



GENERAL ORDER

GENERAL ORDER 320.09

Medical Ambulance Bus Staffing and Deployment

EMERGENCY SERVICES BUREAU

Issue Date: 7/19/2013

Revision Date:

1 APPLICABILITY

2 All personnel

3 POLICY

4 The Howard County Department of Fire and Rescue Services (HCDFRS) has a Medical Ambulance Bus (MAB), designated as
5 MAB-13. The following provides a brief overview of the regional MAB program, as well as the staffing and deployment plans
6 for the unit assigned to Howard County.

7 DEFINITIONS

9 PROCEDURES

10 GENERAL OVERVIEW

11 The Region III Health and Medical Task Force (Task Force) was created in 2006 to establish regional cooperation and
12 collaboration between local, state, federal government agencies and regional healthcare partners in the area of emergency
13 preparedness and response. The Task Force has obtained federal funding to purchase regional Medical Ambulance Buses,
14 along with supplies and equipment to provide medical response capabilities for the entire region. Funds for these purchases
15 were made available through the Baltimore Urban Area Security Initiative (UASI) and the Maryland Department of Health &
16 Mental Hygiene (DHMH) Hospital Preparedness Program (HPP) grant programs.

17 There are two Medical Ambulance Buses within Region III; MAB-13 and its sister MAB assigned to the Anne Arundel County
18 Fire Department. These units are specialized regional assets that may be requested to support a variety of incident types
19 within their respective jurisdictions or throughout the state of Maryland. These incidents may include, but are not limited to,
20 mass casualty incidents, evacuations, medical rehab on large scale incidents, alternate care site support, medical surge events,
21 or as a medical treatment area for a large scale planned event. Each Medical Ambulance Bus is designed to manage various
22 patient configurations that include up to 12 back boarded patients, 24 seated patients, 8 wheelchair patients, or various
23 combination of patients based on the incident needs. While the Medical Ambulance Bus's primary function is to care for Basic
24 Life Support patients, it is also equipped to manage Advanced Life Support patients if Advanced Life Support providers are
25 available.

26 **MEDICAL AMBULANCE BUS MANAGEMENT**

27 The Bureau Chief of the Bureau Emergency Services or designee shall be responsible for the overall management of the
28 Medical Ambulance Bus.

29 The Career Captain assigned to the Bethany Station shall be responsible for the day-to-day coordination of programs necessary
30 to maintain personnel training and unit response readiness.

31 The response of the Medical Ambulance Bus shall include the following response team members:

- 32 • Operators (Driver)
- 33 • Officers (Lieutenant or above)
- 34 • Technicians (Emergency Medical Technician or above)

35 **QUALIFICATIONS FOR RESPONSE TEAM MEMBERS**

- 36 • Operators
 - 37 ○ State of Maryland Class B Commercial Drivers License (CDL)
 - 38 ○ Successful completion of the Medical Ambulance Bus Drivers Training Manual (see **Attachment A**)
 - 39
- 40 • Officers
 - 41 ○ Currently serving at the rank of Lieutenant or above
 - 42 ○ Successfully complete the Medical Ambulance Bus Skills Checklist
 - 43 ○ Approved by the Career Station Captain assigned to the Bethany station
 - 44 ○ Approved by the Bureau Chief of Emergency Services or designee
 - 45
- 46 • Technicians
 - 47 ○ Successfully complete the MAB Skills Checklist
 - 48 ○ Approved by the Career Station Captain assigned to the Bethany station

49 All training records for those approved to respond on the Medical Ambulance Bus shall be maintained by the Bureau of
50 Education & Training.

51 The Career Station Captain assigned to the Bethany station shall be responsible for maintaining an updated list of individuals
52 qualified to operate as a response team member. This updated list shall be provided to the Bureau Chief of Emergency
53 Services, or designee, on the first work day of each month. The list of qualified personnel shall also be provided to the field
54 Battalion Chief Office's for daily field staffing requirements.

55 **TRAINING**

56 In-service training shall be conducted, at a minimum, on a monthly basis for all qualified personnel. Training topics shall
57 include, but not be limited to, General Order 330.01 (Mass Casualty Incidents), Medical Monitoring for Rehab Operations and
58 other topics necessary to support Medical Ambulance Bus potential responses.

59 In-service orientation & familiarization training for all field operational personnel shall be provided by the Bureau of Education
60 & Training on an annual basis.

61 Documentation of all training shall be maintained by the Bureau of Education & Training.

62 **REQUESTS FOR EMERGENCY & NON-EMERGENCY RESPONSES**

63 Emergency response requests made by jurisdictions within the Baltimore-Washington Region shall be coordinated through the
64 Howard County Public Safety Answering Point. When responding, the Officer in Charge shall have "Howard" notify MIEMSS of
65 the unit's response.

66 Requests for emergency responses outside the Baltimore-Washington region shall be made by the requesting department or
67 agency to the Maryland Emergency Management Agency (MEMA). MEMA will notify and request approval from the Howard
68 County Office of Emergency Management (OEM) for the Medical Ambulance Bus response. The Office of Emergency
69 Management shall coordinate with the Bureau Chief of Emergency Services or designee. The Office of Emergency
70 Management shall be responsible for ensuring that the Baltimore Urban Area Work Group is made aware of the request.
71 MEMA is responsible to ensure that the Maryland Institute of Emergency Medical Services Systems (MIEMSS) Chief of Field
72 Operations is aware of the request.

73 Non-emergency requests should be made as far in advance as possible by the requesting department. Approval for the use of
74 the Medical Ambulance Bus for non emergency requests shall be at the discretion of the Bureau Chief of Emergency Services.
75 Staffing of the unit for non emergency events or the use of the Medical Ambulance Bus for any other purpose shall be
76 coordinated through the Bureau of Emergency Services.

