MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical **A**pplication **G**uide **S**heet

Engine: CAFS for Overhaul

Candidate Performance Competency: The driver candidate shall place in service a 200' 1 ¾" CAFS attack line with a 120 gallon per minute flow rate for the purpose of overhaul.

Task	Value	Score
1. Position Engine past hydrant for forward lay of a supply line.	2	
2. Stop Engine and apply parking brake.	3	
3. Dismount from the cab, wrap supply line and layout strap around hydrant.	3	
4. Enter the cab, complete layout to designated location at speed no greater than 10 MPH.	2	
5. Stop Engine and apply parking brake.	3	
6. Engage pump. Listen for pump and air compressor to engage. See speedometer reading approximately 10-15 MPH. See green "Ok To Pump When Lit" indicator light in cab illuminated.	3	
7. Place wheel chock on downhill side of front or rear tire. **(CFP)**	3	
8. Operator confirms the following: a) Pump panel gauges are illuminated, b) FoamLogix Pump is on, c) Air Compressor is on, d) positive discharge pressure on the Master Discharge Gauge, and e) "Tank To Pump" valve is open.	3	
9. Assistant will deploy a 200' 1-3/4" crosslay.Operator confirms clear hosebed and assists hose deployment as necessary.	3	
10. Evaluator will advise candidate what type of CAFS (wet, fluid, or dry) is desired. Candidate will adjust the air/water ratio accordingly. (Wet = 0.5 to 1.5; Fluid = 2.0 to 3.0; Dry = 11) **(CFP)**	2	
11. Operate primer until water discharges on the ground.	3	
12. Open TPM to appropriate pressure.	1	
13. Throttle up to proper discharge pressure before opening discharge (120psi). **(CFP)** Discharge Pressure:_____ psi	5	

Task	Value	Score
14. Open the proper discharge valve on pump panel.	3	
15. Allow compressed air foam to fill the hoseline.	3	
16. Adjust TPM to appropriate pressure. **(CFP)**	3	
17. Check hoseline to ensure charging, freedom from obstructions, and remove all kinks missed by crew. **(CFP)**	3	
18. Ensure that there is a means for water to be constantly circulating through the pump for cooling in the event that both lines are shut down. TRV should not activate. **(CFP)**	5	
19. Monitor pump panel, pump, engine compartment gauges and radio.	3	
20. Disconnect supply hose from hose bed and connect to rear MIV. **(CFP)**	1	
21. Communicate to Supply Engine to “charge the supply line” when ready to receive water.	5	
22. Once supply line is charged the operator will keep the rear MIV closed and verify that the Auto Fill valve is in the “Automatic” position. **(CFP)**	5	
23. Monitor water tank level to ensure auto fill valve is operating properly.	1	
24. Monitor pump panel, pump, engine compartment gauges, and radio.	3	
Return to Service		
25. Throttle down to idle.	5	
26. Turn Foam Pump off and flush fresh water through both hoselines until clear water flows.	5	
27. Close discharges and auto fill valve. Take pump out of gear.	5	
28. If tank water is not completely full, open rear MIV and Tank Fill or use Auto-Fill in manual mode.	1	
29. Return TPM to zero.	1	
30. Refill Class A Foam tank using EZ-Fill system.	5	
31. Clean strainer after every CAFS use.	5	
32. Ensure that Engine is ready for service.	2	
Total Points	100	

Critical Fail Points

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

a) Not delivering the requested product

b) Improper setting of the TPM at any stage of the evolution

c) Loss of CAFS/pressure in the hoseline

d) Failure to use Auto Fill

e) Opening an MIV or other pressurized intake source; except at the conclusion of the evolution for the sole purpose of filling the water tank

f) Opening CAFS discharge prior to throttling up to proper discharge pressure

g) Incorrect CAFS hoseline discharge pressure

h) Incorrect CAFS type (air/water ratio) in response to Evaluator's request.

i) Failure to use wheel chock

j) Activation of TRV

Evaluator: Initial beside the final outcome of the exam below.

____ PASS ____ FAIL – Overall Points ___ FAIL – Critical Failure Point

_____ _____

Evaluator Name **Date**

Evaluator Signature