

GERMAN TOWNSHIP FIRE-RESCUE

PROFESSIONAL VOLUNTEERS FAITHFULLY SERVING

Engine Evaluator's checklist

S – Satisfactory NI – Needs Improvement U – Unsatisfactory N/A – Not Applicable

<u>Pre-Response</u> check box that applies	S	NI	U	N/A
Complete Inventory				
Conduct pre-response inspection (All doors closed, etc)				
Conduct walk-around (Circle of Safety)				
Adjust cab features (Mirrors, seat,wipers, seat belt....)				
Secure seat belts: All Apply Driver / Crew				
Demonstrate ability to start apparatus				
Review radio operations				
Check instruments for normal readings				

Positive feed back:

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Non-Emergency Driving Complete the following:	S	NI	U	N/A
Eight left and Eight right-hand turns				
Straight section of urban business street or a two-lane rural road at least 1 mile (i.e. 65 south to New Harmony Rd. west)				
One through intersection and two intersections where a stop has to be made				
One railroad crossing guarded or unguarded (i.e. Kuebler Rd.)				
Four curves, either left or right (i.e. Orchard to St. Joe)				
Section of road long enough to allow two lane changes (i.e. Hwy 66)				
One underpass or low clearance or bridge (i.e. Kleitz Rd.)				
Proper speed maintained according to posted limits				
Proper driving for weather conditions				
Proper following distance maintained (Under 40 mph – 4 sec. Rule)				
Lane change: Signal correctly Use mirrors Pause before change to check blind spots Accelerate into lane change				
Intersection – controlled (With stoplight or stop sign) Decelerate and cover the brake Scan intersection for potential hazards Come to a complete stop if necessary Confirm other vehicles have stopped Have partner communicate that the right side is clear Proceed through intersection				
Road book use:				

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Non-Emergency Driving Complete the following:	S	NI	U	N/A
Backing overall: Position to avoid if possible (i.e. Light post, car, parking cone) Spotter used : If no spotter, conduct – Circle of Safety Maintain speed control Check front corners for obstructions				
Parking: Set wheel chock Park without hitting objects or vehicles Park correct distance from curb Secure apparatus Carefully enter traffic from parking position				
Railroad Crossings: Slow down and cover the brake Complete stop – unguarded crossings Proceed through with caution				
Departing Scene overall: Conduct walk-around – Circle of Safety Secure seat belt – crew and driver				
Positive feed back:				

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Emergency Response	S	NI	U	N/A
<p>Lights and sirens used correctly:</p> <p>Code 1 Response – Investigation, CO no sick patient, wires down, etc Code 3 Response – Structure fire, EMS, CO sick patient, MVA, etc</p>				
<p>Speed according to posted limits or reduced at the following:</p> <p>Intersections Congested highways Weather conditions Passing other vehicles Cautionary areas</p>				
<p>Maintain a safe following distance 4 second rule-under 40 mph</p>				
<p>Intersections:</p> <p>Lights/sirens used correctly Decelerate and cover brake Scan for hazards Proceed through with caution Avoid using opposing lane Complete stop before entering intersection with red light Treat each lane of crossing traffic as a separate intersection</p>				
<p>Staging Apparatus:</p> <p>Position vehicle to protect personnel and scene Set proper idle 750-1000 rpm (High idle switch) Set wheel chock Place safety cones for traffic flow Position apparatus properly for Haz-mat incident</p>				

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Basic Pump Operator Checklist	S	NI	U	N/A
Driver Stops at Scene of Simulated Emergency				
Parking Brake Set				
Transmission Is Moved To Neutral				
Pump Engage Switch Engaged				
Transmission Is Engaged And Locked				
Visually Check Speedometer To Indicate At Least 10 Mph				
Driver Engages Pump Before Leaving The Cab				
Driver Sets Wheel Chock In Front Of Rear Wheels (unless on backward incline then one in front and rear of tire)				
Driver Proceeds To Pump Panel				
Driver Opens Tank to Pump Valve				
Engages Primer				
Slowly Adjusts Throttle Up To 150 PSI (Approximate)				
Observes Compound Gauge for Positive Pressure				
Charges Appropriate Hoseline (Slowly)				
Sets Proper Pressure For Size Of Line And Gallonage Desired				
May Have To Prime A Second Time Depending On Compound Pressure Gauge.				
Set Pressure Relief Valve				
Throttles Engine Down To Engine Idle				
Take Pump Out Of Gear: Transmission to Neutral (Wait for Speedometer to Return to Zero Disengage Pump Shift Switch				