77 **EMERGENCY RESPONSE STAFFING**

78 Staff assigned to the Bethany Station shall deploy the Medical Ambulance Bus with a minimum of 3 qualified personnel that
79 shall include an Operator, Officer and Technician.

80 The utility vehicle assigned to the Bethany Station shall also respond with one qualified person to provide operational and
81 logistical support to the Medical Ambulance Bus.

82 In addition to staffing provided from the Bethany Station, a Medical Duty Officer or officer at the rank of Captain or above shall
83 respond to the incident to provide management support to the Incident Commander.

84 **INCIDENT RESPONSE TYPING**

85 The Medical Ambulance Bus may be requested for any incident at the discretion of the Incident Commander. Consideration
86 for response should be given during times of extreme temperatures for the sheltering of citizens or personnel.

87 **BALTIMORE-WASHINGTON REGION DEFINED**

- 88 • Howard County
- 89 • Anne Arundel County
- 90 • City of Annapolis
- 91 • Baltimore County
- 92 • Baltimore City
- 93 • Carroll County
- 94 • Harford County
- 95 • Frederick County
- 96 • Montgomery County
- 97 • Prince George's County

98 REFERENCES

99

100 SUMMARY OF DOCUMENT CHANGES

101

102 FORMS/ATTACHMENTS

- 103 • Attachment A

104 APPROVED

105



Deputy Chief John S. Butler
Operations Command

106

107

108



Howard County Fire & Rescue Services



Medical Ambulance Bus 13

Driver Training Manual



Howard County Department of Fire and Rescue Service MAB 13 Driver Training Manual



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Chapter 1: NFPA 1002

Objectives:

Place a copy of your Class B Driver's License with Passenger Endorsement and D.O.T. Card (if applicable) in the front of this chapter

Complete routing preventative maintenance based on the general requirements in NFPA 1002, Chapter 4, section 4.2 and Chapter 5, section 5.1

Read and understand NFPA 1002

Complete the Annex A skills check off attachment (cone course)

Instructions for the cone course can be found in annex A of the NFPA 1002 standard.
(Must pass all objectives)

Complete The NFPA 1002 section 4.2 (road course) attachment using public roads to complete the objectives. **(Must pass all objectives)**

Candidates Name: _____ EID: _____

Station Assignment: _____

I certify that the above candidate has completed the objectives set forth in Chapter 1 of this manual.

Evaluator's Signature / EID: _____

Station Assignment: _____

Date: _____



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Preventative Maintenance

Perform routine tests, inspections, and servicing functions on the systems and components specified in the following list, given a fire department vehicle, its manufacturer's specifications, and policies and procedures of the jurisdiction, so that the operational status of the vehicle is verified:

1. Battery(ies) _____
2. Braking System _____
3. Coolant System _____
4. Electrical System _____
5. Fuel _____
6. Hydraulic Fluids _____
7. Oil _____
8. Tires _____
9. Steering System _____
10. Belts _____
11. Tools, Appliances, and Equipment _____

I, _____ certify that the above candidate has completed and passes all of the tasks that are listed above.

Evaluator's Signature / EID: _____

Station Assignment: _____

Date: _____



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NFPA 1002 Annex A Skills Check Off Attachment – Cone Course

Name	Pass	Fail
<p><i>Alley Dock Exercise:</i> This exercise measures the driver's ability to drive past a simulated dock or stall and back the apparatus into the space without striking any cones or crossing any boundaries with any part of the apparatus.</p> <p>Refer to NFPA 1002 Annex A Section A.4.3.2 (a) for course set-up</p>		
<p><i>Station Parking Procedure Drill:</i> This exercise measures the driver's ability to back the apparatus into the fire station, and to park or back an apparatus down a street to reverse the direction of travel.</p> <p>Refer to NFPA 1002 Annex A Section A.4.3.2 (b) for course set-up</p>		
<p><i>The Serpentine Exercise:</i> The exercise measures the driver's ability to steer the apparatus in close limits without stopping. The exercise shall be completed with the apparatus first moving backward and then forward starting on each side of the vehicle.</p> <p>Refer to NFPA 1002 Annex A Section A.4.3.3 for course set-up</p>		



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<p>Confined Space Turnaround: This exercise measures the driver's ability to turn the vehicle around in a confined space without striking any objects.</p> <p>Refer to NFPA 1002 Annex A Section A.4.3.3 for course set-up</p>		
<p>Diminishing Clearance Exercise: This exercise measures a driver's ability to steer the apparatus in a straight line, to judge distance from a wheel to object and to stop at a finish line.</p> <p>Refer to NFPA 1002 Annex A Section A.4.3.4 for course set-up</p>		

I, _____ certify that the above candidate has completed and passes all of the tasks that are listed above.

Evaluator's Signature / EID: _____

Station Assignment: _____

Date: _____



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NFPA 1002 SECTION 4.3 Skills Check Off Attachment – Road Course

Name	Pass	Fail
Complete 4 Left Turns and 4 Right Turns		
Travel a straight section of street or rural two lane road at least one mile in length		
Travel through one through intersection and two intersections where a stop has to be made.		
Travel through one railroad crossing		
One curve either Left or Right		
Travel on a limited access highway that includes a conventional ramp entrance and exit and long enough to complete two lane changes		
A downgrade steep enough and long enough to require downshifting and breaking		
An up-grade steep enough to require gear shifting to maintain speed		
One underpass or low clearance bridge		

I, _____ certify that the above candidate has completed and passes all of the tasks that are listed above.

