

# Tempe Fire Department Policies and Procedures

## Hose Loads

### 405.03B

Rev 4-10-02

## PURPOSE

To establish standard hose load practices for each apparatus. Standardization of hose loads will support safety and efficiency. Due to design and functional differences, exceptions are made for E272, L273, and LT276 as described below.

## PROCEDURE

### Standard Engine

Each engine will have the following hose load configuration:

Front cross load pre-connect – Two 200' 1 ¾" hose, loaded in the "triple load" fashion. (Described below).

Rear pre-connect – 200' 2 ½" attack line carried pre-connected to discharge with straight bore nozzle, 1 1/8" tip with loop at fold 3. This hose will be loaded in the "flat load" fashion.

Rear 1 ¾" pre-connect – Engines with a rear 1 ¾" pre-connect will carry 200', flat load, loops at folds 3 and 5, nozzle set at 30-degree fog and 175 gpm.

Supply line – 1000' of 4" supply line attached to the Humat valve. This hose will be reverse loaded in the "flat load" fashion making sure that no coupling has to "flip" when unloading.

Rear 2 ½" – 400' of 2 ½" supply line with gated wye, carried in the "flat load" fashion.

### Triple Load

Definition: The load gets its name from the hose being folded back on itself to form three layers. All three layers are then loaded in the cross lay bed. The triple load will be used for 1 ¾" front cross load hose. This style of load allows one member to quickly clear the bed in a minimum of space.

#### Method:

1. Connect 200' of hose to the cross bed discharge. Extend the hose off to one side until it is lying straight out.
2. At a point about two-thirds of the distance from the hose bed to the nozzle, fold the line back upon itself and return the fold to the side of the truck where the hose first comes in contact with the ground. The three layers should now be stacked on top of each other forming a three-tier stack with the open butt of the hose ending where the first fold was made.
3. Load the stacked layers of hose flat, keeping the three layers together as though they were a single line. Cross the hose over in the middle of the hose bed, keeping the stacks at the same height.
4. To finish the load, put the nozzle on the end of the hose then put the fold you have through the bail or handle of the nozzle (this reminds each member to pull both the nozzle and the hose). Place the nozzle on top of the finished stacks in the middle of the hose bed so it can be pulled from either side.

### Ladder 273

Mid-ship pre-connect cross lays – One 200', 1 ¾" attack line with fog nozzle set to 30 degree fog and 175 gpm. One 200', 2 ½" attack line with straight bore nozzle and 1 1/8" tip, loops at folds 3 and 5.

Supply line – 800' of 4" supply line carried in the "flat load" fashion.

**Engine 272**

Mid-ship pre-connect cross lays – Two 200', 1 ¾" attack line with fog nozzle set to 30 degree fog and 175 gpm.  
One 200', 2 ½" attack line with straight bore nozzle and 1 1/8" tip, loops at folds 3 and 5.

Rear 2 ½" – 250' of 2 ½" carried "flat load" with gated wye attached.

Supply – 800', 4" supply line carried "flat load".

**LT276**

Front cross lay pre-connect – One 200', 1 ½" attack line with fog nozzle set at 30 degrees and 175 gpm.

Supply line – 300', 2 ½" supply line, "flat load", attached to the Humat valve.