

# FAUQUIER COUNTY FIRE RESCUE AND EMERGENCY MANAGEMENT

	<b>Effective Date:</b> 03/01/2012	<b>Subject:</b> SCBA	
	<b>Revision Date:</b>	<b>Standard Operating Guideline No:</b> 2.09	
<b>APPROVED: FIRE RESCUE CHIEF</b> <i>Thomas M. Ballinger</i> <span style="margin-left: 150px;"><b>FRA PRESIDENT:</b> <i>Walter J. ...</i></span>			

**PURPOSE:**

To provide guidelines for the maintenance and repair of County-owned and/or County-services respiratory protection equipment and comply with 29 CFR 1910.134.

**SCOPE:**

This policy applies to all Class A certified members of the Fauquier County Fire and Rescue System (This includes DFREM and companies associated with the FRA).

**DEFINITIONS:**

County-Serviced - Equipment that was purchased by a volunteer corporation in Fauquier County but is maintained by the Department through a written agreement with the corporation.

DFREM- Fauquier County Department of Fire, Rescue, and Emergency Management.

FRA- Volunteer Fire and Rescue Association which includes all 11 companies in the county.

**POLICY:**

Pursuant to 29 CFR 1910.134, all personnel who may be required to wear a County-Owned or County-Serviced SCBA or respirator, will be familiar with the inspections and maintenance of such equipment, as outlined in this document.

**PROCEDURE:**

- I. General
  - A. The Respiratory Protection Manager (Logistics) will ensure that SCBAs are clearly marked with the station/worksite to which they are assigned. Worksites will not exchange SCBA amongst themselves.
  - B. In-Service SCBA will be stored in a ready-for-use condition.
    - 1. Cylinders will be maintained at the full level (at least 4000 psi).
    - 2. All harness straps will be adjusted to their maximum length.

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C. In all instances, SCBA will be stored in a manner to control and minimize exposure to shock, vibration, sunlight, heat, extreme cold, excessive moisture, damaging chemicals, and environmental elements.

D. Personnel will not back the SCBA into the apparatus mounting bracket, as it damages the cylinders and brackets.

E. SCBA that are taken out of service due to the serious injury or death of the wearer and/or an operational failure will be retained by the Incident Commander/Staff Duty Officer/Station Chief pending investigation of the failure, injury, or fatality.

F. All breathing air cylinders will be refilled only from a cascade system or air compressor that is designated for that purpose.

## II. Inspection

A. SCBA will be checked at the beginning of each workday and after each use. Such inspections will be documented using the SCBA Inspection Form which will be filled out by hand.

1. For SCBAs assigned to primary apparatus/vehicles, each member is responsible for inspecting the SCBA assigned to his/her riding position once a day. All SCBA assigned to the secondary/occasional apparatus/vehicle will be inspected by the driver/operator or designee once every seven days.

B. All of the following SCBA components must be present:

1. Face piece (if assigned)
2. Back frame and harness assembly
3. Cylinder
4. Hose
5. End-of-Service-Time Indicator (EOSTI, also known as a Vibralert, low-air

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warning bell, etc.)

6. Regulators

7. Accessories

C. Face piece inspection will include the following:

1. Checking the material for deterioration, dirt, cracks, tears, holes, pliability, and tackiness.
2. Checking the head-harness buckles, strap, and webbing for breaks, loss of elasticity, or wear.
3. Checking the lens for holes, cracks, scratches, heat-damaged areas, and proper seal with the face piece material.
4. Checking the exhalation valve, where present, for valve seat, springs, and covers for proper operation and for cleanliness.
5. Checking the regulator connection(s) for proper operation and damage.
6. Checking the speaking diaphragm where present for damage.

D. Back frame and harness assembly inspection will include the following:

1. Checking the harness straps and back frame for cuts, tears, abrasion, indications of heat damage, and indications of chemical-related damage.
2. Checking all buckles, fasteners, and adjustments for proper operation.
3. Checking the cylinder retention system for damage and proper operation, and checking that the cylinder is securely attached to the back frame.
4. Checking that the harness straps are fully extended.