Evaluator's Signature / EID: _____

Station Assignment: _____

Date: _____



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Chapter 2: Maryland Vehicle Law & EVO

Objectives:

Read and understand the Maryland Motor Vehicle Law as it pertains to Emergency Vehicles

Read and understand MFRI text Emergency Vehicle Operator Fall 2008 Edition.

Read and understand the MVA Model Commercial Driver's License Manual including Passenger Endorsement sections

Complete the quiz that is at the end of the chapter

Candidate Name: _____ EID: _____

Station Assignment: _____

I certify that the above candidate has completed the objectives set forth in Chapter 2 of this manual.

Evaluator Signature / EID: _____

Station Assignment: _____

Date: _____



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Chapter 2: Maryland Vehicle Law & EVO Quiz

Maryland Vehicle Law

1. Are seatbelts required to be worn in Emergency Vehicles?
2. Can you use your Emergency lights after you clear an incident to return to the station?
3. When driving and Emergency Vehicle, can you drive without due regard to safety?

Emergency Vehicle Operation

4. When shall an Emergency Vehicle be brought to a complete stop?
5. What should be used when backing an apparatus?

Passenger Endorsement

6. To avoid common bus accidents, what should you be looking for before merging into traffic?



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7. Upon approaching a curve, what must a driver do to prevent rollover?

8. What must any passenger bus do at a railroad crossing?

I, _____ certify that the above candidate has completed and passes all of the questions that are listed above.

Evaluator Signature / EID: _____

Station Assignment: _____

Date: _____



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Chapter 3: HCDFRS General Orders

Objectives:

Print, read, and understand all General Orders that pertain to the operation and safety of an Emergency Vehicle.

This list should include but is not limited to:

- GO #150.03, Accident Reporting – Injury/Property Damage/Loss
- GO #150.04, Vehicle Safety
- GO #150.07, Apparatus Response to Non-EMS Incidents
- GO #150.15, Roadway Safety
- GO #300.03, Bridges – Weight Restrictions
- GO #500.01, Annual Service Testing and Inspections
- GO #510.03, Vehicle Maintenance and Repair
- GO #510.04, Standard Equipment Inventory: Engines, Towers, Medic Units, Battalion Cars

Complete the quiz that is at the end of the chapter

Candidate Name: _____ EID: _____

Station Assignment: _____

I certify that the above candidate has completed the objectives set forth in Chapter 3 of this manual.

Evaluator Signature / EID: _____

Station Assignment: _____

Date: _____



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Chapter 3: General Order Quiz

1. Who is directly responsible for the safe operation of DFRS vehicles at all times?
2. Can emergency vehicles be operated with disregard for traffic laws?
3. Should a driver move any vehicle prior to assuring that all personnel are in seatbelts?
4. While responding to an incident do you need to obey traffic laws and signals?
5. Give any examples of when a vehicle can back up without an assigned guide.
6. During an emergency response, when shall the driver bring the vehicle to a complete stop?
7. What is the goal of the Roadway Safety policy?
8. What is an Advanced Warning area?
9. What is a Buffer?
10. When should traffic cones be placed on the scene?



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11. Is it okay to use a fuel card that is not assigned to the vehicle you are fueling?

12. If a fuel card becomes lost or damaged, what should be done?

13. Are DFRS personnel responsible in part for both maintenance and minor repair of county owned vehicles?

14. In what areas shall DFRS personnel be responsible for maintaining the vehicle between scheduled service intervals?

15. Can DFRS personnel adjust slack adjusters or attempt any brake repairs?

16. In what General Order can a list of problems be found that would render a vehicle unsafe?

I, _____ certify that the above candidate has completed and passes all of the questions that are listed above.

Evaluator's Signature / EID: _____

Station Assignment: _____

Date: _____



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Chapter 4: MAB 13 Systems

Objectives:

Given an overview of the systems on MAB 13, the candidate shows proficient operation of all systems as outlined in this chapter.

Candidate Name: _____ EID: _____

Station Assignment: _____

I certify that the above candidate has completed the objectives set forth in Chapter 4 of this manual.

Evaluator Signature / EID: _____

Station Assignment: _____

Date: _____



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MAB SYSTEMS

There are a number of systems on MAB 13 that make it unique. The following is a selection of the User's Manual from the manufacturer, highlighting the most important systems on the vehicle. As required later in this Chapter, additional practical skills must be completed on other systems of the bus, which should be reviewed during the training session.

