



# City of Winter Park Fire-Rescue Standard Operating Guideline

# 320.02

**Title: Procedures for the Maintenance and Operation of Rescue 61, 62 and 64 (Vehicle 2257, 2258 and 2264)**

**Date Issued: August 1, 2006  
Date Last Revised: October 5<sup>th</sup>, 2010  
Revision Number: I  
Total Pages: 6**

**Purpose:** To establish a procedure to outline the regular maintenance and operations of Rescue 64 and 62 (2006 international Navistar 4300 2dr 4x2. Mfg 2006) and Rescue 61 (2006 international Navistar 4300 2dr 4x2. Mfg 2007)

**Scope:** This policy will outline what maintenance is to be performed by department personnel and what is to be referred to fleet maintenance. In addition, this SOG will cover those operational considerations of this apparatus with regards to testing, training and fire / rescue operations.

## **General:**

### **320.02.01. Description:**

Rescue 64 / 62 are each a medium duty International chassis Rescue / Ambulance assigned to Station 62. Rescue 61 is a medium duty international chassis Rescue / Ambulance assigned to Station 61. They will respond with a minimum crew of two (2) personnel as shift staffing permits with one being a certified Paramedic.

### **320.02.02. Specifications:**

- Engine – International DT466 50 state, 255 hp, 660 lb-ft torque @ 1400 RPM  
2600 RPM governed speed, #2 bell housing
  - a. OIL – 28 Quarts
  - b. ANTI-FREEZE / 19.8 Quarts
  - c. POWER STEERING FLUID – Dextron 2 ATF / To fill line
  - d. FUEL TANK – Diesel / 50Gallons
- Transmission- ALLISON 3000
  - a. FLUID – Castrol TranSynd 29
- Chassis – International 4300 SBA LP 4x2 Chassis

- a. Front Axle – International
  - b. Rear Axle – International S150S GR 4:44
  - c. Tires – Front / Goodyear 245/70R 19.5G 647 Rear / Goodyear same as front.
- Measurements
    - a. Overall Length = 170”
    - b. With a wheel base of 169”
    - c. Height (box) 93.5”
    - d. Interior headroom 72”

**320.02.03. Fire Department Performed Maintenance:**

**Daily Check List Items:**

- Visual Inspection / Around / Over / Under Vehicle
- Check all liquid levels on chassis, engine, transmission, coolant, power steering, hydraulic generator fluid and all other liquid levels.

**NOTE: Fire Department personnel should only visually monitor the hydraulic generator fluid level. Only city fleet maintenance personnel should be filling this reservoir**



**NOTE** – If engine was running within the previous five (5) minutes of the engine oil being checked, it should be allowed to sit and drain into the oil pan for a proper check.

- Check belts for wear, tension and condition.
- Visually check fuel level tank gauge and condition of tank for any damage.
- Tires and Wheels – Check and maintain correct air inflation pressures per tire sidewall instructions (weekly). Rims should be inspected for damage. These are SOLID ALUMINUM RIMS.
- To properly check the transmission fluid level, the following should be performed in order: (Vehicle should be checked on a level surface!)
  1. Stop Engine
  2. Set Parking Brake
  3. Place Transmission in NEUTRAL
  4. Engine should be at NORMAL OPERATING TEMPERATURE
  5. Engine RPM should be at IDLE
  6. Dipstick will show an ADD or FULL indication.

**NOTE: FLUID SHOULD ONLY BE ADDED BY CITY FLEET MAINTENANCE PERSONNEL.**

- Electrical System – Check all lights and gauges.
- Check mirrors.
- Visually Check Coolant Tank Level.
- Examine all other equipment as required.
- Operate, with a load, the hydraulic generator.
- Washing of Apparatus – Painted surfaces may be washed as normal. Truck may be placed on the waxing rotation to maintain appearance. Avoid waxing close to the reflective striping or lettering to prevent wax build-up on the edges of the letters.
- **DO NOT SPRAY COOL WATER ON RIMS OR CHASSIS COMPONENTS THAT ARE HOT.** Allow the truck to cool prior to rinsing.

