



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

Practical Application Guide Sheet

Engine: Automatic Sprinkler & Standpipe

Candidate Performance Competency: The driver candidate shall position Engine to make appropriate connections, establish a water supply, and charge non-WMATA Fire Department Connections (FDC). The candidate will decide which system, sprinkler or standpipe, to supply first and what pressures are to be used when provided a scenario by the Evaluator.

Task	Value	Score
1. Locate the Fire Department Connections (FDC) and the nearest hydrant. Position for access to FDC and not to impede incoming units.	2	
2. Stop Engine and apply parking brake.	1	
3. Engage pump. Look and listen for signs of engagement.	1	
4. Place wheel chock on downhill side of front or rear tire. (CFP)	1	
Establish Water Supply and Prepare the Pump		
5. Flush the hydrant.	1	
6. Prepare a heavy-water hookup to the hydrant and charge initial supply hoseline to the pump.	5	
7. Close Tank To Pump valve.	1	
8. Ensure all onboard foam systems are turned off. (CFP)	1	
9. Open intake bleeder to bleed air and then close. Open MIV and note static intake pressure from hydrant. Static Intake Pressure: _____ psi	5	
10. Ensure the pump is primed by auto or manual primer.	1	
Supplying the System		
11. Candidate will explain how to identify what systems are connected to a specific FDC.	2	
12. Candidate will indicate which system they would charge first when presented with separate sprinkler and standpipe FDC.	5	
13. Candidate will describe how to differentiate between test connections and FDC.	5	

Task	Value	Score
14. Candidate will identify the desired discharge pressure for the standpipe given the location of the fire floor and target flow of 500gpm. (CFP) Calculated Pump Discharge Pressure: _____ psi	10	
15. Select a large diameter discharge and deploy 3" hoseline to supply the Standpipe or Combination FDC.	1	
16. Candidate must identify if discharges are equipped with Outboard Relief Valves. When so equipped, the candidate must verbalize the setting. Outboard Relief Valve Pressure: _____ psi	5	
17. Check FDC for obstructions/damage then connect supply hose.	2	
18. Adjust TPM to appropriate pressure. (CFP)	2	
19. Open discharge valve supplying water to Standpipe FDC. Adjust throttle to achieve desired discharge pressure. (CFP) Discharge Pressure Used: _____ psi	2	
20. Select another discharge and deploy a second 3" hoseline to the additional FDC connection. Check FDC for obstructions/damage.	2	
21. Open second discharge valve supplying water to Standpipe FDC.	1	
22. Adjust TPM and/or throttle as necessary. (CFP)	2	
23. 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 <u>not</u> activate. (CFP)	5	
24. Candidate will identify the desired discharge pressure to supply the Sprinkler FDC. (CFP) Discharge Pressure: _____ psi	5	
25. Attach additional 3" lines to Sprinkler FDC and open discharge valves.	2	
26. Candidate will make necessary adjustments to manage supply pressures to the Sprinkler and Standpipe FDC.	6	
27. Finish heavy water hookup with additional supply line(s) to the pump.	2	
28. Monitor pump panel, pump, engine compartment gauges and radio. (CFP)	2	
Return to Service:		
29. Throttle down to idle.	1	
30. Close discharges and MIV. Shut down hydrant.	1	
31. Take pump out of gear. Return TPM to zero.	1	

Task	Value	Score
32. Replace blind caps on FDC.	2	
33. Ensure that Engine is ready for service.	5	
Additional Knowledge:		
34. Explain the procedure/pressure for supplying a Sprinkler/Standpipe combination system. (150 PSI)	5	
35. Explain contingency procedures for a Standpipe system with compromised or damaged FDC.	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) Improper discharge pressures or inability to correctly calculate pressures
- d) Failure to turn off CAFS Air Compressor and/or foam system
- e) Excessive variations of pressure or loss of water to system supply lines
- f) Failure to use wheel chock
- g) 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