

Grissettown Longwood Fire & Rescue

Driver/Operator Program Part III - Tanker

Overview

The Driver/Operator Preparation Program Part II is designed to standardize the training and release of driver/operators within the company; the intent is for personnel to progress, at their own pace, from smaller vehicles to larger, heavier apparatus. For all apparatus/vehicles, candidates will be evaluated and released by a line officer or designee.

Basic Requirements

Personnel successfully must meet the following requirements, by type of vehicle, to be eligible for release as a driver/operator:

Engine/Tanker/Rescue /Brush

- At least 21 years old and off probation
- Meet the requirements of NFPA 1002, *Standard for Fire Apparatus Driver/Operator Professional Qualifications for Apparatus Equipped with Fire Pump*
- Complete at least five hours of supervised non-emergency driving (Supervised by a designated evaluator)
- Complete an in-station test on the vehicle's inventory
- Perform a thorough apparatus check

Definitions

A. Proper Safety Gear – Helmet, gloves, and safety vest (minimum).

B. Engages Pump Properly – With the vehicle stopped, transmission in neutral, and the parking brake engaged, the candidate moves road-to-pump selector to the “pump” position, and shifts the transmission into the appropriate gear.

C. Checks Pump Engagement – Candidate checks the in-cab “OK to pump” indicator, checks speedometer, and taps the accelerator pedal.

D. Disengages Pump Properly – Candidate shifts transmission to neutral, ensures that the speedometer is at zero (and/or allows adequate time for gear rotations to stop), and moves the road-to-pump selector to the “road” position.

E. Charges/Shuts Down Lines Properly – Candidate opens and closes gates slowly; if possible, idles down before shutting down lines.

Procedure

A. Members will document all non-emergency driving using the “Driving Evaluation Form.”

B. Once the member has successfully completed the required non-emergency driving and in-station testing, the candidate will schedule evaluation by a line officer or designee.

C. Complete a Driver/Operator Authorization Form for each type of vehicle that a member is authorized to operate.

D. Note: Any “Improper” action(s) require an explanation in the comments section of the form.

Tanker

Non-Emergency Driving

Personnel must complete a minimum of five (5) hours of non-emergency driving over all types of road conditions within their first due area. The evaluator may require additional driving hours or driving beyond their first due area should performance indicate.

The driver/operator must demonstrate proficiency driving the apparatus in a non-emergency mode, traveling a route that includes a variety of road conditions.

Note: A Driving Evaluation Form must be completed by the evaluator after each non-emergency driving session.

Driving Evaluation Form

Name: _____ Date: _____

Apparatus: _____ Time Start: _____ Time Stop: _____

Performance Criteria	Proper	Improper
Properly uses seatbelt		
Ensures proper seatbelt usage by passenger		
Operates and uses mirrors appropriately		
Operates vehicle with both hands on wheel while in motion		
Maintains safe following distances		
Maintains control of the apparatus while accelerating, braking, and negotiating turns		
Utilizes turn signals appropriately		
Maintains a reasonable speed for the road, and traffic conditions		
Maintains vehicle within driving lane at all times		
Operates the vehicle safely under the following conditions: gravel road, dirt road, narrow access, diminished clearance, and tight turns		
Operates the vehicle in compliance with all applicable state and local laws and departmental guidelines		
Brings vehicle to a stop in a controlled manner		

Comments: _____

Evaluator's Signature

Exercise 1: Establishing the Initial Water Supply

Candidate: _____ Date: _____

Objective: To operate as the first due tanker and establish an initial water supply to support a 500 GPM master stream.

Tasks	Proper	Improper
Stops at dumpsite location and drop equipment needed to support Rural Water Supply Operations		
Proceeds to position in close proximity to the first-due engine without hindering other responding apparatus		
Stops tanker, transmission in neutral, sets parking brake		
Dons proper safety gear		
Place wheel chocks into position		
Engages pump properly		
Checks pump engagement		
Opens tank to pump if not already open		
Opens tank fill/re-circulating valve		
Deploys appropriate length of 2.5" or 3" LDH		
Connects one end of 2.5" or 3" LDH to large diameter intake on attack engine		
Connects other end of the 2.5" or 3" LDH to large diameter discharge on the passenger side pump panel of the tanker		
Checks to ensure line is clear of kinks and/or obstructions		
Checks OK to pump light on pump panel		
Places the pressure governor into "RPM" mode		
Charges supply line to attack engine		
Sets the pump discharge pressure to correct pressure		

Places the pressure governor into “pressure” mode		
Establishes a refill line from a discharge on the attack engine to a tanker intake		
When the primary water supply has been established to the attack engine, and fire flow demand permits, opens correct intake valve to refill tank		
When advised to do so, shuts down pump		
Disengages pump properly		
Replaces equipment and ensure the apparatus is ready for service		

Comments

Evaluator’s Signature

Exercise 2: Dump Site Operations

Candidate: _____ Date: _____

Objective: To operate as the second-due tanker by establishing a dumpsite (even though this should typically be established). The candidate will be required to supply the main supply line to the attack engine through a LDH clappered Siamese or LDH manifold or to directly supply the dumpsite engine until the dumpsite engine is ready to draft from the portable tanks. The candidate should then transition to dumping water into the portable tanks. This exercise is not designed to establish a complete dumpsite; once the first portable tank has been established and the dumpsite engine obtains a draft, the candidate should dump their water and proceed into shuttle operations.