Kinequip Single Relay Control Board



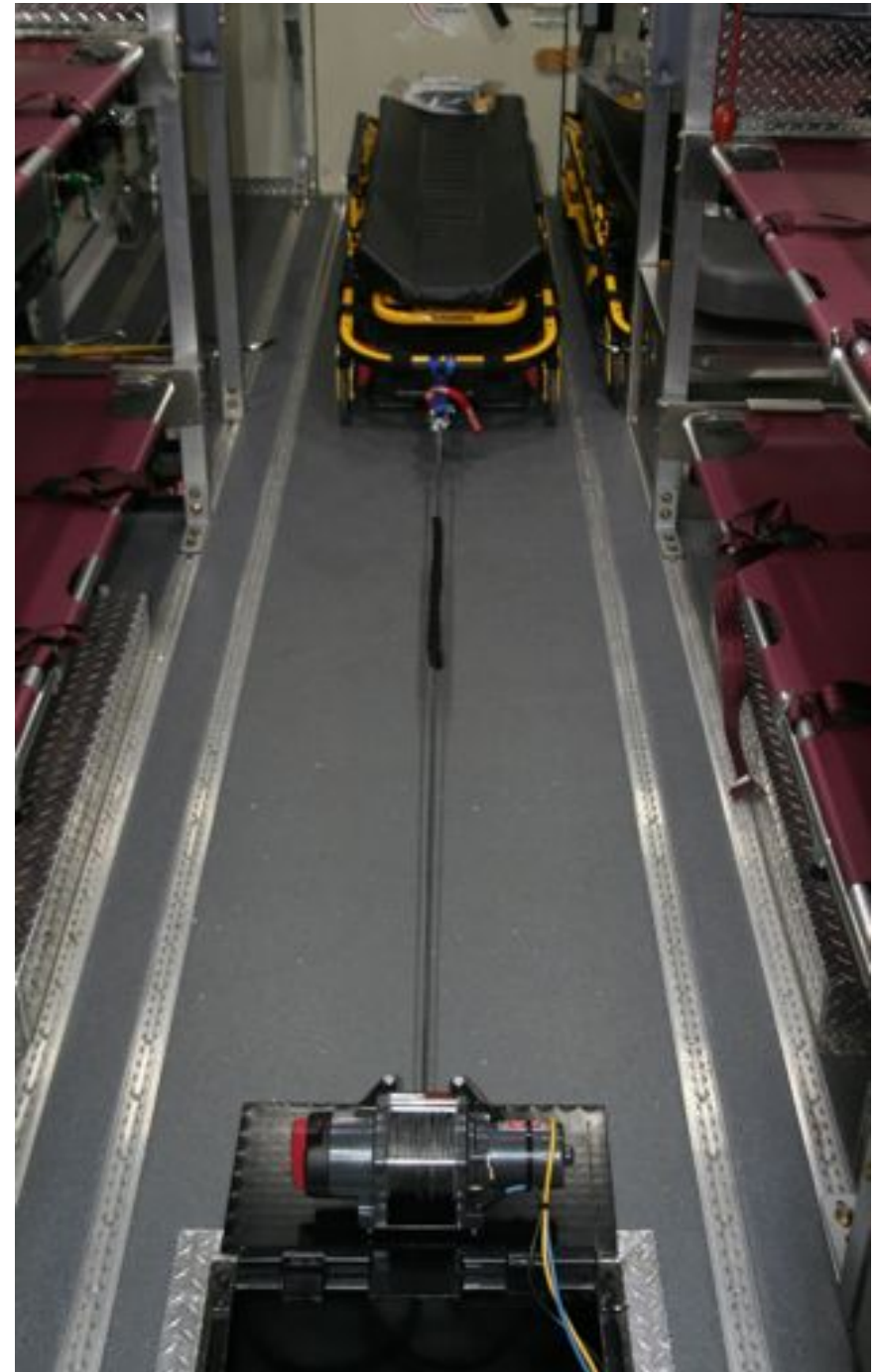
- The Kinequip single relay control board is a fully integrated relay control board designed and built to IPC Class 3* guidelines. The VF4 style socketed relay is rated for 20A at 24 VDC with built-in on-board diode suppression. Three status indicators for Blown Fuse, Coil Power and Load allow for intuitive operation and easy troubleshooting. Also included is a medium sized ATO blade style fuse / circuit breaker holder that is rated for 20A. Wiring connections are made via a WAGO Cage Clamp removable lockable connector, which provides a secure, vibration proof and corrosion resistant wire termination. Installation time is reduced by as much as 75%. All of these features are mounted in a 1.5"x3.375" DIN Rail mountable package.
- Clearly, the AEV Single Relay Control Board is a best-in-class solution for Emergency Vehicle relay applications.
Notes:
* IPC Class 3: High Performance Electronic Products (Examples: Military, Life Support)

