**MONTGOMERY COUNTY FIRE AND RESCUE SERVICE**
**DRIVER/OPERATOR TRAINING PROGRAM**

# **P**ractical **A**pplication **G**uide **S**heet

## Engine: Initial Attack with Foam Solution

**Candidate Performance Competency:** The driver candidate shall layout a 4" supply line. The driver candidate shall place in service a 200' 1-3/4" Class A Foam Solution attack line with a minimum flow of 150gpm using tank water. The driver candidate will switch over to an external water supply obtained through an open MIV. Candidate will then place in service a 250' 2" Class A Foam Solution backup line with a minimum flow of 200gpm. Actions and procedures shall be in accordance with Fire Chief's General Order 17-14 (CAFS Use and Compressor Operation).

| Task | Value | Score |
|---|---|---|
| 1. Position Engine past hydrant for forward lay of a supply line. | 2 | |
| 2. Stop Engine and apply parking brake. | 2 | |
| 3. Dismount from the cab, wrap supply line and layout strap around hydrant. | 2 | |
| 4. Enter the cab, complete layout to designated location at speed no greater than 10mph. | 3 | |
| 5. Stop Engine and apply parking brake. | 3 | |
| 6. Engage pump. Listen for pump and air compressor to engage. See speedometer reading approximately 10-15mph. 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:<br>a) Pump panel gauges are illuminated,<br>b) FoamLogix Pump is on,<br>c) Air Compressor is on,<br>d) positive discharge pressure on the Master Discharge Gauge, and<br>e) "Tank To Pump" valve is open. | 3 | |
| 9. Place CAFS Air Compressor in "Off" mode. | 3 | |
| 10. Assistant deploys a 1 ¾" 200' crosslay. Operator confirms clear hosebed and assists hose deployment as necessary. | 3 | |
| 11. Open TPM to appropriate pressure. **(CFP)** | 1.5 | |
| 12. Operate primer until water discharges on the ground. | 3 | |
| 13. Open the proper discharge valve on pump panel. | 3 | |

| Task | Value | Score |
|---|---|---|
| 14. Allow foam solution to fill attack line at default setting percentage. **(CFP)** | 3 | |
| 15. Throttle up to proper discharge pressure for deployed attack line. **(CFP)**<br>Discharge Pressure:_____ psi | 3 | |
| 16. Adjust TPM to appropriate pressure. **(CFP)** | 1.5 | |
| 17. Check attack line to ensure charging, freedom from obstructions, and remove all kinks missed by crew. | 3 | |
| 18. Monitor pump panel, pump, engine compartment gauges and radio. | 1 | |
| 19. Disconnect supply hose from hose bed and connect to intake. | 2 | |
| 20. Communicate to Supply Engine to "charge the supply line" when ready to receive water. | 2 | |
| 21. Open and close applicable bleeder valve to evacuate air from the intake line. Open MIV and adjust throttle to account for positive intake pressure. Note: discharge pressure MUST NOT surge or drop more than 30 PSI. The surge or drop in pressure must not present an unsafe condition for the person operating the nozzle. Operator must note the intake pressure with one line flowing. **(CFP)**<br>Intake Pressure:_____ psi | 3 | |
| 22. Adjust TPM as necessary in preparation for charging 2" 250' line. **(CFP)** | 3 | |
| 23. Assistant will then deploy a 2" 250' attack line. Open proper discharge valve on pump panel for backup line. Follow all procedures for 1st attack line for the backup line. Charge backup line and adjust throttle as appropriate. **(CFP)**<br>Discharge Pressure:_____ psi | 5 | |
| 24. Operator must note intake pressure with 2 lines flowing.<br>Intake pressure:_____psi | 3 | |
| 25. Properly adjust Gate Valves to proper attack line pressures. (if necessary) | 3 | |
| 26. Reset TPM control device as appropriate. **(CFP)** | 3 | |
| 27. Monitor pump panel, pump, engine compartment gauges, and radio. | 3 | |
| 28. Close Tank to Pump and refill water tank. **(CFP)** | 5 | |
| 29. 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 | |
| 30. Maintain appropriate flow in both the attack line and back up line. **(CFP)** | 3 | |

| Task | Value | Score |
|---|---|---|
| Return to Service: | | |
| 31. Adjust throttle to idle. | 3 | |
| 32. Turn Foam Pump off and flush fresh water through both hoselines until clear water flows. | 3 | |
| 33. Close discharges and take pump out of gear. | 3 | |
| 34. Refill Class A Foam tank using EZ-Fill system. | 2 | |
| 35. Clean strainer after every CAFS use. | 1.5 | |
| 36. Ensure that Engine is ready for service. | 1.5 | |
| **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 water/pressure in either the attack or back up line

d) Charging a second line before a water supply is established through an open MIV

e) Discharge pressure spike or drop of more than 30 PSI when opening MIV

f) Failure to flow pre-connected lines per FCGO 10-03 (plain water pressures)

g) Failure to use wheel chock

h) Activation of TRV

i) Failure to Close Tank to Pump and refill water tank after external water supply has been established. Failure to ensure that reserve booster tank water is not reasonably replenished.

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

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

_____ _____

**Evaluator Name** **Date**

**Evaluator Signature**