2 - the volumetric area with which we will work to create the pod on the back.

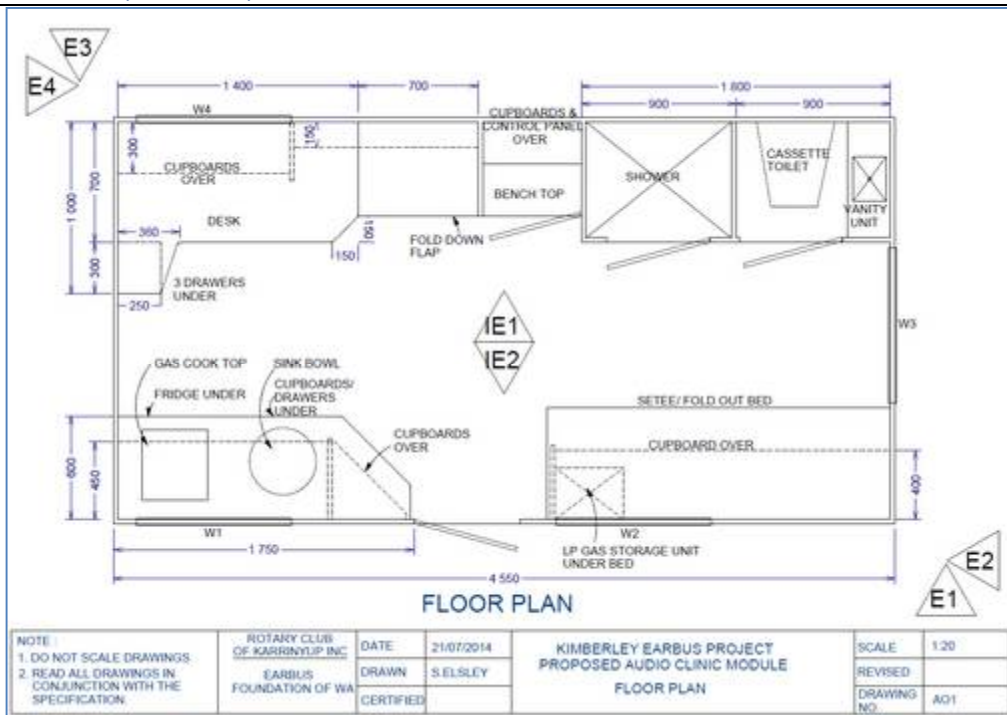


Figure 3 - the plan view showing the layout - this is currently with the Ear Bus Foundation for review. It is the culmination of careful consultation by the team.