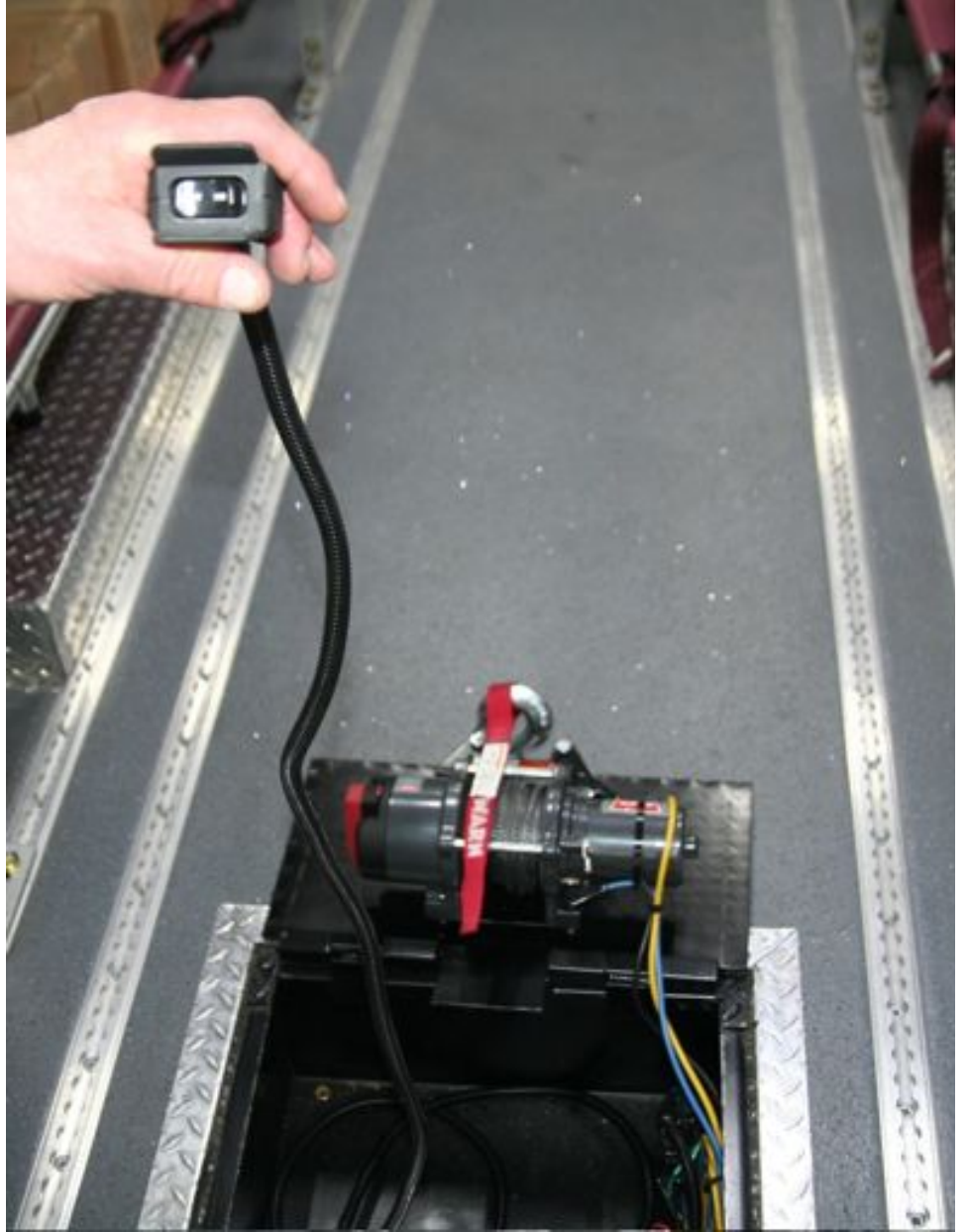
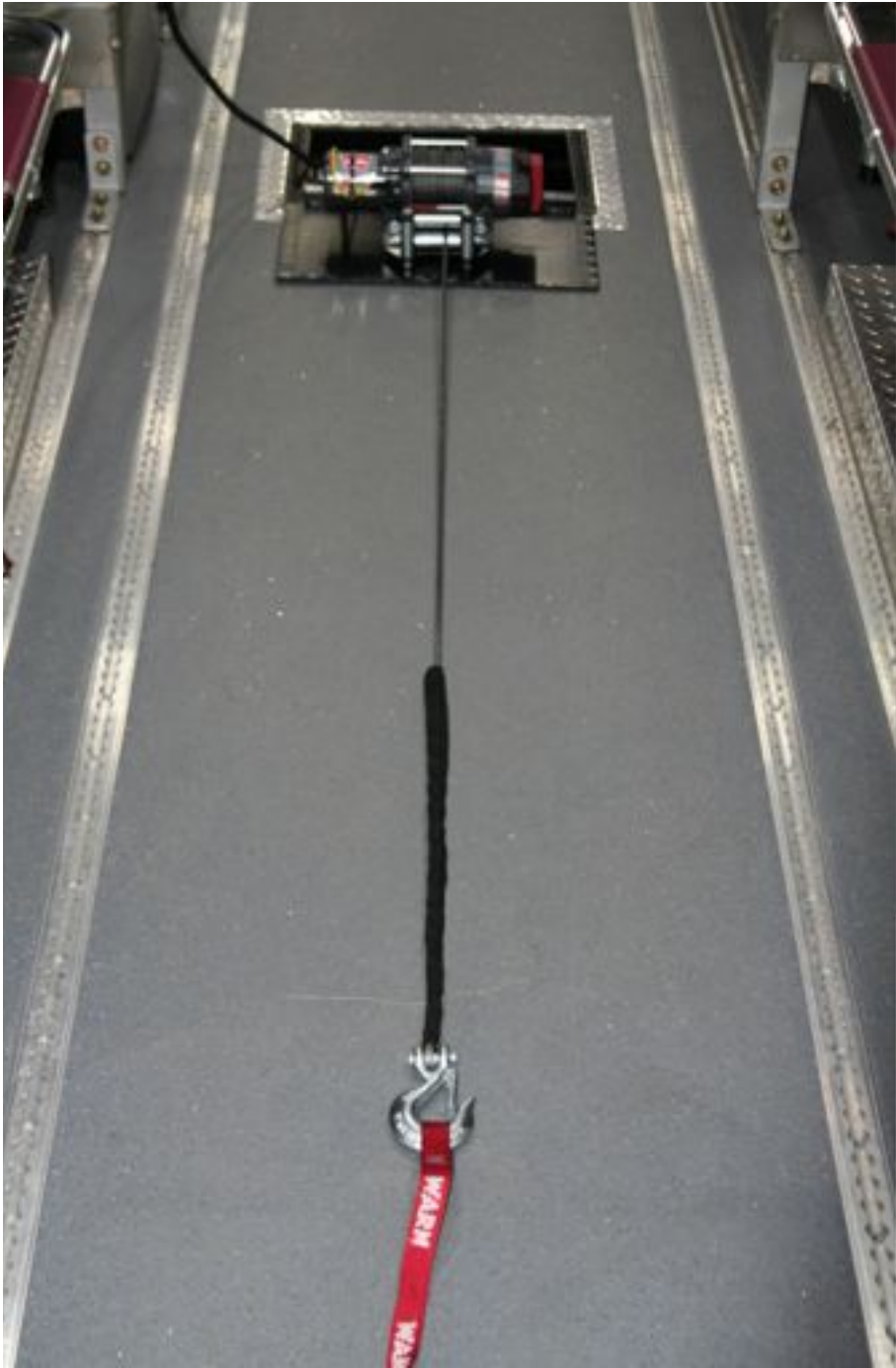
- External quick connect air outlet
- A quick connect hookup for the air system maintains the air brake system supply tanks at full pressure while the bus is not being used.
- 40 Amp Battery Charger w/ Auto Eject And Outside Charge Indicator.
- Battery charger is located in the right front beside co-captain chair.
- Exterior battery charger connection should be plugged in to any standard 110V electrical outlet when vehicle is not in use to maintain batteries at full charge.
- This charger can be supplied by the on board generator, allowing the unit to remain self sufficient.



