



Polk City Fire Department

Standard Operating Guidelines

309

#309 – Pump Operations – Rescue 458

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Purpose:

To outline the steps to effectively operate the pump on Rescue 458.

Procedure:

Start-up:

1. With truck running, in neutral, and with the parking brake set, pull the pump lever out and shift up from ROAD to PUMP. Following the transfer, the Vista screen should display the pump information and status of all the components. The instructions for proper transfer are clearly listed on the pump shift panel.
2. Shift transmission from neutral to drive. The speedometer should jump up to about 20 mph, and a message on the dash Message Center should indicate that the pump is engaged.
3. Proceed from cab to pump panel. Open the tank to pump valve. If the pump needs to be primed pull the main primer button until pressure is indicated at the gauge.
4. To get discharge pressure, press the PRESET button on the pump control panel. This will automatically bring the pump pressure to 120 psi. Running in the preset mode will maintain 120 psi discharge pressure throughout all discharge lines at all times. Manual pressure can be adjusted by pressing the increase (+) or decrease (-) buttons on the control panel.
5. After required pressure is reached, SLOWLY open any discharge lines as required.
6. If connecting a supply line to one of the (3) intakes, before opening the automatic intake valve, it is necessary to open and close the appropriate bleeder valve for the intake in order to let the air escape out of the line. After bleeding the line, slowly open the appropriate intake by holding the switch in the open or closed position.
7. If priming is required for the side intakes, open the appropriate intake valve and pull the main pump priming lever until pump is primed. The front intake has a separate primer which is labeled and used the same way.
8. If FOAM is required, push the RED button on the Foam Pro control panel. The system is set to run a default of 0.5 % foam. Foam concentrate can be adjusted up or down by adjustment of the control panel. Discharge lines are clearly marked if they are capable of using foam.

Shut down:

1. Shut down the foam by depressing the RED button on Foam Pro control panel. After foam is shut down, flush the line(s) until water is flowing clear.
2. Slowly close all discharge lines, depress the idle button on the control panel, close all intake valves, and close the tank to pump valve. Verify ALL lines are CLOSED.
3. If operating during winter months, open ALL drain lines.
4. Proceed to the cab, shift the transmission from drive to neutral, shift the pump lever from PUMP to ROAD, disengaging pump. All systems should indicate normal road operation.