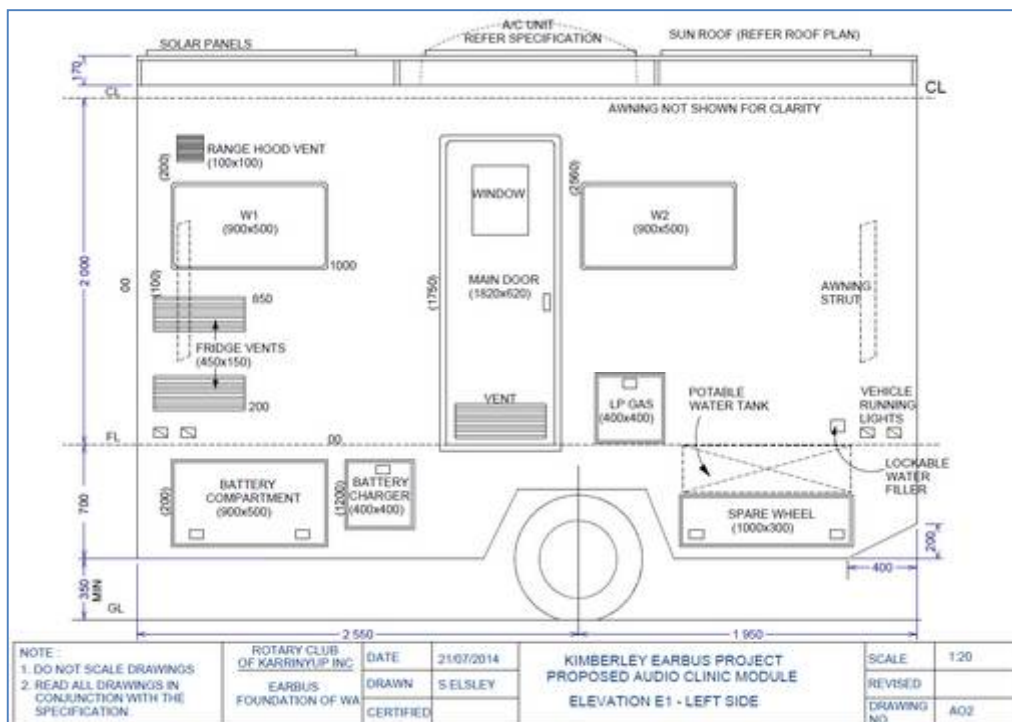


Figure 4 - looking at the left hand side - note the significant height to the door. The design of the steps is a critical issue.

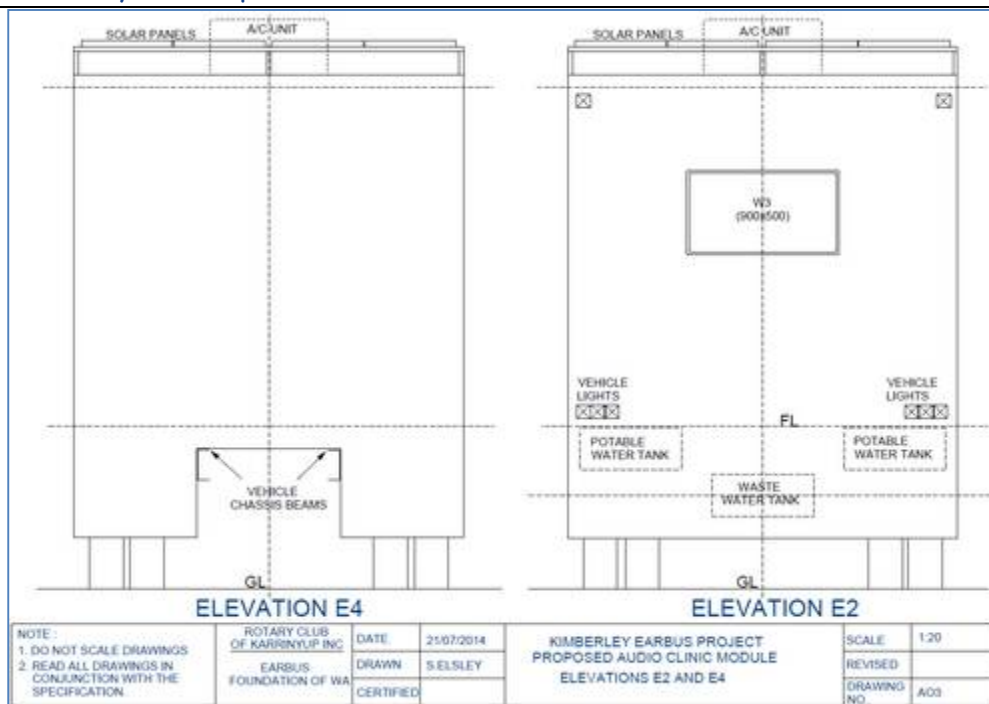


Figure 5 - the front and rear views.