In Floor Winch

- The winch allows for crash cart or bariatric patient loading or unloading on the ramp at a controlled speed.
- The winch is powered by 12v and is rated at 2500 lbs. The winch uses a 3500 lb rated synthetic rope with fairlead and hook. The synthetic rope is 50' long. The electrical control switch has a 10' lead to control loading and unloading at the rear of the vehicle. The under floor winch box has drain valves to drain water from interior cleaning of the floor.





Wheelchair Tie-Down System

The wheelchair track is installed in the floor throughout the entire vehicle. Up to 10 wheelchairs can be locked in for transport. The patient loading ramp establishes a quick and easy wheelchair loading process and eliminating the possibility of hydraulic or electrical failure on a standard wheelchair lift.

Once the wheelchairs are in the vehicle, they are secured with quick connect/disconnect retractor system. The flush mounted floor track allows for many different types of wheel chair makes and sizes.



Interior exhaust fans

- Exterior exhaust fans are floor mounted on the left and right side of the rear wheelhouses with a cover. Control rocker switches are located in the driver console. Exhaust fans **MUST** be turned on when Oxygen System is being used inside the MAB[®] unit.

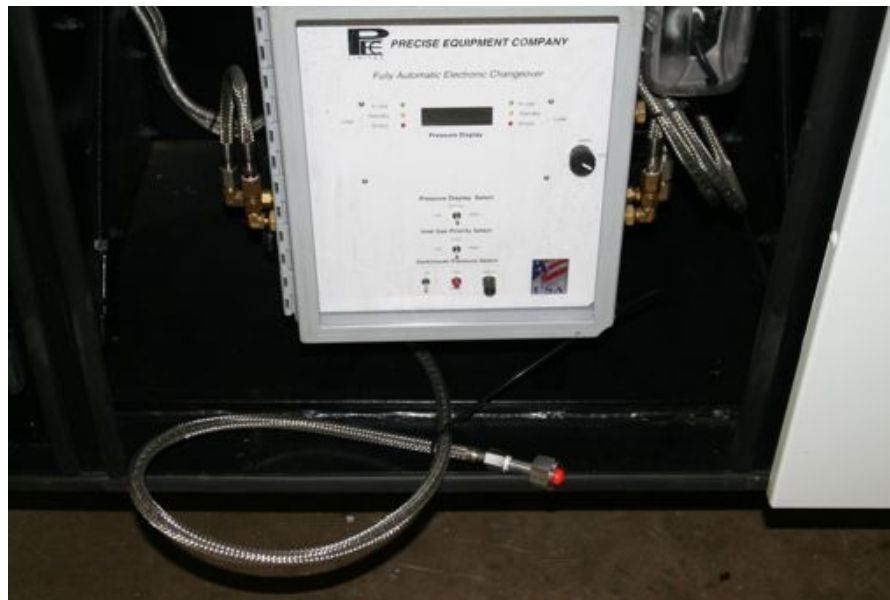
- To Turn on Oxygen System= There are two separate Oxygen systems on every MAB bus:
- Open two large side compartment doors and secure with hold back cables.
- Slowly turn each tank valve to the open position.
- *NOTE: If valves are opened at a fast rate this could damage the diaphragms.*



Continued “turn off oxygen” instructions...

Close doors and check that doors are properly shut and locked. On the left and right side of the electronic change over control box are additional stainless steel oxygen lines. These lines are used for attaching an additional oxygen supply such as a liquid source, a stand alone source such as a hospital or an additional tank. Is feature allows MAB to remain on site indefinitely to assist in a possible overload situation.

- **To turn Oxygen off, reverse the sequence.**



To Check Oxygen Tank Levels:

- Generator or shore line must be in use to power the 110v oxygen system.
- Open center compartment door and secure with cable.
- Open glass door on the electronic changeover control box by opening snap locks on each corner of the electronic control box.
- Tank pressure is shown in the digital readout located at between the two oxygen tank manifolds.
- Push switch to left to check left tanks' Oxygen levels.
- Push switch to right to check right tanks' Oxygen levels.

If readings are below 600lbs, check to make sure all Oxygen tanks have been opened. If level remains low, check for leaks or that a flow meter in patient area has been left in the open position.

Refill tanks and determine where Oxygen was discharged.

This procedure is a MONTHLY maintenance item.