E. Cylinder assembly inspection will include the following:

1. Checking that the hydrostatic test date on the cylinder is current.

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2. Checking the gauge for damage.
3. Checking the cylinder body for cracks, dents, weakened areas, indications of heat damage, and indications of chemical damage.
4. Checking the composite portion of the cylinder of cuts, gouges, loose composite materials, and the absence of resin.
5. Checking the cylinder valve outlet sealing surface and threads for damage.
6. Checking the valve hand wheel for damage, proper alignment, serviceability, and secure attachment.
7. Checking the burst disc outlet area for debris.
8. Checking that the cylinder is fully charged.

F. Hose inspection will include the following:

1. Checking for cuts, abrasions, bubbling, cracks, heat damage, and chemical damage.
2. Checking external fittings for visual signs of damage.
3. Checking for tight connections.

G. EOSTI inspection will include the following:

1. Checking the alarm and mounting hardware for damage, secure attachment, dirt, and debris.
2. Checking the EOSTI for proper activation in accordance with the manufacturer's instructions ([www.scotthealthsafety.com](http://www.scotthealthsafety.com)).

H. Regulator inspection will include the following:

1. Checking regulator controls, where present, for damage and proper function.
2. Checking pressure relief devices visually for damage.
3. Checking housing and components for damage.

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4. Checking the regulator for any unusual sounds such as whistling, chattering, clicking, or rattling during operation.
5. Checking the regulator and bypass for proper function when each is operated.

Where this is accomplished by donning the face piece and contamination between users is a possibility, the regulator, face piece, or both will be cleaned and disinfected.

- I. Pressure indicator inspection will include the following:
  1. Checking the pressure indicator for damage.
  2. Checking that the cylinder pressure gauge and the remote gauge read within 10 percent of each other.
3. Where SCBA has an integrated PASS, the SCBA-integrated PASS inspection will include the following:
  - a. Checking for wear and damage
  - b. Checking covers/compartments for secure attachment
  - c. Checking all operating modes for proper function
  - d. Checking for the low battery warning signal
- J. Where other accessories are attached to the SCBA and authorized by the Respiratory Protection Manager (Logistics), such accessories will be inspected for signs of wear, damage, secure attachment, and proper operation.
- K. As the final inspection item, the entire SCBA will be checked for pressure retention by closing all regulator valves, opening the cylinder valve thereby pressurizing the SCBA, and then closing the cylinder valve.
- L. The SCBA will hold system pressure in accordance with the manufacturer's specifications after the cylinder valve is closed.
- M. Following the pressure check, the system pressure will be released.

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III. Maintenance

A. The face piece will be thoroughly cleaned after each use and disinfected as needed, using solution provided for that purpose by the Respiratory Protection Manager (logistics) or designee.

B. Where SCBA is suspected of being contaminated, it will be tagged out-of-service and segregated from other equipment and personnel. Tags will include details of the incident including known and suspected contaminants.

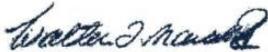
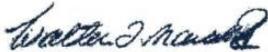
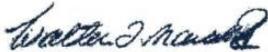
1. Personnel will contact the Respiratory Protection Manager (Logistics) to determine how to properly decontaminate the equipment.

2. If necessary, the SCBA manufacturer will be contacted to determine if it is possible to decontaminate the SCBA.

3. In all cases, decontamination will be in accordance with the SCBA Manufacturer's instructions.

4. Where is determined that the SCBA is contaminated beyond the ability to decontaminate it and return it to service, the SCBA will be destroyed and disposed of.

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C. Under no circumstances should chlorine bleach be used to clean straps and harness assemblies.

D. Personnel will use caution to prevent water or cleaning products from entering the connection between the cylinder valve and the mating SCBA inlet connector.

#### IV. Filling Air Cylinders

A. County-serviced breathing air compressors may be used to fill Self-Contained Underwater Breathing Apparatus (SCUBA) cylinders owned by law enforcement or other public safety agencies.

1. Personnel will not use County-services breathing air compressors to fill personal SCUBA cylinders or any other type of pressurized cylinder.

B. County-serviced breathing air compressors provide Grades D and E breathing air.

Air quality checks are performed regularly and documented by Respiratory

Protection Manager.

