



London Ambulance Service **NHS**
NHS Trust

**Out of Service (OOS) Policy and Procedure
For Crew Staff and Vehicles**

DOCUMENT PROFILE and CONTROL

Purpose of the document: To establish a policy and procedure for the management and resolution of Out of Service (OOS). This document replaces OP/044 (Vehicle of Road Procedure)

Sponsor Department: A&E Operations

Author/Reviewer: DDO Fleet & Logistics. To be reviewed by February 2020

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11/05/2017	3.3	General Manager Central Operations	Amendments to page numbering and formatting.
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02/02/2017	3.1	Production Hub Manager	Amended S7.7 and equipment list
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***Version Control Note:** All documents in development are indicated by minor versions i.e. 0.1; 0.2 etc. The first version of a document to be approved for release is given major version 1.0. Upon review the first version of a revised document is given the designation 1.1, the second 1.2 etc. until the revised version is approved, whereupon it becomes version 2.0. The system continues in numerical order each time a document is reviewed and approved.

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Links to Related Documents or References Providing Additional Information		
Ref. No.	Title	Version
OP/033	Resources Centres & Operational Staffing Procedure	
OP/052	On-Day Dynamic Resourcing Procedure	
OP/066	Paper Operations Within Control Services	
OP/068	Operational Procedure for the use of CAD with Limited Functionality	

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PART A – Policy

1. Introduction

- 1.1 This policy relates to the management of vehicles that become out of service during the course of their duty period, for whatever reason. It is recognised that during the course of normal Trust operations, situations will arise, either as a matter of routine or unexpectedly which will render a member of staff or a vehicle unavailable to respond to the full range of duties. Out Of Service (OOS) for Crew Staff and Vehicles is the expression used to describe this state of unavailability whenever an operational Resource is not capable of responding to the full range of duties.
- 1.2 OOS arises for two principal reasons – the unavailability of either people or vehicles, or for both reasons simultaneously. The causes of this unavailability are widespread and vary in their complexity, but ultimately all OOS has an impact on the Trust’s ability to provide responses to emergency calls.
- 1.3 The Trust has a duty to provide a fully capable range of resources able to respond to emergency calls and incidents. Consequently it also has a responsibility to maintain OOS at the lowest practicable level, thereby optimising the availability of on-duty resources.
- 1.4 The triage, decision-making and end-to-end management of all cases of OOS are performed by a Production Hub, comprising of specialists in the people and vehicle related aspects of OOS. Day to day management of the Production Hub is by the Resource Production Manager. Overall accountability for production and OOS falls to the on-duty Incident Delivery Manager), who is the final point of escalation for all OOS matters.

2. Scope

- 2.1 This policy and procedure applies to all resources that would be expected to respond to emergency calls. This includes ambulances, solo responders, specialist resources and managers who respond in any capacity, but is applicable to any member of staff who is on duty and may reasonably be directed by the Emergency Operations Centre (EOC) to respond to an emergency call. The purpose of the policy and procedure is to provide a framework in which dynamic decisions can be made by the Production Hub as to whether or not a resource becomes unavailable to respond to emergency calls, or has its availability restricted in some way. This excludes PAS/VAS who follow their own procedure.

3. Objectives

- 3.1 To optimise the availability of all on duty resources that would be expected to respond to emergency calls.
- 3.2 To establish a clear framework in which decisions on OOS will be made.
- 3.3 To provide clear guidance to all staff.
- 3.4 Ensuring that operational staff are supported.

4. Responsibilities

- 4.1 The following individuals or groups of staff have designates responsibilities under this policy and procedure:

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Incident Delivery Manager	The on-duty Incident Delivery Manager has overall responsibility for ensuring adherence to the policy and procedure.
Production Hub	Staff on duty in the Production Hub (Production Hub staff and 1 member of the VRC team) have responsibility for adherence to this procedure in order to uphold the objectives of the policy.
Production Hub Manager	The Production Hub Manager is responsible for the leadership of the Production Hub staff and for the oversight of their individual performance.
Operational Managers	Operational Managers have a responsibility for minimising downtime through effective planning that they and staff under their direction adhere to the objectives of the policy when requesting an OOS event.
Responding Staff	All staff that would be expected to respond to emergency calls have a responsibility to declare their availability according to the procedure, and to uphold the objective of the policy and required to record and report any missing equipment to PD33.
Control Services Staff	Staff in Control Services have a responsibility to keep the status of operational resources updates according to the procedure and to uphold the objectives of the policy.
Vehicle Resource Centre Staff (VRC)	VRC staff are responsible for managing vehicle resources and promptly resolving vehicle defects in order to uphold the objectives of this policy.
Resource Centre Staff	Resource Centre staff are responsible for liaison and engagement with the Production Hub in relation to all staff resourcing matters, in order to uphold the objective of the policy.
All Trust Staff	It is the responsibility of all staff to support or contribute to the return of OOS resources to a fully available state as soon as practicably possible.