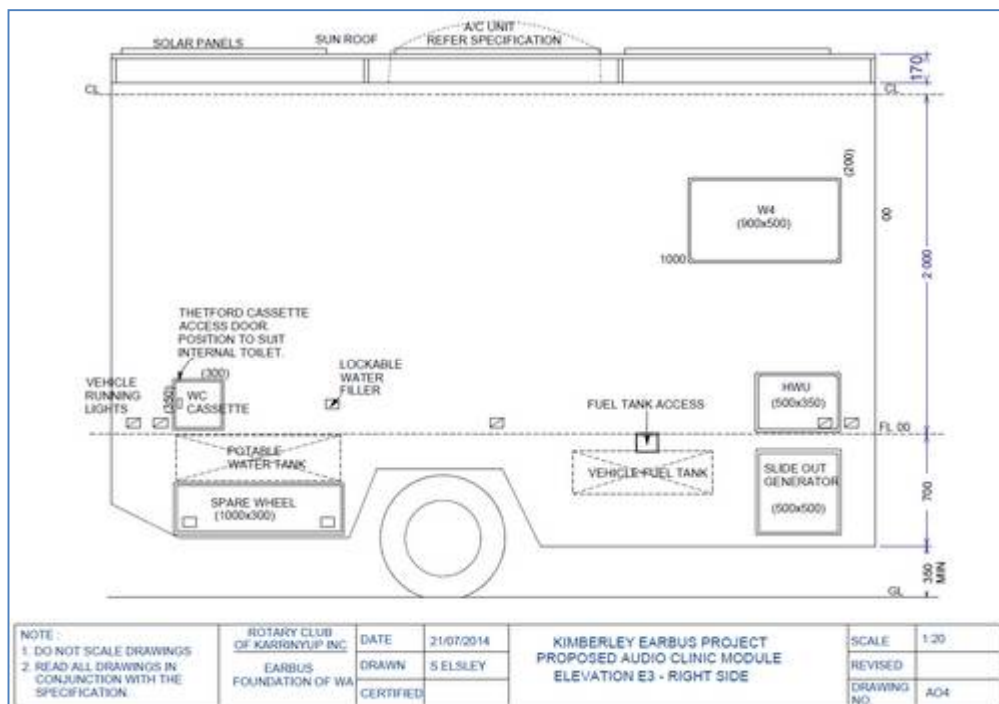


Figure 6 - the right hand side or the outboard side..