Tasks	Proper	Improper
Stops at dumpsite location in close proximity to the dumpsite engine so that minimal supply line is needed. Avoids positioning the apparatus to hinder others		
Stops tanker, transmission in neutral, sets parking brake		
Dons proper safety gear		
Places wheel chocks into position, if necessary		
Lowers the portable tank racks		
With the assistance of the dump site operator, deploys the portable tanks		
Ensures ground covers are in place prior to positioning the portable tanks, if necessary		
Positions the first portable tank in a shape that is in relation to the dumpsite engine and ensures the drain is placed on the lowest side		
Assists the dumpsite engine driver with connecting the low-level strainer and placing the hard suction hose into the main drafting tank		
Repositions tanker to utilize dump valve (rear or side) to dump water into main drafting tank		
Once it is confirmed that the dump site engine has established a draft, reopens the dump valve and continues to dump water until the main drafting tank is full		

If the main drafting tank is full, and the tanker still has greater than 20% of tank capacity, repositions tanker to utilize dump valve (rear or side) to dump water into the second portable tank		
Once approximately 90% of the tank capacity has been depleted, closes dump valve		
Confirms location of the fill site		
Ensures any personnel and equipment are clear prior to exiting the fill site		
Safely exits the dump site		

Comments

Evaluator's Signature

Exercise 3: Fill Site Operations

Candidate: _____ Date: _____

Objective: To simulate operating at a fill site from a hydrant by refilling apparatus unassisted during reduced staffing situations. In the time it takes to fill the tanker as much of the fill site as possible should be set-up. Once the tanker is full, the candidate should promptly leave the fill site and return to the dumpsite. Personnel should be encouraged to experiment with different layout arrangements and appliances. If a hydrant is unavailable, utilize an engine operating at a static source to simulate.

Tasks	Proper	Improper
Arrives safely at the fill site location		
Stops tanker, transmission in neutral, sets parking brake		
Dons proper safety gear		
Places wheel chocks into position		
Opens hydrant to ensure operation and no obstructions		
Closes hydrant		
Attaches 2 ½” hydrant gate valves to each 2 ½” outlet on the hydrant or 4.5”x (2) 2.5”to hydrant. Ensures gate valves are in the closed position.		
Fully opens the hydrant		
Deploys two 50’ sections of 3” line and connects each section to the direct tank fills on the tanker		
Fully opens the direct tank fill valves		
Connects first section of 3” line to the first hydrant gate-valve and fully opens		
Connects second section or 3” line to the first hydrant gate-valve and fully opens		
Once the tank is full, slowly closes the direct tank fill valves		
Slowly closes both hydrant gate valves		
Disconnects tank fill line(s)		

Picks up wheel chocks		
Enters the cab and securely fastens seat belt		
Ensures any personnel and equipment are clear prior to exiting the fill site		
Safely exits the fill site		

Comments

Evaluator's Signature

Exercise 4: Tanker Shuttle Operations

Candidate: _____ Date: _____

Objective: To operate in a tanker shuttle operation. Preferably, and if resources allow, this exercise will require an engine with operator to assume the role of dumpsite engine, an officer at the dumpsite to assume the role of the Water Supply Supervisor, an engine with crew to assume the role of the fill site engine, and at least two additional tankers. A predefined shuttle route will be established between the dump and fill sites.

Tasks	Proper	Improper
Arrives safely at the dump site and positions as directed to utilize rear and/or side dump to dump water into portable tank		
Stops tanker, transmission in neutral, sets parking brake		
When directed, operates correct dump valve switch from inside the cab and dumps water into portable tank		
Confirms location of the fill site, if needed		
Once approximately 90% of the tank capacity has been depleted, or as directed by the water supply officer, closes dump valve		
Ensures all personnel operating around the dumpsite are clear and then safely exits the dumpsite		
Safely drives the apparatus from the dumpsite to the fill site. Obeys all traffic laws, maintains awareness of other tankers traveling in the shuttle route, stays alert for pedestrian traffic, and travels at a safe and responsible speed		
Arrives safely at the fill site location and positions as directed by the fill site crew		
Stops tanker, transmission in neutral, sets parking brake		
Stays in cab while the fill site crew connects appropriate fill line(s) to the rear direct tank fills		
Once the apparatus tank is full, waits for the fill site crew to disconnect fill lines and signal that it is okay to exit the fill site.		

Returns to the dump site and completes another dump/fill site cycle		
Successfully completes three (3) evolutions		

Comments

Evaluator's Signature

Tanker Driver/Operator Preparation Program Authorization Form

Candidate: _____ Date: _____

	Initial	Date
Determination of Eligibility		
At least 21 years old		
Endorsed by a Line Officer		
Meet requirements of NFPA 1002, <i>Standard for Fire Apparatus Driver/ Operator Professional Qualifications</i> for Mobile Water Supply Apparatus		
Released as an engine driver/operator		
Released for probation as an apparatus driver/operator for a minimum of six (6) months		
Practical Exercises		
Successful completion of in-station vehicle inventory test		
Successful demonstration of a thorough apparatus check		
Successful completion of in-station area familiarization test		
Successful completion of at least five (5) hours of supervised non-emergency driving		
Successful evaluation by a Line Officer or Designee		

Authorization

Signing below indicates that the above individual has successfully completed the requirements to be released as a driver/operator for engines/pumpers.

Chief's Signature