5. Definitions

The following definition apply throughout this policy:

Resource	An operational unit which is on duty for the purposes of responding to emergency calls and staffed with personnel of the appropriate quality and skill level to render the vehicle fit to provide a response. An operational unit will generally be an appropriately staffed vehicle but may include people who respond on foot either alone or as a combined resource.
Out of Service (OOS)	Any state in which a resource is unable to respond who makes the decisions about OOS on the delegated authority the Tactical Commander.

**VRC Supervisor /
HUB Coordinator**

A member of staff working in the Production Hub who makes decisions about OOS on the delegated authority Incident Delivery Manager. Required to record all instances of missing equipment reported via PD33 Production Hub.

Allocator

A supervisor with oversight of all on duty VRC/Production Hub. VRC/Production Hub Supervisors are also VRC/Production Hub Co-ordinators in their own right.

Production Hub Manager

The manager with overall responsibility for the leadership of Production Hub Manager/VRC Manager and Key Performance Indicators relating to the production function.

Responding Staff

Any individual who is on duty and attached to a resource for the purpose of responding to emergency calls. In the case of a resource which requires more than one person to function fully, all individuals so attached are the responding staff and have equal and joint responsibility in that regard.

Full Range of Duties

All the tasks, function and responsibilities that would be reasonably expected of a resource or its responding staff whilst the resource is on duty.

OOS Event

The term relating to an entire episode of OOS from the time the episode begins to the time of resolution (i.e. restoration of a fully-available state, or the end of shift, whichever is sooner).

CPCAD

The Trust's computer-aided dispatch software (Command Point).

6. Categorisation

6.1 Any decision to restrict the availability of an on duty resource has a potential impact on the Trust's ability to respond to emergency calls. Therefore any OOS event will be categorised so that the impact of the OOS is mitigated to the furthest extent possible. Decisions on the categorization of OOS, including the decision not to apply any category, are made by Production Coordinators/Allocators and cannot be overridden by other Trust employee with the exception of the on-duty Incident Delivery Manager/Production Hub Manager . The categories available to the Production hub are as follows

Category 1

Immediately unavailable

The Resource is wholly unavailable for any form of response.

Category 2

Available pending time-limited resolution

The Resource remains available for the full range of duties whilst a resolution is arranged, within a maximum permissible time of two hours.

Category 3

Available with problem noted for resolution

The Resource is available for the full range of duties. The problem is noted and a resolution will be achieved by the Production Hub, but there is no time limit.

- 6.1 Decisions by Production Hub will be informed by a combination of procedural handbooks (which is kept on the Production Hub) and the coordinators own knowledge, experience and judgment. Any decisions will take into account staff safety, any legal or regulatory implications, and the potential to impact on patient care or service delivery.
- 6.2 An OOS event will not be placed into any category if, in the opinion of the Production Hub, the problem is not serious enough to warrant an on-duty impact and can successfully managed through other established channels (for example, the Vehicle Defect Book). Production Coordinators will at all times be mindful of the potential for a problem not categorised in this way to escalate to a more serious state later.
- 6.3 An OOS event assigned Category 2 by the Production hub has a two hour time limit for resolution. If the resolution (i.e. the restoration of the resource to a fully-available state) is not achieved within the time limit, the OOS will be upgraded to a Category 1. The two hour time limit applies to the OOS event as a whole and therefore the removal of a resource from this category does not reset the clock for the same event.

7. Principles of availability

- 7.1 All responding staff have a personal responsibility to ensure that the EOC is aware of their availability at all times. This includes the absolute requirement to confirm, immediately upon the commencement of the shift, that EOC is aware of the status and location of the resource.
- 7.2 A resource is deemed to be available for the full range of duties unless notification otherwise has been made by the responding staff.
- 7.3 Resource which is Category 1 OOS will not be assigned to any emergency call or incident. The sole exceptions are running call (in which case the responding staff are responsible for notifying EOC of their status) and the declaration of a major incident (see 11.14)
- 7.4 Resource which is Category 2 OOS will continue to be available for the full range of duties. Where the nature of the OOS means back up or other assistance is required during an emergency call or incident, it is the responsibility of the responding staff to request this via the appropriate sector desk. No automatic back up will be provided. Responding staff should further request any particular resource or other forms of assistance that they consider to be appropriate.
- 7.5 A resource which is Category 3 will remain available for the full range of duties.
- 7.6 Decisions on availability are made by the Production Hub. Any member of responding staff who wishes to dispute a decision by the Production Hub should request escalation to the Production Supervisor in the first instance. The one duty Incident Delivery Manager will be the ultimate point of escalation in respect of any OOS matter.

