

**LEWISTON-AUBURN TRANSIT
COMMITTEE**

Comprehensive Asset Management Plan

FLEET MAINTENANCE PLAN

Approved
July 25, 2013

Lewiston-Auburn Transit Committee

FLEET MAINTENANCE PLAN

Contents

	Page
1. Statement of Purpose	3
2. Vehicle Inventory	4
3. Vehicle Replacement Schedule	5
4. Vehicle Breakdown Policy	6
5. Preventive Maintenance Program	7
6. Clean Vehicle Policy	8
7. Vehicle Maintenance Management	8
8. Vehicle Maintenance Identification, Tracking and Reporting	9
9. Quality Assurance	9
10. Warranty Recovery Process	10
11. Appendices	10

FLEET MAINTENANCE PLAN

The Lewiston-Auburn Transit Committee (LATC), owners of Lewiston-Auburn's fixed route bus system, contracts for all components of operations and maintenance of its service and fleet. Though LATC does not perform the maintenance on its fleet, it does have expectations that the fleet is being maintained in the safest, cleanest and most efficient working conditions at all times.

LATC Maintenance Goal

LATC's Maintenance Policy is predicated on the following objectives:

1. To guarantee the operational safety of all vehicles and equipment.
2. To provide a comfortable environment for passengers and drivers.
3. To provide minor and major inspections based on elapsed mileage and/or manufacturer's specifications.
4. To provide maintenance in a cost effective and efficient manner while maintaining concern for safety.
5. To lessen the number of road calls and major breakdown incidents.

The maintenance program developed in this plan is derived from those objectives and reinforces the overall goals of the LATC Maintenance Policy, which is: **To continuously improve the performance and ensure the operational life for all LATC owned and/or operated vehicles.**

Statement of Purpose

The key operating goals of the Lewiston-Auburn Transit Committee's (LATC) asset management plan are to provide a guide for safe, reliable, and high quality service to our customers while maximizing the use of our existing resources. As a product of those goals, LATC recognizes the importance of fully and consistently maintaining all vehicles in its fleet and will meet or exceed vehicle manufacturer's recommendations to ensure safety, efficiency and longevity of vehicles.

The Fleet Maintenance Plan is based on lowest life cycle cost (LLCC) methodologies, defined as, "Lowest life cycle cost methodology is demonstrated by a cost model that reflects policies and standards in a planned preventive maintenance program resulting in the lowest maintenance costs over the life of an asset."

LATC requires the Contractor to conduct incremental preventative maintenance activities to ensure safe operation of the vehicle, and to preserve and extend its life. In addition to preserving and extending the lifespan, this approach results in lower maintenance costs over the life of the vehicle.

Using the LLCC method, LATC and the Contractor assesses the cost of an asset over its projected useful life and is committed to taking the preventative maintenance measures needed to avoid more costly repairs, and extend the life of the asset.

LATC's overall approach to vehicle maintenance is based on five (5) core focus areas:

- A strong focus on maintenance increases safety
- Preventive maintenance reduces operating expenses and maximizes resources
- Preventive maintenance enhances the organization's image and efficiency
- Preventive maintenance ensures compliance with federal and state regulations and current mandates
- Compliance with FTA/MaineDOT Grant Management Guidelines, Maine Commercial Vehicle Safety Inspections, FMCSA/FMCSR and ADA requirements

Maintaining the fleet is the responsibility LATC and its Contractor. The success of the maintenance program depends on teamwork and following through on guidelines and activities outlined in this Fleet Maintenance Plan. Vehicle breakdowns are costly in many ways and stress the overall budget. Complying with basic preventative maintenance strategies can make the difference in LATC's ability to thrive and serve the public safely and efficiently.