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Basic Refill Operation:	S	NI	U	N/A
Identify a hydrant fill site per a given address				
Park vehicle 10 feet out from hydrant with either the front or rear wheels perpendicular to hydrant steamer connection				
Locate fill hose on vehicle (25' - 3 ½ hose with hydrant valve)				
Attach fill hose to hydrant outlet and truck inlet				
Open hydrant all the way (approx. 12 turns)				
Open tank discharge and tank fill valves on apparatus				
When tank is full do in the following order				
Close hydrant valve & Close truck valve(s)				
Disconnect hose and replace on apparatus (if other trucks will refill only disconnect the hose and return to fire)				
Placing apparatus back in service: Complete drivers log Fuel apparatus if below half tank fuel / complete fuel log Replace equipment / inventory jump bags, tool box, etc. Document any missing equipment and notify proper personnel Complete maintenance worksheet on defective equipment Wash apparatus exterior and interior				
Winter operations: Always practice defensive driving techniques Close apparatus bay doors when leaving station Engage pump on scene AT ALL TIMES if temperature is below freezing to recirculate water Leave apparatus running on scene at all times				

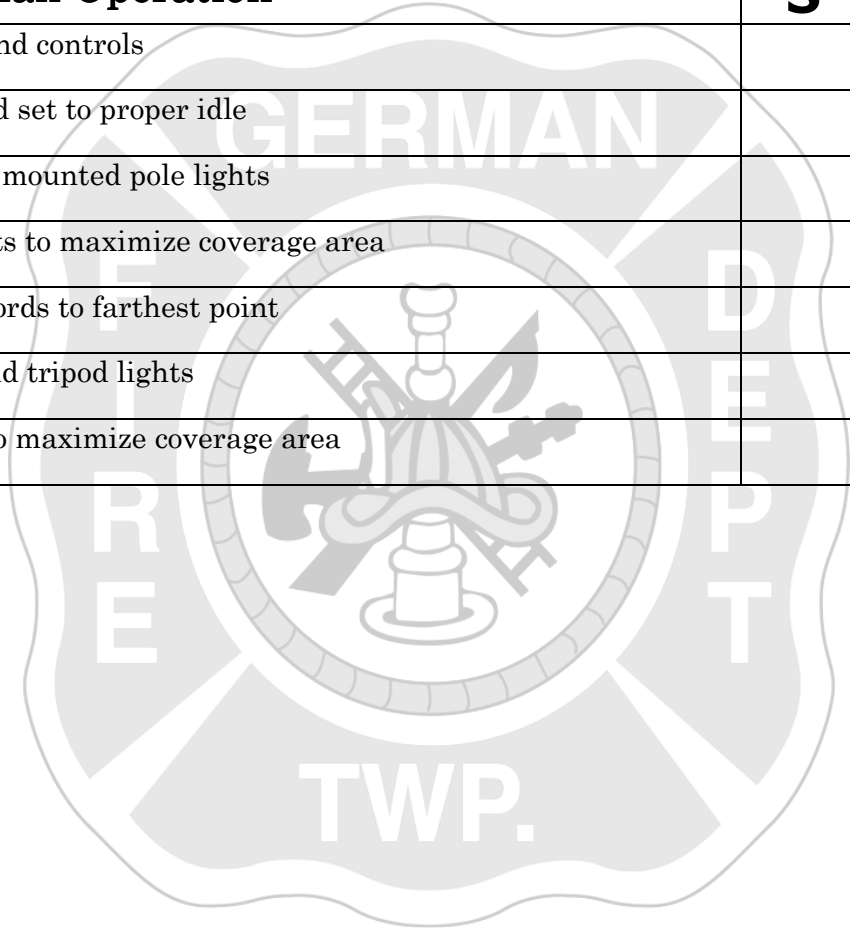
Positive feed back:

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Basic Light Man Operation:	S	NI	U	N/A
Locate Generator and controls				
Start Generator and set to proper idle				
Turn on Apparatus mounted pole lights				
Raise and Aim lights to maximize coverage area				
Stretch extension cords to farthest point				
Hookup portable and tripod lights				
Place scene lights to maximize coverage area				



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