Changing oxygen bottles:

- Slide each of the four trays out, each one at a time, by lifting the stainless steel locking pins on the left and right hand side of each tray assembly.
- One pin has a keeper block on the side of the wall compartment to hold the pin in the up position.
- Fully close the valve on the oxygen cylinder.
- Disconnect the oxygen stainless steel line from the valve from the oxygen bottle.
- There are two hold down wing brackets on each bottle with a threaded bolt. Use a 15/16 open end wrench or impact gun to remove the bolt. Once the bolt is removed, the bracket can be removed.
- Always remove the front bottle first, the back bottle last and replace the back bottle first and front bottle last.
- Be sure to place bottles back in the tray with the valves in the same position and the same angle when tanks were removed to prevent the oxygen lines coming in contact with any part of the tray assembly or the back wall of the tray assembly.
- The bottles need to be centered in the tray assembly for equal weight distribution.
- The Oxygen stainless steel lines need to be connected to the new bottles. Make sure not to cross thread and do not over-tighten the lines because this can damage the oxygen line connector fittings.
- Replace the wing brackets by tightening the bolts.
- Slowly open each bottle valve.
- Check to make sure the stainless steel lines are not caught between the tray and the back of the wall before sliding the trays back into the compartment and lock into position with the locking pins.

Medical Electronics Gas Alarm

- The medical electronics gas monitoring station and alarm is located at the paramedic station.
- This feature displays oxygen pressure and notifies the attendants when one system is low. Each system has an audible and visual alarm and automatically changes from one oxygen system to the other when the supply is exhausted.
- Attendants must acknowledge the system warning by pushing the button on the master control.



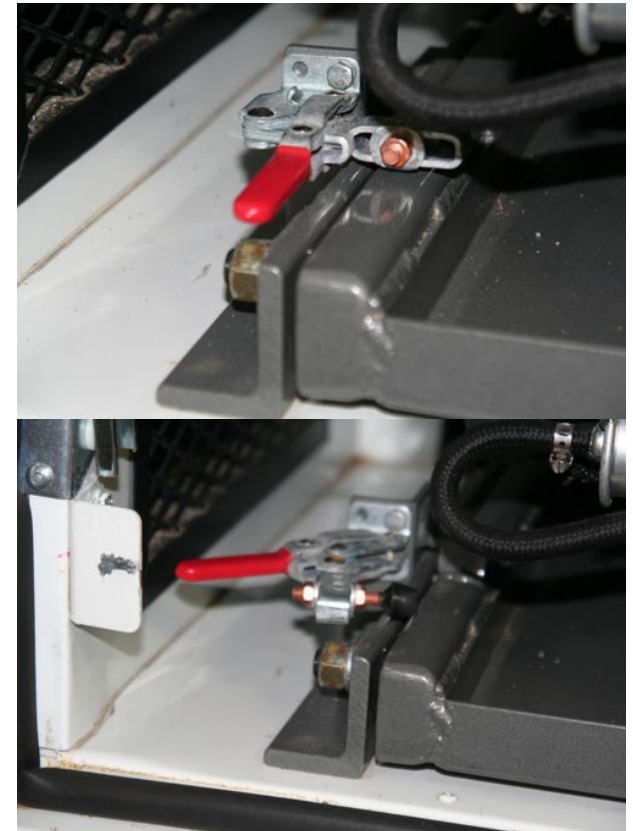
Oxygen Emergency Shut-Off Valve

- The oxygen emergency shut-off valve is located by the front attendant seat just behind the front entrance door on the interior of the vehicle.
- This valve will shut off Oxygen flow throughout the entire bus if there is an Oxygen leak in the Oxygen system.
- Slide the face plate to side.
- Pull emergency shutoff handle.
- Open exterior Oxygen compartment doors and shut off all Oxygen tank valves.



Diesel Powered Generator

- Generator is rated at 20kw with 100 amp service.
- Generator is equipped with air bag shock isolators to decrease vibration.
- Fuel source comes from the main vehicle 100 gallon fuel tank.
- Generator is mounted on a slide out tray for easy servicing. Dual locks are provided to lock the generator in the stowed position when the tray is returned to normal operating position.
- Generator will cut off when the fuel levels drop below $\frac{1}{4}$ of the tank's capacity. This feature allows vehicle the range it needs to obtain additional fuel.



Electrical manual change over switch for Shoreline or Generator power

To change vehicle electrical supply from generator to shoreline:

- Open exterior electrical storage compartment door.
- The change over switch is located above the electrical control box.
- Move handle left or right depending on which electrical service source needed, generator or shoreline. This is a manual change over switch.



Climate control system

- MABs include (4) roof top heat/cool units that supply 13,500 BTU each.
- These roof top units have heat pumps instead of a heat strip. All units have remote operation.



Operation:

- Start generator and allow generator to run 2-3 minutes BEFORE turning on electrical breaker switches for each air conditioning unit.
- Turn on the (4) breaker switches in the main electrical breaker box located just inside front entrance door labeled: a/c unit 1-2-3-4 or 5.
- Each air conditioner is started or stopped by the “on/off” button located on the interior cover of the a/c unit. The indicator lamp “power” in the upper left corner is lit when air-conditioner is running.
- Choose button “mode”- this button confirms the working status of the air-conditioner. You can switch to “Fan,” “Cool” or “Heat.”
- Control temperature setting button “Temp” through the Up and Down arrow buttons. Control fan speed switch button “Speed”- You can switch fan speed in “High” or “Low.”
- When vehicle is not being used and a/c heat functions are no longer needed turn off power on/off button and then turn off the breakers in the main electrical breaker box labeled a/c unit 1-2-3-4 or 5. Turning the breakers off while using the system makes sure that when the generator is started the next time there are no a/c units operating which could cause a power spike and cause the a/c system fuse to blow.

Air bag dump system

- The rear air bag dump system allows the rear of the MAB to lower to decrease the incline of the ramp to make the loading and unloading easier.
- On/Off switch located to the left of the driver in the electrical panel.
- **Always** cut off switch before moving vehicle to allow airbags to inflate prior to moving unit.