Vehicle Inventory

The vehicle inventory for each passenger service vehicle owned by LATC will include the following information:

• Year/Make/Model

- The year the vehicle was manufactured
- Make – The name of the manufacturer
- Model – The model name or number assigned by the manufacturer
- Body manufacturer
- Any ADA equipment

• **Vehicle Identification Number (VIN)** – The serial number assigned by the manufacturer

• **Agency Vehicle Number** – The number assigned to the vehicle by the transit agency

• **Condition** – Vehicles will be assessed at the end of each fiscal year (September 30) to determine the condition of the vehicle. A rating that best describes the condition of the vehicle asset will be assigned to driveline, interior of the vehicle and exterior of the vehicle. The rating will be as follows:

- Very Good (100)** – Only routine preventative maintenance needed, interior of the vehicle clean, free of damage and/or graffiti, exterior of the vehicle is free of corrosion and/or damage.

- Good (80-90) – Good working order, requiring only minimal minor repairs, minimal wear/damage to interior, exterior is beginning to show signs of wear and/or deterioration.
- Fair (50-70) – Requires frequent repairs, wear, damage and/or failure of interior equipment or surfaces. Damage and/or need for body work apparent on exterior surfaces, passenger amenity systems showing signs of wear and/or consistent failure.
- Poor (20-40) – Requires frequent major repairs, extensive degradation of interior and/or exterior of vehicle, use of vehicle is not recommended on a regular basis.
- Liability (10) – Continued use presents excessive repair costs and potential service interruption.

• **Seating Capacity and Configuration** – The number of seats available to the public, including the number of ambulatory positions and wheelchair tie-down positions.

• **Fuel Type** - The letter abbreviation of the type of fuel used by the vehicle.

• **Title Holder**

The Contractor shall maintain two (2) files for each vehicle. A *Vehicle Accounting File* will contain copies of title, original warranty information, original paperwork that came with the vehicle, and will include a vehicle detail sheet with all the above information. In addition, a *Vehicle Review* form will be updated annually, at the time of inspection with the MaineDOT Certified Vehicle Maintenance Inspector, and added to the file. (Appendix F: MaineDOT Annual Review Checklist)

A *Vehicle Maintenance File* will contain copies of any information that came with the vehicle (scheduled maintenance guides and warranties), repair and maintenance invoices, PM inspection forms and pre/post trip inspection forms to be rotated out to long-term filing annually and will be maintained in accordance with LATC, MaineDOT/BTSP and FMCSR record retention policy.

The Contractor is responsible for creating, maintaining, and proper filing of all LATC vehicle inventory documentation. Updated vehicle inventory documentation will be maintained in the office of LATC and the Contractor. Any changes in or issues with the keeping of Vehicle Inventory records will be mutually reported to LATC and/or the Contractor when necessary. (Appendix A: Vehicle Inventory Form)

Vehicle Replacement Schedule

All transit vehicles are assigned an expected useful life dependent on vehicle design and durability. The following schedule is based on Federal Transit Administration recommendations. It is important to factor the amount of time to receive replacement vehicles when planning the replacement schedule. The time to acquire new vehicles is estimated at eighteen months from the request for a new vehicle(s) to delivery of the vehicle(s).

- 12 year bus – 500,000 miles (35+ ft; HDB)
- 10 year bus – 350,000 miles (30-34 ft; MHDB)
- 7 year bus – 200,000 miles (MDB, ie: E-450)
- 5 year bus – 150,000 miles (LDB, ie: E-350)

- Remaining Useful Life – The estimated number of years the vehicle will be able to carry out its intended purpose before being replaced. FTA establishes the minimum useful life of buses and minibuses.
- Replacement Cost – The current year estimated purchase price for a new vehicle of this type

LATC will consider operational costs of vehicles in making recommendations for replacement of vehicles.

Vehicle Replacement Schedule:

	2014	2015	2016	2017	2018	2019	2020	2021	2022
FTA - Useful Life:									
2002 (12 year bus) 0201	2014								
2002 (12 year bus) 0202	2014								
2006 (12 year bus)					2018				
2006 (12 year bus)					2018				
2006 (12 year bus)					2018				
2006 (12 year bus)					2018				
2008 (7 year bus)	2014								
2011 (12 year bus)									2022
2011 (12 year bus)									2022
2011 (12 year bus)									2022

The replacement dates above are based on the expected useful life of a vehicle as recommended by FTA.

