



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE DRIVER/OPERATOR TRAINING PROGRAM

Practical Application Guide Sheet

Foam Solution Attack Engine Evolution (Revised March 2015)

Driver 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 150 GPM 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 200 GPM. Pump pressures shall be operated in accordance with Fire Chief’s General Order 10-03 (plain water pressures.)

1. Position Engine past hydrant to allow for straight lay of a supply line. _____(2)
2. Stop Engine and apply parking brake. _____(2)
3. Dismount from the cab and wrap supply line and layout strap around hydrant. _____(2)
4. Complete layout to designated location at speed no greater than 10 MPH. _____(3)
5. Stop Engine and apply parking brake. _____(3)
6. Engage pump. Listen for pump to engage, speedometer reading approximately 10-15 MPH and green “Ok To Pump When Lit” indicator light in cab should be illuminated. Operator should also hear air compressor engage. _____(3)
7. Place wheel chock at appropriate location. _____(3)
8. Operator will confirm the following: Pump panel gauges are illuminated, FoamLogix Pump is on, Air Compressor is on, there is positive discharge pressure on the Master Discharge Gauge, and the “Tank To Pump” valve is open. _____(3)
9. Place CAFS Air Compressor in “Standby Mode.” _____(3)
10. Assistant will deploy a 1-3/4” 200’ crosslay. Operator will check hose bed for clearing and assist with attack line deployment as necessary. _____(3)
11. Open TPM control device to appropriate pressure. _____(1.5)
12. Operate Primer Pump until water discharges on the ground. _____(3)
13. Open the proper discharge valve on pump panel. _____(3)
14. Allow Foam Solution to fill attack line at default setting percentage. _____(3)

15. Throttle up to proper discharge pressure for that attack line. _____(3)

Discharge Pressure: _____

16. Set TPM control device to appropriate pressure. _____(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. Advise Supply Engine to “charge your supply line” indicating that you are ready to receive water. _____(2)

21. Open MIV and adjust throttle to account for positive hydrant pressure, the discharge pressure MUST NOT spike or drop more than 30 PSI. The spike 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. _____(3)

Intake Pressure _____

22. Adjust TPM in preparation for charging 2” 250’ line. (if necessary) _____(3)

23. Assistant will then deploy a 2” 250’ backup 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. _____(5)

Discharge Pressure: _____

24. Operator must note intake pressure with 2 lines flowing. _____(3)

Intake pressure _____

25. Properly adjust Gate Valves to proper attack line pressures. (if necessary) _____(3)

26. Reset TPM control device as appropriate. _____(3)

27. Monitor pump panel, pump, engine compartment gauges, and radio. _____(3)

28. Close Tank to Pump and refill water tank. _____(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. _____(5)

30. Maintain appropriate flow in both the attack line and back up line. _____(3)

Return to Service:

- 31. Throttle down to idle. _____(3)
- 32. Turn Foam Pump off and flush fresh water through both handlines 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 Possible Points 100

Candidate's Score _____

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.

- Not delivering the requested product**
- Improper setting of the TPM at any stage of the evolution**
- Loss of water/pressure in either the attack or back up line**
- Charging a second line before a water supply is established through an open MIV**
- Discharge pressure spike or drop of more than 30 PSI when opening MIV**
- Failure to flow pre-connected lines per FCGO 10-03 (plain water pressures)**
- Failure to use wheel chock**
- Activation of TRV**
- 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.**

PASS

FAIL

Test Evaluator

Date