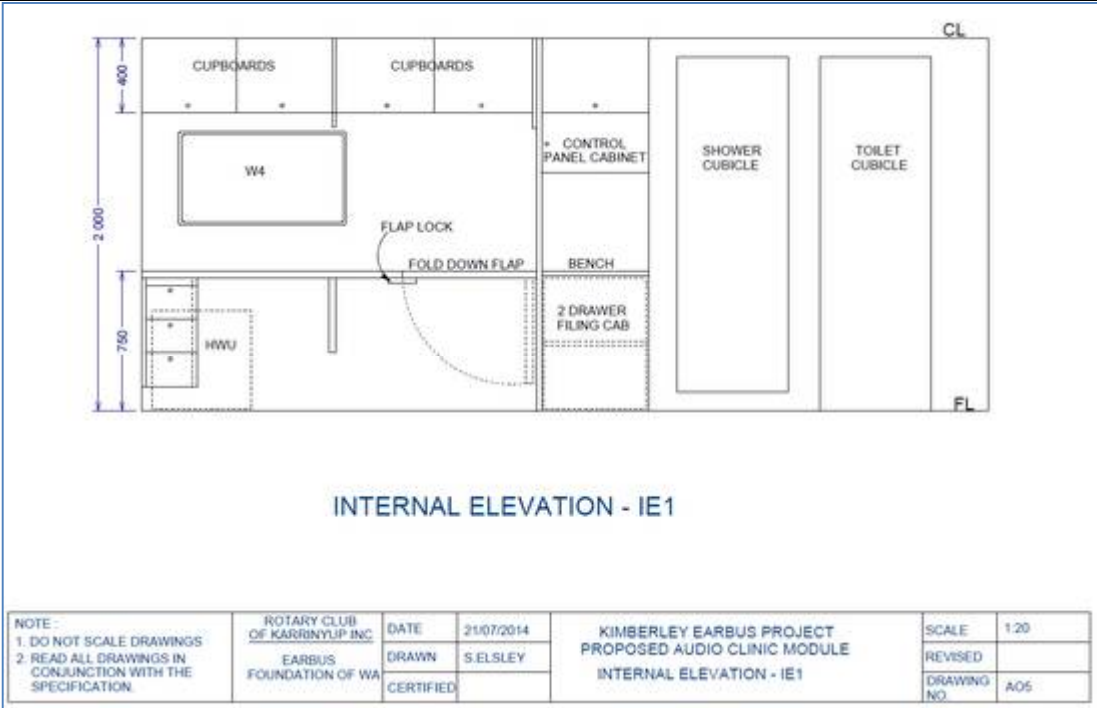


Figure 7 - the internals looking at what you would see as if you walked in the door.

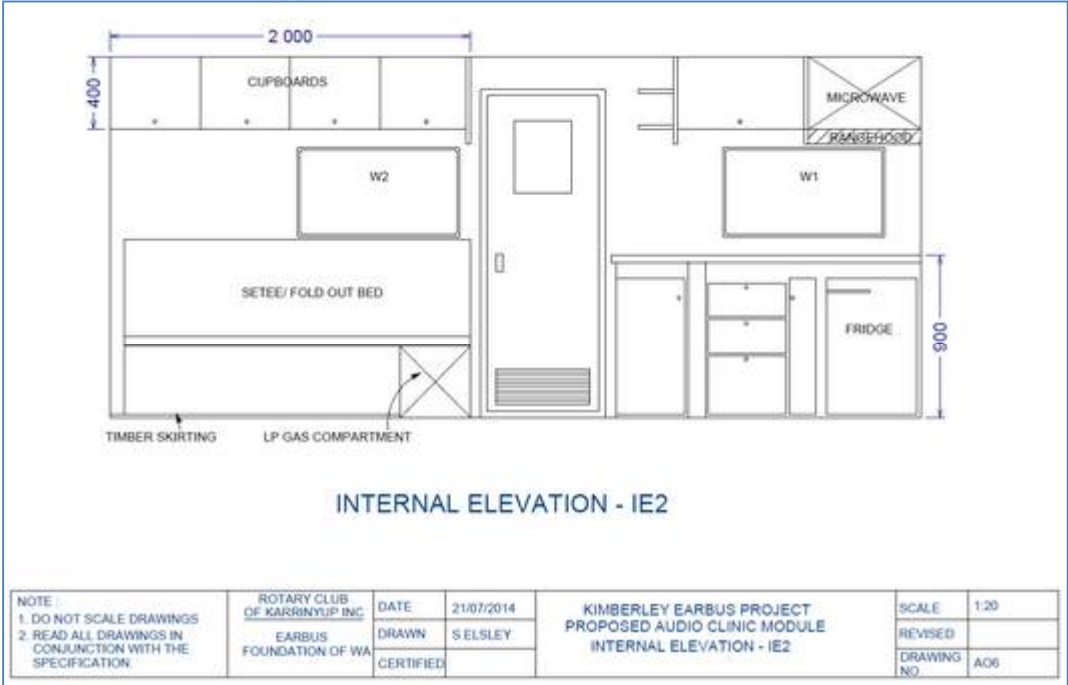


Figure 7 - the internals looking back at the door. The seat will fold into two single bunks.