Vehicle Breakdown Policy

It is the responsibility LATC’s Contractor to handle vehicle breakdowns. LATC will require the Contractor to submit a Vehicle Breakdown Policy for approval. The Contractor’s Vehicle Breakdown Policy must address the safety and quality of service for passengers if the vehicle breaks down while in-service. The Contractor shall document all road calls and submit monthly reports to LATC.

Preventative Maintenance Program

Preventive maintenance is a critical component of LATC's operational safety, reliability, and quality of service and is one of the most important functions of vehicle maintenance.

The key goals of preventative maintenance that LATC requires of its Contractor are to:

- Maintain the safety of LATC vehicles
- Maximize vehicle performance cost-effectively
- Maximize vehicle lifespan

LATC emphasizes having a vehicle maintenance program that is preventive rather than reactive maintenance. A strong preventive maintenance program effectively reduces overall maintenance costs by decreasing the number of road calls and the high cost of unpredictable repairs caused by reactive maintenance. LATC's Contractor is to maintain its vehicles using a graduated preventative maintenance program (PM) that is based on the manufacturer's recommendations. Solid PM practices maximize useful life, are cost efficient over the life of the vehicle, and ensure that vehicles remain in safe operating condition.

LATC requires an aggressive preventive maintenance program that schedules vehicle inspections based on a variety of categories. The PM schedule is based upon usage and vehicle type and manufacturers recommendations. The schedule is required to be progressive. Each successive PM is to include a higher level of maintenance inspection activity. Vehicles are to be inspected based on mileage and time, and in addition, each vehicle is to receive an annual comprehensive inspection.

LATC require its Contractor to continually review the maintenance practices to identify potential improvements to the program. This assures optimum benefits from the scheduled inspections. Engine oil analysis is to be considered as part of the inspection program. Oil analysis is based on mileage operated. The purpose is for early identification of unusual engine wear thereby acting to prevent catastrophic engine failures.

On-time inspection variance

The allowable variance with all preventive maintenance inspections is a plus or minus 10%. Any inspection completed within this parameter is considered on time. Each vehicle type has its own specific PM schedule based on, but not limited to, manufacturer's recommendations. FTA requires 80% on-time compliance.

Local Conditions

Local road conditions and four-season weather in Maine has a direct impact on the level of PM needed in this state. Many duty cycles and routes include dirt roads, hilly terrain, and stop-and-go conditions on a daily basis that require a higher level of PM than other parts of the country. In addition, weather plays a role in the need for increased PM. Sand, salt and other anti-icing agents are known to cause premature wear and corrosion on certain parts of vehicles. LATC requires that the Contractor inspect parts of the vehicles

that are most vulnerable to weather-induced wear and tear beyond the recommendations of the vehicle manufacturer.

Clean Vehicle Policy

Clean vehicles are important to the overall image of LATC's citylink system and our commitment to quality customer service. Regular cleaning of LATC vehicles increase the life span of the vehicles, provide a higher quality work environment for drivers, a better experience for riders, and a demonstrated pride in transportation services.

LATC requires the Contractor to wash and clean the vehicles on a regular basis as part of the contract for operations and maintenance.

Vehicle Maintenance Management

The Contractor is responsible for developing the PM schedule for each vehicle and ensuring that all PM activities are completed in a timely manner and consistent with the manufacturer's recommendations and the LATC Fleet Maintenance Plan.