1. The results of these tests will be posted in a conspicuous location near the compressor.

C. Mobile units (Light and Air Units, Rescue Squads, etc.) which have cascade systems must be equipped with fragmentation containers to hold cylinders being filled.

D. Prior to filling SCBA cylinders, personnel will inspect the condition of the cylinder and verify the hydrostatic test date to determine if the cylinder should remain in service.

1. Cylinders that are damaged or out of date will be placed out of service, as discussed in Section V below.
2. Personnel will post detailed instructions on how to fill SCBA cylinders in conspicuous location near stationary and mobile cascade systems (G:\Fire & Rescue Services\SOPs\Respiratory Protection).

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- E. Personnel will use the Cylinder Fill Log to document each time a cylinder is filled.
  
- V. Testing and Repair
  - A. The Respiratory Protection Manager (Logistics) will create and implement an annual SCBA testing schedule, to include SCBA cylinders, that complies with applicable NFPA Standards.
  - B. Repairs or alterations to Fauquier County serviced air compressors, cascade systems, or light and air units will be performed only by department-approved personnel.
  - C. Only trained and certified personnel will repair and/or modify SCBA and face pieces, this does not include battery replacement.
  - D. Personnel are allowed to change low batteries using approved type batteries.
  - E. Personnel are also allowed to repack the EZScape System using approved methods and tools provided by SCOTT.
  - F. Personnel will remove an SCBA or cylinder that is in need of repair from service and tag it using a red tag provided by the Respiratory Protection Manager (Logistics), detailing the problem(s) with the SCBA/cylinder along with the employee's name.
    - 1. Any SCBA component directly exposed to intense heat, chemicals, or water immersion will be placed out of service and forwarded to one of the SCBA Repair Stations for inspection prior to being placed back in service.
    - 2. Any SCBA cylinder that has been dropped or struck by a vehicle will be placed out of service and forwarded to one of the SCBA Repair Stations for inspection prior to being placed back in service.
  - G. Personnel will notify the OIC that the SCBA/cylinder has been removed from service. The OIC or designee will notify the Respiratory Protection Manager (Logistics) via email.
  - H. The on-duty Battalion Chiefs, Staff Duty Officer, Station Chief, and/or Logistics will be responsible for the transport the out of service equipment to and from the appropriate SCBA Repair Station, as directed by the Respiratory Protection Manager (Logistics).

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1. When moving equipment, it is essential that the entire SCBA (frame, reducer, and regulator) are kept together. Any time any component of the air pack fails, the entire unit and its parts shall be kept together.

I. The Respiratory Protection Manager (Logistics) will determine whether the station requires a loaner SCBA. If so, the OIC or designee will coordinate with Logistics for a loaner.

1. The on-duty Battalion Chiefs, Staff Duty Officer, Station Chief, and/or Logistics will also be responsible to deliver the loaner, which will be marked as such to distinguish it from the station's SCBA cadre.

J. Repaired SCBA will be identified with a tag (provided by the Respiratory Protection Manager/Logistics) and returned to the appropriate station by the Battalion Chiefs, Staff Duty Officer, Station Chief, and/or Logistics. If necessary, he/she will also collect the loaner SCBA and return it to the facility designated by the Respiratory Protection Manager (Logistics).

VI. Documentation

A. Station Supervisors will maintain SCBA Inspection Forms for all breathing apparatus assigned to their stations.

1. These forms will be forwarded to the Respiratory Protection Manager (Logistics) on a quarterly basis by the fifth of January, April, July and October and retained for no less than five years.

B. For County-serviced compressors, Station Supervisors will maintain a clipboard or binder containing copies of the Cylinder Fill Log.

1. These forms will be forwarded to the Respiratory Protection Manager (Logistics) on a quarterly basis on the fifth of January, April, July and October and retained for no less than five years.

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2. Station Supervisors will ensure that the Respiratory Protection Manager (Logistics) receives an email by the fifth of each month documentation the number of compressor hours.

C. The Respiratory Protection Manager (Logistics) will maintain all written and electronic records of assignment, repair, replacement of SCBA, cylinders, hydrostatic test date, compressor testing, etc.

D. Lost or damaged equipment will be reported to the appropriate officer or equivalent supervisor immediately so that the appropriate documentation can be completed and, if necessary, obtain a replacement.