#### **320.02.04. Operations:**

- *Start-Up and Normal Running / Special Operations*

To start this unit, the ignition switch is located on the dashboard to the right of the steering wheel. The switch is operated by a key. This key is to be left in the vehicle any time the unit is in service located at one of the fire stations. If the vehicle is left for any reason in the public view, it should be locked and these keys removed from the ignition.

- **Electrical Start-Up** – To preset the electrical system to handle the load of the emergency lighting system, a sequencer was installed. This device is designed to turn on each emergency light that is “preset” by the manufacturer in 0.5-second intervals. The device is designed to prevent shock-loading of the electrical system. For normal operations all the emergency lights that are needed for response.
- **Electrical shut down** – These units are equipped with a TST commander battery switch. This switch is tied into the ignition switch and set to a five minute timer. When the vehicle is shutdown the vehicles electrical system will stay powered for five minutes. This is a standard option and its design is to give you time to unload the patient after the vehicle has been shutdown.
- **Shoreline Charging** / Each time the unit is placed in quarters, it should be connected to the shoreline charging system. The system receptacle is located on the left side of the patient compartment box and will plug into any wall 100V receptacle. Drivers should make sure that the shoreline is removed from the vehicle before moving out of the apparatus bay. These units are also equipped with a 30amp connection. This powers the Dometic A/C unit. This should be connected year round as the A/C unit is also a heat pump.
- **Dometic A/C-** Each unit is equipped with a “secondary” A/C unit. These are operated two ways. Either shoreline or generator. Each unit is equipped with a Harrison 6.0 KW Hydraulic PTO Driven generator. The generator can be activated by two switches. Each located in the cab. (see below) Both switches should be in the on position for the A/C to operate. When the vehicle is started the generator will start automatically.



61



62/64



- Air Bag Suspension System / These vehicle's are equipped with an Air Ride rear suspension system. The system has the capability of dumping the air in the suspension so that the rear of the vehicle is lowered for easier loading of patients. The system can be "dumped" from either the cab or by opening the left rear door. There is also a cancel switch located on the right rear wall of the patient compartment. When the transmission is placed in one of the drive gears, the system will automatically refill the air suspension. **CAUTION** should be used to see that the vehicle has returned to its normal ride height position before proceeding with any movement. Damage may result from the vehicle being operated at a lower ride height than normal.
- OPTI-COM Traffic Control Device – Shall be operated in accordance with Department procedures. Light will automatically cut off when the driver's door is opened.
- Momentary OFF Switch for Back-Up Alarm – The Back-Up Alarm should be left in the "ON" position unless the unit is being operated in an area, such as a hospital, where the increased noise could cause danger to others in the area.

**320.02.05. Operational Questions:**

All operational and equipment questions concerning this vehicle should be routed to the EMS Supervisor.

All questions regarding maintenance and service should be routed through the chain of command to the Battalion Chief

A copy of the operational manual from International truck and engine Company is located in the Maintenance office at the City Garage. Several other manuals for this unit are located in the Battalion Chief's office and are available at any time to all personnel.

**320.02.06 Patient loading & transporting procedures:**

Several new safety innovations have been installed on these rescues. Compliance is mandatory.

- Trash cans have been placed on all entry/exit doors so crews can remove contaminated gloves before entering the vehicle.
- All loose equipment shall be stored in their proper brackets or compartments with the doors closed. This includes spare batteries, portable radios and clipboards not in use.
- At no time shall the "jump bags" be placed on the floor in the front of the patient compartment.
- It is desirable for crews to treat the patient prior to the vehicle moving.
- When transporting a patient all occupants in the patient compartment shall be restrained in either a three or five point harness. Only in extreme patient care scenario shall this practice be deviated from.
- During a patient transport the drug box shall be stored in a closed compartment. Exception to this rule is when that drug box is being used in treatment.
- The new Stryker PowerPro stretcher is designed to be operated by two people. At no time should one person operate the stretcher with a patient onboard.



James E. White  
Chief of Department