The Contractor is required to review and report the tasks performed throughout the PM and repair process. This constant reviewing and recording is designed to ensure that review and decisions are made at the proper level of management. (Appendix B: PM Schedule)

- Each week the Contractor is to print and review the PM tracking report to identify which vehicles are due or coming due for Preventative Maintenance. The identified vehicles are scheduled for work in coordination with Operations staff.
- Work is then assigned to perform the PM and completes the appropriate PM inspection form. If the Contractor uses an outside vendor, the Contractor will provide the maintenance vendor with complete instructions on how to perform the PM. Minor repairs such as light bulbs and the securing of fasteners etc. are to be done during the PM process.
- LATC requires that a separate PM inspection process be maintained for specific component systems such as wheelchair lifts and HVAC systems. These component systems are to have their own PM schedules, forms, and tracking reports.
- The Contractor is responsible for reviewing and tracking reports and generating the work orders to perform the tasks. Other needed repairs may be identified during the PM inspection. These are referred to as "PM write ups". In addition, drivers may report vehicle problems on their daily Pre- and Post Inspection Forms. (Appendix B: Sample Pre-and Post-Trip Form)
- The Contractor is required to review the PM write-ups and driver reports and schedules vehicles for repair. If work is to be performed by an outside vendor, the

Contractor is required to review the invoice and completed repairs before the bus returns to service.

Vehicle Maintenance Identification, Tracking and Reporting

LATC requires the Contractor to use a system of manual and computerized forms, files and reports to schedule, perform, track and insure compliance with preventative maintenance (PM) and repairs to its vehicles. These documents include:

- Pre & Post-Trip Checklists
- Work orders
- Purchase orders
- Parts requests and requisitions
- PM tracking report and schedules
- PM Inspection forms (these vary based on type of vehicle and level of PM to be performed)
- Compliance to FTA/MDOT, FMCSR and Maine Commercial vehicle Inspections
- Warranty recovery plan
- ADA Requirements

LATC will require the Contractor to have a maintenance system that details maintenance work and tracks the progression of work, whether it's scheduled PM, driver reported, safety or security bulletin, warranty work, etc.

Quality Assurance

LATC will conduct periodic reviews of the Contractor to ensure that maintenance is being performed according to the contract. The review will include:

- On-time performance of PMs
- Cleanliness of the vehicles, maintenance facility and grounds
- Timeliness of repairs
- Lack of "rework" situations
- Minimal road calls and/or need for towing services
- Paperwork completed in a timely manner

A summary of the write-up will be sent to the Contractor, to LATC and placed on file.

Process to oversee work done by contracted vendors

LATC's Contractor is responsible for housing the vehicles and all maintenance records. The vehicles are FTA/MaineDOT funded and are therefore subjected to a physical inspection of all LATC agency vehicles by FTA/MaineDOT. (Appendix E: Maintenance Checklist)

WARRANTY

Warranty Recovery Plan

LATC requires the Contractor to have a warranty recovery program to ensure that cost of parts and repairs on warranty-covered items are recovered. The Contractor is to track

warranty claims. The Contractor will be required to submit a Warranty Recovery Plan to LATC.

Failed components

Parts and components that may have failed prematurely are returned to the maintenance vendor. If the part or component is covered by a warranty, it is returned to the vendor.

Return to manufacturer/vendor

Authorization for warranty return and labor claims, when applicable, are obtained from the manufacturer or vendor. Information is supplied to the vendor on the circumstances of the failure, if known. The item is then returned to the vendor warranty department for repair or replacement. LATC's Contractor shall retain a copy of the warranty claim form for tracking purposes.

Receipt from manufacturer/vendor

LATC's Contractor is to be equipped to track units/parts into an inventory system. A copy of the warranty form is kept in the Vehicle Maintenance File. The Contractor shall track labor credit if received.

Appendices

- Appendix A: Vehicle Inventory Form
- Appendix B: Sample Pre and Post Trip Inspection Sheet
- Appendix C: Maintenance Vendor Checklist
- Appendix D: Annual Maintenance Review