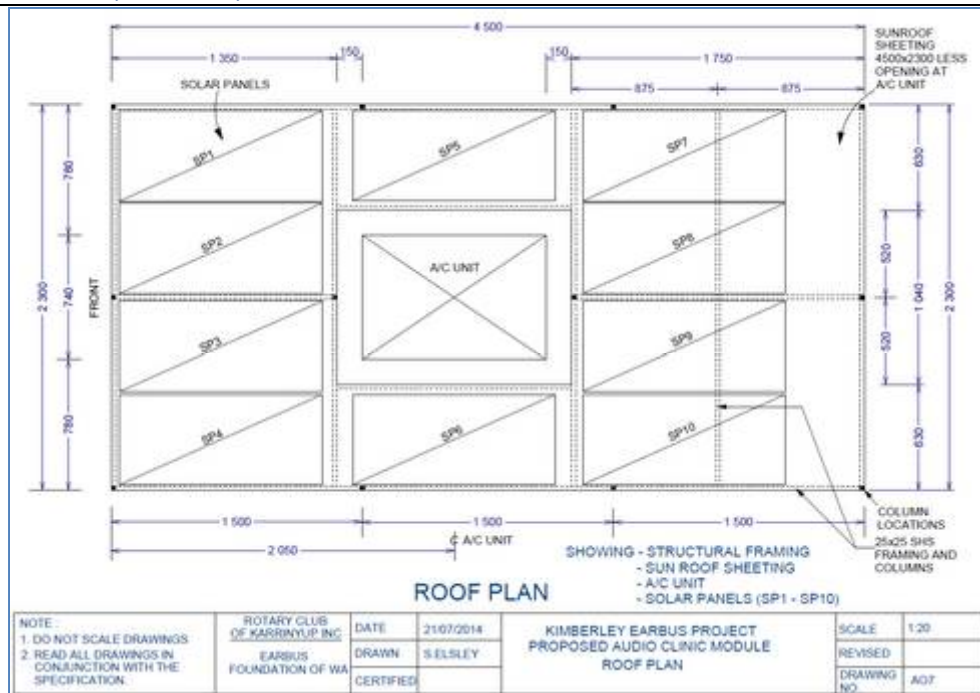


Figure 8 - the top or the roof showing solar panels and the air-conditioning unit.



Figure 9 - the road clearance comparison.

In this photo you can see the 4x4 version of the truck on the left and on the right, where Frank Johnston is closing the back of a delivery van version, the differences in height above the road for clearance in rough tracks this unit have to transverse.

Macca and Peter did get a bit carried away on their visit viewing the FSS 550 and the FTS 800 - the boys thought they would soon be considering a fleet of big trucks!



Tony Bayliss and Nick Nedkoff have worked solidly for some months to produce a very professional specification for this project. From this specification and the conceptual drawings the vision for what this will be is coming to life.



Next Steps

With all the great work completed thus far our next step is to cost the project. We will be engaging with a Quantity Surveyor - this role is someone who calculates the amount of materials needed for building work, and how much they will cost.

From that we will know exactly what the project is all about and we will then bring the plan to the Club and the Board for endorsement and approval.

Original Contract Milestone List - Update

- 1 Discuss & liaise with the Earbus Foundation as to the need and form of Earbus. Its establishment and ongoing operation. Enter into Memorandum of Understanding. **(Complete)**
- 2 View the Earbus in operation in other remote areas. **(Complete by Earbus Foundation and us in Perth)**
- 3 Establish firm specifications for the bus. Use experience of the professional staff using the existing Earbus to ensure the bus will meet their needs and take into account lessons learnt from experience. **(Complete)**
- 4 Establish basis for construction and determine a shortlist of providers **(Well advanced focused now on the costing)**
- 5 Commence fundraising to an estimated cost **(Well advanced)**
- 6 Liaise with proposed patient groups in Kimberley area to introduce the project and give them a sense of joint "ownership" in the projects service/benefits. **(Well advanced by the Earbus Foundation)**
- 7 Contact Rotary clubs Internationally and in the Kimberley area to seek their involvement as on-site observers and/ or as financial participants. **(Well advanced with a number of local Clubs expressing interest - yet to get the International piece moving)**
- 8 Obtain quotes to supply/ build. **(Modified to use quantity surveying not quotes)**
- 9 Finalise fundraising to amount of contract price. **(Once costs defined this will be a major focus)**
- 10 Let contract to build **(TBA)**
- 11 Continue fundraising for ongoing operating & maintenance costs **(No longer in the project we will supply not operate and/ or maintain; however we will provide a detailed through life asset management plan)**