

City of Winter Park Fire-Rescue Standard Operating Guideline

320.03

**Title: Operational Procedures for Vehicle
2239 / Rescue 62**

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Purpose: To establish a procedure to outline the regular maintenance and operations of Rescue 62 (Freightliner/ Wheeled Coach) Vehicle #2239.

Scope: This policy will outline what maintenance Department personnel will perform and what will be referred to other certified personnel. In addition, it will cover those operational considerations of the apparatus concerning testing, training and fire / rescue operations.

General: Rescue 62 is a 1999 Freightliner / Wheeled Coach medium duty rescue / transport vehicle, manufactured by the Wheeled Coach Corporation in Winter Park, Florida. The unit is assigned to Station 62 and will respond with a minimum crew of (2) two personnel, one being a certified Paramedic.

320.03.01. Specifications:

- Engine – Cummings / ISB 230 HP
 - a. OIL - SAE 15 W 40 / 17 Quarts
 - b. ANTI-FREEZE / 9.5 Quarts
 - c. POWER STEERING FLUID - Dextron 2 ATF / to fill line
 - d. FUEL TANK - Diesel / 32 Gallons
- Transmission - Allison MD-3060 P Automatic
 - a. FLUID - Dextron 3 ATF
- Chassis – Freightliner FL-60 Series
 - a. Front Axle – Meritor FL-941 @ 8,000#
 - b. Rear Axle – Meritor RS-15-120 @ 15,000#
 - c. Tires - Front / Michelin 245/70 R9.5 Rear / same as front

- Measurements
 - a. Overall Length = 28' 8" Bumper to Bumper
 - b. Overall Height = 9' 5" to the top of the patient compartment
 - c. Wheelbase = 192"
 - d. Width = 8' 2"

320.03.02. Fire Department Performed Maintenance:

Daily checklist items:

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

NOTE - If engine was operating within the previous (5) minutes of checking the oil, the vehicle should be allowed to sit, draining the oil back into the pan to ensure 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 side-wall instructions (weekly). Rims should be inspected for damage. The rims are ALUMINUM COVERED STEEL RIMS.
- Automatic Transmission - Check shift linkage to make sure the gear selector makes the proper changes in the transmission pattern.
- To properly check the transmission fluid level the following should be performed in order:
 1. Set Parking Brake
 2. Place Transmission in NEUTRAL
 3. Engine should be at NORMAL OPERATING TEMPERATURE
 4. Engine RPM should be at IDLE

Dipstick will show an ADD or FULL indication.
FLUID SHOULD ONLY BE ADDED BY CITY MAINTENANCE
PERSONNEL

- Electrical System - Check all lights and gauges.
- Check mirrors.
- Examine all other equipment as required.

See Freightliner Operators Manual for other daily and weekly checklists covering.

- 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 WAX THE POWDER-COATED ROLL-UP DOORS.** A special product is available for the maintenance of these doors.
- **DO NOT SPRAY COOL WATER ON RIMS OR CHASSIS COMPONENTS THAT ARE HOT.** Allow the truck to cool before rinsing.

320.03.03. Operational Considerations:

Start-Up and Normal Running / Special Operations:

- To start this unit the **MASTER** battery switch must be pushed-in and lit to operate the ignition switch. The ignition switch is located on the dash at the lower left-side of the dash. The 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 unattended for any reason, all access doors, all ALS compartments access doors **must be locked**, and these keys removed from the ignition.
- This unit is **NOT** equipped with an on-board Diesel Smoke Filtration System (Rescue 61). Personnel must attach the unit to the station vehicle exhaust extraction system each time it is placed in the stall.

Electrical Start-Up - To preset the electrical system to handle the load of the emergency lights, a *Kussmaul* sequencer switch is installed on the dash, next to the MASTER switch. This device is designed to turn on each emergency light that is "preset" by the operator in .5 second intervals.

- For **normal operations**, all those emergency lights that are needed for response, with the exception of the OPTI-COM, should be left in the "ON" position, and should be activated by the sequencer.
- Shoreline Charging - Each time the unit returns to 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 110V receptacle. When the vehicle is started, the cord will automatically release from the vehicle and fall out of the way.
- Air Bag Suspension System - This vehicle is equipped with an air-ride suspension system on the rear axle. The system has the capability of dumping the air in the suspension so that the rear of the vehicle lowers for easier loading of patients. The system can be "dumped" either from the cab or inside the rear door. 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 - Will only operate while the vehicle transmission is in DRIVE. This is different from other units on the Department and all personnel should take notice of the change.
- Transmission Modes - This unit is equipped with a computer controlled automatic transmission. It is capable of operating in two different Modes. For our purposes, the transmission MODE selector should be left in the normal position or light OFF for all operations not in the Economy mode.
- Electronic Oxygen Control Monitor - An Electronic Oxygen Control Monitor is located in the Action Area of the unit. The monitor alarm will activate if the system drops below 500 psi.
- "Check-out" lights - The dome lights, located in the patient compartment, can be activated by the timer located on the wall, near the curb-side door. The timer will allow for operation of these lights for a selected amount of time. This can be used for inventory checks without activating the units batteries.
- Automatic Engine Idler - A Vortec Model MD-30-1500FD, automatic engine idler is located under the master control console in the cab. This unit, along with the Vortec Model MD-30 1400 voltage monitor will activate an increased engine idle any time the voltage drops to a point

where damage could be done to the electrical system. The system may activate automatically, but should be turned "ON" any time the unit must idle with any additional lighting in use. The "hi-idle" will disengage any time the brake is applied or if the gearshift is moved.

- Electrical by-pass Function - The unit is also equipped with an electrical system by-pass function. When activated, the by-pass will turn-off several of the electrical items that are drawing the most current. These will include the WHITE rotating lights in the front and rear light bars and several of the other emergency lights. This switch should not be activated unless prolonged use of these lights is required. The electrical system listed in section "k" of this SOG will operate with the by-pass in either position.
- Manual 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.
- Winch Operations - Located in the front extended bumper is a 12,000 lb. electric winch. The winch is equipped with 125' of 3/8" galvanized aircraft cable. Caution should be used when operating the winch in any situation. All rescuers should use their firefighting gloves any time the cable is handled. When a load is placed on the winch and cable, a blanket or tarp should be placed mid-way in the line to prevent the whip-lash effect of a broken line. A minimum amount of rescuers should be placed in the area when the winch is in operation. The controller should stand away from and behind a safe object while maintaining visual contact with the rescue. The cable should be replaced on the spindle under tension to ensure no kinks develop in the line.

Operational Questions:

All operational questions concerning this vehicle should be routed through the chain-of-command to the Battalion Chief assigned to apparatus. Please route any medically related to the EMS supervisor.

A copy of the operational manual from Freightliner 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.