Appendix A
Vehicle Inventory

BUS #	MAKE	YR	PSGR	COST	REG #	SERIAL #	FUNDING	DATE	OWN	MILEAGE	SERVICE	
0201	THOMAS SLF	03	31	\$239,355	B8370	5DF232DA62JA30587	LATC	1/15/2003	MDOT	33,334	LM-175226	FIXED ROUTE
0202	THOMAS SLF	03	31	\$239,355	B8369	5DF232DA42JA30586	LATC	1/15/2003	MDOT	20,119	LM - 201717	FIXED ROUTE
0601	BLUEBIRD L4RE	06	32	\$233,475	B8387	1BAGJBPAX6W100340	LATC	12/30/2005	MDOT	198,333		FIXED ROUTE
0602	BLUEBIRD L4RE	06	32	\$233,475	B8388	1BAGJBPAX6W100341	LATC	12/30/2005	MDOT	190,103		FIXED ROUTE
0603	BLUEBIRD L4RE	06	32	\$233,475	B8389	1BAGJBPAX6W100347	LATC	12/30/2005	MDOT	149,685		FIXED ROUTE
0604	BLUEBIRD RE3504	06	32	\$213,206	B8392	1BAGJBPAX6W100369	LATC	2/14/2007	MDOT	192,200		FIXED ROUTE
0802	CHEVROLET ELDORADO	08	24	\$157,500	B 9534	1GBJ5V1958F409706	LATC/WMTS	8/19/2009	MDOT	111,590		FIXED ROUTE
1101	GILLIG	11	31	\$371,406	9544 BUS	15GG82710B1178614	LATC	3/30/2011	MDOT	76,886		FIXED ROUTE
1102	GILLIG	11	31	\$371,406	9545 BUS	15GG82712B1178615	LATC	3/30/2011	MDOT	68,857		FIXED ROUTE
1103	GILLIG	11	31	\$371,406	9543 BUS	15GG82714B1178616	LATC	3/30/2011	MDOT	83,193		FIXED ROUTE

