

**Title: Fire Hose / Types and Amounts
Carried**

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Purpose: To establish procedures for the loading, care, maintenance, size, amounts carried and the type of appliance attached to all firefighting hose and hose loads used by the Department.

Scope: This procedure is to be followed by all members of the Department. Authority to deviate from this procedure rests with the Assistant Chief / Operations and Battalion Chiefs who are solely responsible for the results of any deviation.

General: Although the loading of fire hose on fire apparatus is not an emergency operation, it is a very vital operation that must be done correctly. When fire hose is needed at a fire, the proper hose load permits efficient and effective operations to be carried out.

In order to clarify terminology of hose bed positions, the FRONT of the hose bed is designated as that part of the compartment that is toward the FRONT of the apparatus. The REAR of the hose bed is that portion of the hose bed that is located to the REAR of the apparatus. The left side of the apparatus is considered the DRIVER'S side and the right side is the OFFICER'S side.

230.04.01. Hose Procedures:

1. Before connecting any coupling, check for the presence and condition of the gasket and the condition of the swivel.
2. When TWO sections of hose are connected, keep the flat sides of the hose in the same plane.
3. When TWO sections of hose are connected, the couplings made should be hand-tight. DO NOT USE SPANNER WRENCHES TO TIGHTEN COUPLINGS FOR STORAGE IN A HOSE LOAD.
4. When fire hose must be bent to form a loop in the hose bed, all wrinkles should be removed by pressing with the fingers so that the inside of the bend is smoothly folded.

5. During the loading process, a coupling will frequently come in position so that it must turn around to be pulled out. To avoid this situation, make a short fold or bend in the hose that will relocate the coupling. This practice is commonly known in the fire service as a "dutchman". The "dutchman serves two purposes. One is to change the direction of the hose and the other is to change the location of the coupling.
6. After an alarm or drill, where the hose has been used and charged, or exposed to dirt, mud, etc. the hose shall be washed with mild soap and water, then dried before repacking. This will only cover those cotton-jacketed hose that requires drying before reloading. LDH will only require cleaning and reloading. If a section of hose is exposed to a hazardous material on the scene of the emergency, it shall be rolled on the scene, if possible, and packaged for proper hazardous disposal. This information should be passed on to the Assistant Chief / Administration so that the replacement cost can be added to the total cost of the incident.
7. When hose is repacked, attempt to see that it is not folded in the same place every time, as this will cause a permanent crease in the hose that, in turn, will increase friction loss and increase the possibility of failure.
8. All personnel should practice safety precautions during all hose evolutions, including training, loading and washing. Helmets and Gloves shall be worn as a minimum level of protection whenever fire hose is being used.

230.04.02. Vehicle Hose Load Amounts and Locations:

On all 2 ½" and 3" hose loads the figures are approximate.
DO NOT OVERLOAD OR UNDER LOAD THE HOSE BEDS.

Engine 61 / 2001 Pierce / Quantum 1750 gpm ALS Pumper

- 1200' – 4" LDH STORTZ supply line / Rear Hose Bed
- 800' – 3": large attack / supply line / Rear Hose Bed
- 200' – 2 ½" attack line / Rear Hose Bed
- 100' – 1 ¾" attack line / Front Bumper Tray
- 200' – 1 ¾" attack line / Top Pre-Connect
- 150' – 1 ¾" attack line / Bottom Pre-Connect

Engine 62 / 1996 Pierce / Quantum 1500gpm ALS Pumper

1200' – 4" LDH STORTZ supply line / Rear Hose Bed
800' – 3" large attack / supply line / Rear Hose Bed
200' – 2 ½" attack line / Rear Hose Bed
100' – 1 ¾" attack line / Front Bumper Tray
200' – 1 ¾" attack line / Bottom Pre-Connect
150' – 1 ¾" attack line / Top Pre-Connect

Engine 64 / 1996 Pierce / Quantum 1500gpm ALS Pumper

1200' – 4" LDH STORTZ supply line / Rear Hose Bed
800' – 3" large attack / supply line / Rear Hose Bed
200' – 2 ½" attack line / Rear Hose Bed
100' – 1 ¾" attack line / Front Bumper Tray
200' – 1 ¾" attack line / Bottom Pre-Connect
150' – 1 ¾" attack line / Top Pre-Connect

Truck 61 / 2003 Pierce / Dash 100' Tower/Ladder 2000 gpm

1000' – 4" LDH STORTZ supply line / Rear Hose Bed
400' – 2 ½" large attack / supply line / Rear Turntable
100' – 1 ¾" attack line / Front Bumper Tray
150' – 1 ¾" attack line / Front Crosslay
200' – 1 ¾" attack line / Rear Crosslay

Truck 161 / 1993 Sutphen 75' Ladder Pumper 1500 gpm

800' – 4" LDH STORTZ supply line / Rear Hose Bed
100' – 1 ¾" attack line / Front Bumper Tray
150' – 1 ¾" attack line / Front Crosslay
200' – 1 ¾" attack line / Rear Crosslay
600' – 2 ½" or 3" large attack line / Rear Hose Bed

Engine 161 / 1989 FMC / Spartan 1500 gpm ALS Pumper

1000' – 4" LDH STORTZ supply line / Rear Hose Bed
750' – 3" large attack / supply line / Rear Hose Bed
200' – 2 ½" attack line / Front Crosslay
150' – 1 ¾" attack line / Rear Crosslay

230.04.03. Standard Hand-line Nozzles in Use:

Akron "Turbojet" - 1 3/4" attack lines.

- Adjustable settings
- Should be stored at 95GPM.

Akron "Turbojet" - 2 1/2" attack lines.

- Adjustable settings
- Pre-Connected "Large Diameter Attack line"