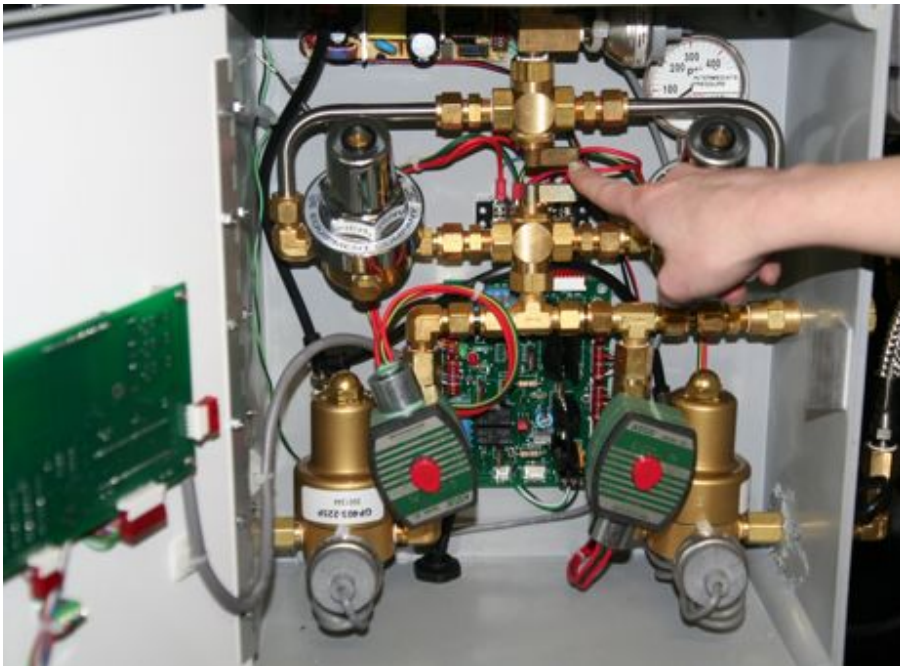
Backing Camera

- A Rear Mounted Camera with 7" color LCD screen, night vision and sound is mounted in driver overhead console. It allows the driver to monitor the loading and unloading of patients and also aids in backing and changing lanes safely.



MAINTENANCE SECTION

- Preventive maintenance checklist:
- **MONTHLY** Inspection.
- Check oxygen system pressures.
- Check battery charge levels.
- Start generator and run for 2 to 3 minutes. Replace fuel filter of generator every 40 hours of operation
- Start the bus and let ideal for 2 to 3 minutes.



(6) MONTH INSPECTION

Oxygen Changeover Valves are inside the oxygen changeover control box. There are (2) two change over valves. These valves need to be rotated to the opposite side every (6) months to prevent internal seals from drying out and cracking which could cause a leak.

- Check generator air bags for proper pressure (4-5 lbs) and all fluid levels.
- Turn all emergency lighting on at one time, then turn on each zone at one time and do a walk-around to check for any lights not working properly.
- Turn on siren and test all functions.
- Dump rear air bags and start engine and inflate bags.
- Release Air operated Stryker floor mounted cot fastener system.
- Check roof top ac/heat for proper heating and cooling.
- Check backing camera system.
- Operate In-Floor Winch.

YEARLY INSPECTION

- Engage OnSpot chains between 5mph and 10mph for 10 to 15 feet.
- Replace Generator in-line fuel filter yearly or every 40 hours of run time, whichever one comes first.
- Flow oxygen through all flow meters.
- Lubricate Generator tray slides.
- Lubricate Oxygen Compartment tray slides.



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MAB 13 SKILL CHECKLIST

Name	Pass	Fail
<p>Ramp Setup Given assistance, candidate deploys patient loading ramp including handrails. Candidate also disassembles ramp and stows for transport</p>		
<p>Oxygen System Startup/Shutdown Candidate shows operation of oxygen system including switching oxygen banks and explaining emergency shutdown procedure</p>		
<p>Onboard Generator Candidate demonstrates start up procedure for generator and demonstrates knowledge of info of unit (output, fuel supply, etc.)</p>		
<p>Lighting Candidate explains use of lighting inside and outside vehicle</p>		
<p>Patient Transfer Equipment Candidate demonstrates use of stretchers and cots, exercising all release/latch mechanisms and demonstrating removal of patient trays</p>		
<p>Wheelchair Tie Downs Candidates explains deployment of wheelchair tie downs inside unit</p>		
<p>In Floor Winch Candidates sets up and demonstrates use of the supplied winch</p>		
<p>Shoreline Power Transfer Candidate demonstrates transferring power supply from the onboard generator to outside supply</p>		
<p>Climate Control System Candidate starts and shuts down air conditioning/heating units inside vehicle following proper procedure</p>		
<p>Unit Maintenance Candidate explains maintenance procedures for the unit's systems</p>		
<p>Loading Procedure Candidate explains loading procedure and crew responsibilities on the unit</p>		



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Chapter 4: MAB 13 Test

1. What is the maximum weight capability of the Ferno stretchers on MAB 13?
2. Any time the oxygen system is in use, what system must be running on the bus?
3. Can MAB 13 sustain its own power supply for all on board systems?
4. Where is the Emergency Oxygen Shutoff located in the vehicle?
5. If the generator does not start on the first attempt and will not fire, what switch must be used?
6. When powering up/down air conditioning units on MAB 13, what is significant about switching these breakers?
7. What is the maximum number of Priority 2 patients to be carried on the unit?
8. How many stretchers/cots are in the unit? How many patients can be seated in the flip down seats?

I, _____ certify that the above candidate has completed and passes all of the questions that are listed above.

Evaluator Signature / EID: _____

Station Assignment: _____

Date: _____