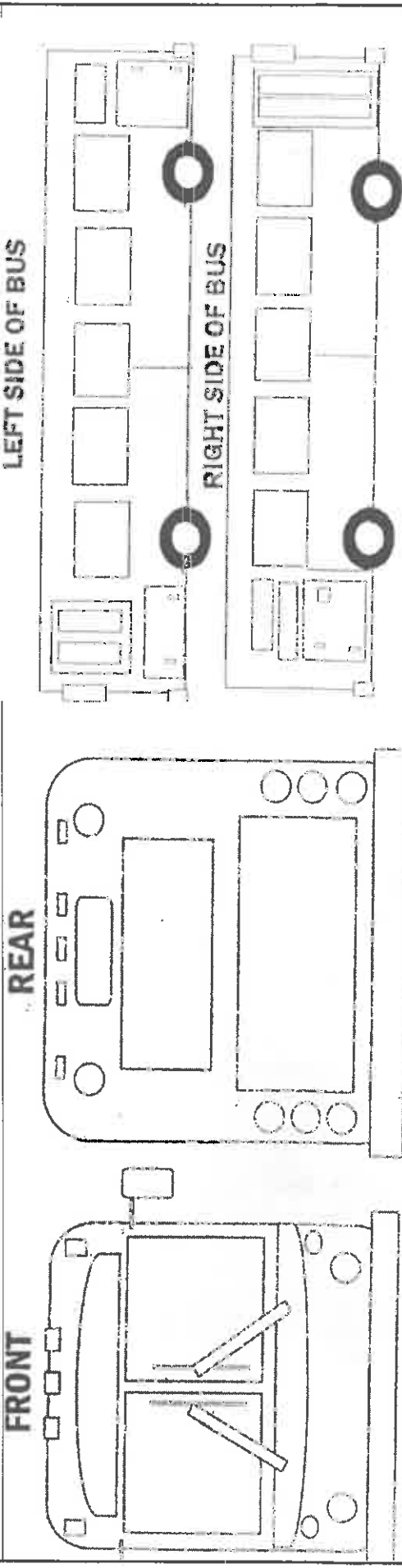
* mileage as of 6/30/2013

Appendix B

Vehicle Pre-Post Trip Inspection

Driver	Agency Name	Time	Begin Mileage	End Mileage	Date
Shift	Vehicle #	Time	Begin Mileage	End Mileage	Date
1	2				
Fluid Levels	Tires	Wheels	Exterior	Mirrors	
Motor Oil	Tread	Lug Nuts	Condition Of Body Panels	Glass	
Coolant	Inflation	Cracks	Fluids Under Bus	Tightness	
Transmission	Sidewall	Over All Condition	Windows	Wipers	
Power Steering	Damage	Entrance Condition	Front	Blade Condition	
Washer Fluid	Reflectors	Doors	Rear	Operation	
Lights	Front	Door Glass	Sides	Lift	
Headlights	Rear	Steps	Windshield	Operation	
Stop Lights	Sides	Driver's Compartment	Interior	Steering Mechanism	
Directional 4 Ways	Safety	Gauges	Condition Of Seats	Steering Wheel Condition	
Clearance & Tail Lights	Fire Extinguisher	Warning Lights	Condition Overall	Play In Steering	
Warning Lights (lift)	Reflector Triangles	Fuel (LEVEL)	Tie Downs (wheel chair)	Power Steering Operation	
Backup Lights, Beeper	Wheel Chalks	Horn	Seat Belts	Braking System	
	Bodily Fluids	Heater & Defroster		Parking/Hand Brake	
	Webb Cutter			Service Brake	
	1st Aid Kit			Interlock	

Comments:



Condition Of Above Vehicle: Satisfactory Unsatisfactory

Driver's Signature(post trip): _____ Employee#: _____

Above Defects Corrected: _____

Above Defects Need Not Be Corrected For Safe Operation Of The Vehicle: _____

Mechanics' Signature: _____ Date: _____

Driver Reviewing Repairs Signature: _____ Date: _____

Par. 396.11 Federal Motor Carrier Safety Regulations

Vehicle Condition Report By Driver. Except as provided for driveaway/towaway operations in PAR 396.15, every motor carrier operating more than one motor shall require it's drivers to report and every shall prepare such a report in writing at the completion of his day's work or tour of duty, which report shall list any defects or deficiency of the motor vehicle discovered by said driver or reported to him as would be likely to affect the safety of operation of the motor vehicle or result in his mechanical breakdown or shall indicate that no such defects or deficiencies were discovered by or reported by him. Such reports shall be carefully examined, the defects reported thereon shall be checked and the report shall be retained by the motor carrier for a period of at least 3 months.

This is only a sample form and should be corrected and designed for each Agency use.

Appendix C

Maintenance Checklist

PM & Repair Checklist (Van, Para-Transit, Transit Vehicles)

Vehicle # _____ Performed by: _____ Date: _____
Mileage _____ Work Order# _____
Includes Service A _____ B _____ C _____ D _____ E _____ Semi-Annual _____

= INSPECTED R= REPAIR MADE A= ADJUSTED N/A = NON APPLICABLE

CHECK ALL ITEMS SERVICED

OPERATING CONTROLS

_____ Ignition Switch
_____ Neutral Start
_____ Warning Lights and Indicator
Lamps
_____ Gauges & Lighting
_____ Parking Brake
_____ Door Controls
_____ Brake Interlock
_____ Exit Door Interlock
_____ Defrost & Heaters
_____ Fans
_____ Horn
_____ Drivers Controls & Switches
_____ Drivers Seat & Restraint
_____ Stop Request
_____ Radio
_____ Steering Wheel Adjustment
_____ Destination Sign, if applicable

INTERIOR INSPECTION

_____ Interior Lights
_____ Stanchions, Grab Handles and Rails
_____ Emergency Windows & Exits
_____ Roof Hatches
_____ Door Alignment
_____ Mirrors
_____ Decals
_____ Glass & Windshield
_____ Emergency Equipment: Fire
Extinguisher, First Aid Kit, Body
Fluid Kit, Strap Cutter, Triangles

EXTERIOR INSPECTION

_____ Wiper Arms & Blades, Washer Fluid
_____ Mirrors
_____ Reflectors
_____ Body Panels
_____ Bumpers
_____ Moldings
_____ Bike Rack

