

How the City of Geneva Turned a Green F-150 Lightning into a Coal Fired Soot Black F150 GFD Command Vehicle

12. PRESENTATION OF ORDINANCES, PETITIONS, RESOLUTIONS, AND BID AWARDS [from May 1 City of Geneva Committee of the Whole meeting item "12 B"] ([44\) City Council & Committee of the Whole Meetings May 1, 2023 - City of Geneva, IL - YouTube](#) Please see about the 47 minute mark of the video for the Geneva Fire Chief's discussion. The total cost of this project was never divulged.

The New Coal-Fired GFD F150 Lightning backup command electric pickup truck that was approved on May 1, 2023, while buried among twelve agendas and one secret session, cost \$82,427. The City of Geneva administration had been contemplating an EV since at least December of 2022, as evidenced by a solicited bid of \$10,000 to install an EV charging station at the East Side Fire Station. Geneva taxpayers who are paying attention (both of us) noticed that a couple of months after the City Council pulled the trigger, Ford dropped the price of the Lightning by \$10,000, or about 17%. [Ford cuts prices on its electric F-150 Lightning pickups by as much as \\$10,000 \(msn.com\)](#)

The City actually paid \$58,827 for just the vehicle. The one the taxpayers bought came with the

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May 1, 2023, City of Geneva Meeting Agendas contained twelve entries and some of these reference more than one draft. This was the transition day when two alderpersons left the Council at the "Old Business" meeting, and two new members were sworn in.

standard battery, and a 120 volt charger. This emergency vehicle has a range of a whopping 210 miles as rated by the US EPA. But the EPA consistently overestimates these numbers. "In a 75 mph highway test, Car and Driver found that "more than 350 internal-combustion vehicles averaged 4.0 percent better fuel economy than what was stated on their labels. But the average range for an EV was 12.5 percent worse than the price sticker numbers." [Study: EPA-Certified Range Figures for EVs Unreliable - Kelley Blue Book \(kbb.com\)](#)

One might suppose that the City Council would want a reliable, sturdy emergency vehicle with stamina. But this is not the case. The Lightning comes "standard" with a 120 charger that can add back a whopping 3 miles of range per hour. The GFD went with a level 2 220v 48amp charger that can add back 20 miles per hour. But there is a catch: the charge rate slows significantly at about 80% battery capacity.

[How to charge the ford f-150 Lightning \(insideevs.com\)](#) Also, repeated charges to 100% lowers battery life. So, on a good day, the Lightning may begin with a range of 168 miles (minus the 12.5% EPA faux bonus brings the range down to 159 miles). But its task is not just measured in miles. Then there is all the extra electricity drawn down from sirens, lights, and radios. A prolonged stay at a fire or accident scene at -5 Fahrenheit might force the occupants to move closer to the fire. What happens if a second event happens within an hour of the first?

One “real world” report is this; “The best I saw in this week of cold-weather testing with the Lightning, in a 44-mile highway run at 16 degrees, was a 1.8 mile/kwh average. And over the course of the whole 358 miles of mixed driving, the Lightning averaged 1.5 mile/kwh—amounting to about 200 miles of range from the 131-kwh **Extended Range Pack**, rated for 320 miles.” [Frozen: Sorting F-150 Lightning cold-weather fact from fiction \(greencarreports.com\)](#) The Geneva Fire Department Lightning and the standard battery with a 210-mile range, which would fall to about 130 under the above scenario.

And what about that level two charger? Is it reliable? This is also chilling: “Stop selling and isolate all on-hand inventories of part number ML9Z-10C823-A. Await further instructions for claims and returns if determined to be required. SUMMARY FCSD is issuing a Stop Sale of the **Ford Connected Charge Station- ML9Z-10C823-A**. Affected inventory should be isolated and all sales stopped.” [Publish Date: \(macheforum.com\)](#) Geneva’s charger (per invoice) is the always reliable ML9Z-10C823-A, purchased three weeks ago at a nice discount but it was mostly out of stock.

Geneva Fire Department

PURCHASE ORDER

City of Geneva, 22 South First Street, Geneva, IL 60134 (630)232-0854

PO Number: 52492

V e n d o r	Ford	Geneva Fire Department
		200 East Side Drive
		Geneva, IL 60134
		630-232-2530

Date:		Dept:			
7/6/2023		Schultze			
QTY	Item #	Description	Amount	Total	
1	ML9Z*10C823*A	1 107E Ford Connecte	\$898.20	\$898.20	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
			Discount		
			shipping:		
			Total:	\$898.20	

DO NOT ADD SALES TAX.... CITY IS EXEMPT


 7-6-2023
 REQUISITIONER

REMITTANCE: PLEASE SEND ALL INVOICES VIA EMAIL TO GFD@GENEVA.IL.US

The summary presented to City Council can be found here: [AGENDA \(geneva.il.us\)](#) The Geneva Lightning should be named “Big Foot” because its massive carbon footprint. About 60% of Geneva’s

electricity comes from the Prairie State Energy Campus – a coal burning generator. Much of the rest comes from small natural gas turbines with poor efficiency ratings. So, Geneva taxpayers are funding a F150 pickup truck that weighs about 30% more than its internal combustion cousin. Mass increases energy consumption and when the electricity comes from coal, the green F150, like a chameleon, turns into a soot black F-150. Ironically, at about the 1:09 mark of a May 1, 2023 meeting a presentation is given on carbon sequestration and the PSEC. [\(44\) City Council & Committee of the Whole Meetings May 1, 2023 - City of Geneva, IL - YouTube](#)

This acquisition of an \$80,000+ virtue signal represents yet another example of a misrepresented project hidden from public view until the last moment. The City Council, which included two new rookies who had been in office for only a few minutes, never asked about the total cost. Nor did the Council consider that the coal-fired generation of the electricity needed for their new truck more than canceled any environmental advantage. Also, remember that a vehicle expected to move fast and run through red lights becomes more dangerous to other vehicles with each added pound. If a EV was coveted, why make a critical emergency vehicle the first foray. Would not a little EV used to write parking tickets have been a wiser choice? The command vehicle has a standard battery, and the charger purchased was the subject of a recall and is only a level 2 model. The City Administration/mayor had been planning this caper since at least December of 2022. The Council approved it before there was an opportunity for any public input. The vehicle purchased had been ordered by another Illinois municipality that came to its senses before writing the check. The charging station for this vehicle will be in the parking lot of the East Side Fire Station. Let us hope that when it is the command vehicle some night in February when it is five below, this titanic bungle can make it across the Fox River with its lights and siren switched on.