TIRES AND WHEELS

_____ Pressure
_____ Tread Condition RF _____ LF _____
(minimum 5/32 front)
RRI _____ RRO _____
LRO _____ LRI _____
(minimum 3/32 rear)
_____ Sidewall Condition
_____ Lug Nuts
_____ Rims

WHEELCHAIR LIFT

_____ Lift Operation
_____ Warning Light and Alarm or Override
_____ W/C Restraints
_____ Clean Tie-down Pocket
_____ Lift Extension Belt (Ricon Lifts Only)
_____ Brake/Door Interlock

UNDERCARRIAGE

- Steering Box and Joints
- Tie Rod Ends and Drag Links (replace if 1/8" movement)
- Ball Joints
- Shock Absorbers
- Suspension: Air Suspension, Radius & Torque Rods, Air Bags
- Brake Lines
- Brake Lining Thickness
Ft. _____ R _____
- Wheel Seals
- Wheel Bearings
- Fluid Leaks
- Air Leaks
- Fuel Tank: Condition, Mounting, Lines & Vents
- Axles, Differential Oil & Vent
- Underbody: Mud Flaps, Spray Guards
- Frame Cracks, Loose Cross members

EXHAUST SYSTEM

- Hangers
- Mufflers
- Pipes

ENGINE COMPARTMENT

- Power Steering Fluid
- Coolant Level
- Brake Fluid
- Hoses & Clamps
- Check Belt Tension
- Starter Cables
- Radiator & Fan Shroud
- Fan

BATTERIES

- Terminals & Cables
- Fluid Level
- Hold Downs

ROAD TEST

- Acceleration
 - Engine Performance
 - Transmission Performance
 - Steering Performance
 - Braking Performance (Use VC3000 @ 20MPH) Record G_____
- Must be 0.5000 or higher to pass brake test.

B Inspection (add the following to the list)

- Oil
- Filter

C Inspection (add the following to the list)

- Rotate Tires

D Inspection (add the following to the list)

- Replace Air Filter
- Transmission Fluid & Filter
- Wheel Bearings
- Inspect Differential Oil, change if needed
- Fuel Filter

Appendix D

Annual Maintenance Review Checklist

Physical Inspection

1) Under the hood

- A. Belts, frayed
- B. Hoses, cracked
- C. Engine blocks, clean of oil, coolant etc. Hood light operative.
- D. Check all fluid levels oil, coolant, power steering fluid.

2) Exterior Walk-around

- A. Fluid leaks under coach.
- B. Suspension, coach sagging any direction, check front end bounces up and down to check shocks on smaller coaches. Should go down and up only 1 x. Visual on leaf springs-nothing hanging that shouldn't be.
- C. Obvious cleanliness of coach
- D. All exterior lamps working, clearance, license plate light, tail, turn and 4-ways.
- E. Unreported body damage/scratches.

3) Interior Check

- A. All interior lights working, including dimmer switch.
- B. Check all wheelchair tie downs for cleanliness, proper # of and order of tie downs.
- C. Seat condition, clean, no cuts or stains in vinyl or upholstery.
- D. Check seats that raise for wheelchair stations for smoothness of operation.
- E. First Aid Kit - full, strap cutter, Body Fluid Cleanup - full, triangles neatly folded and secured with proper number needed.
- F. Fire Extinguisher secure and tag not expired.
- G. Dash lights all operative, check all switches for operation, wiper blades in good condition, washer fluid full, horn, backup alarm in reverse.

4) Wheelchair lift operation

- A. Lift clean
- B. Check override on lift belt, is light operating?
- C. Smoothness of operation on lift outboard barrier.
- D. Check override that lift will not work without vehicle being in Park with Emergency Brake on and W/C switch activated at driver seat.

Documentation

For each vehicle maintained by the service contractor:

1) What are the required maintenance intervals for the vehicle(s)? _____

2) Do the contractor's records reflect that they are performing preventative maintenance in a timely manner, following FTA, MDOT/BTSP, ADA and FMCSR? _____

Comments