- 7.7 EOC can allocate a rest break to an OOS resource when located at their own station. The ONLY exceptions to this are when the OOS reason is dirty uniform and/or vehicle contaminated with body fluids.

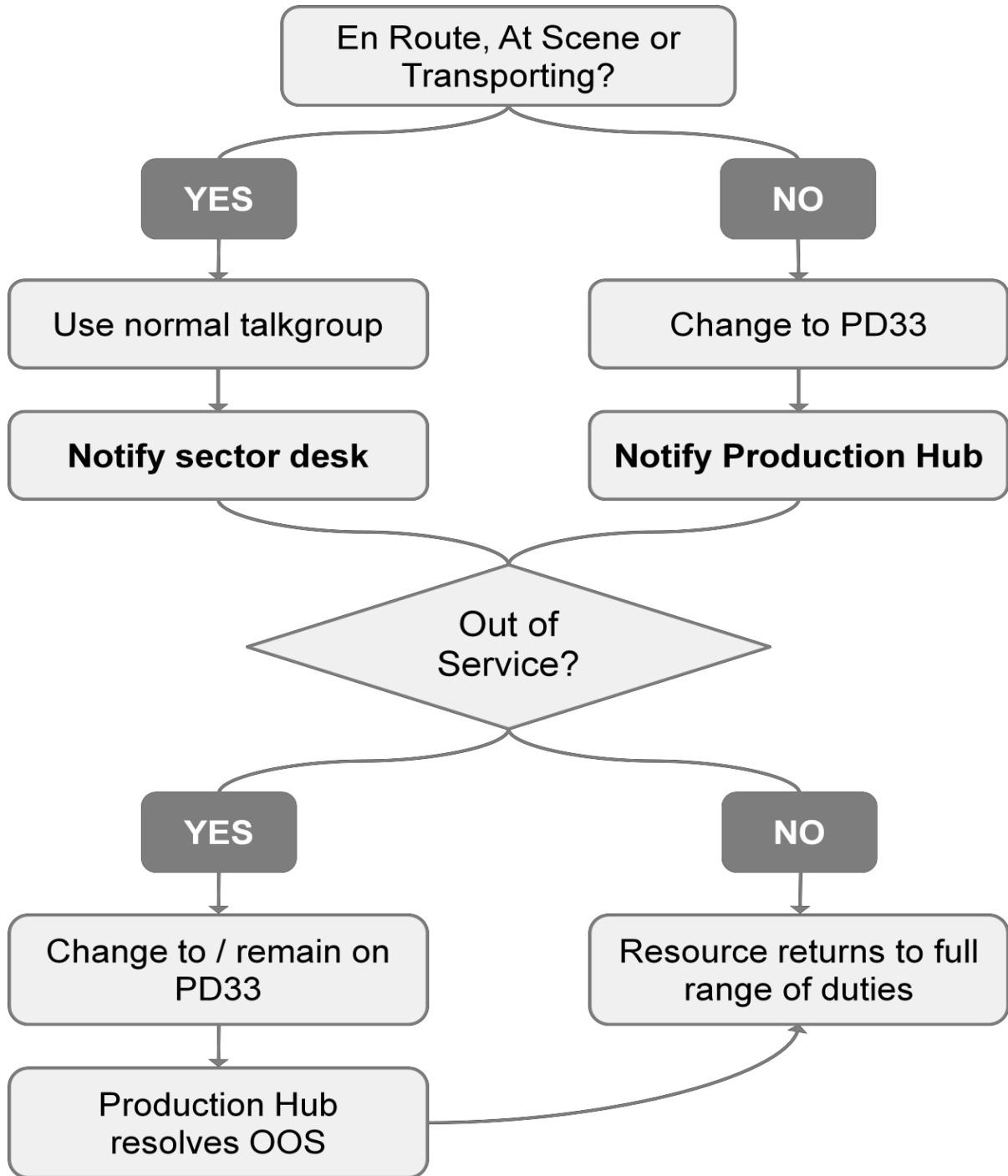
In these instances, it will be an absolute priority of the responding staff, managers and Production Coordinators to resolve any shortfalls.

**Service dates on trolley beds and carry chairs are for guidance if a service date has elapsed this should be escalated to the Production Hub but will not render the vehicle OOS.*

2. PART B – Procedure

8. Procedure for Responding Staff

8.1 Any Resource unable to undertake its full range of duties must declare this immediately, using the following process:



- 8.2 Any resource that has been OOS for any reason, and becomes fully available should declare they are “available” by pressing the “Available on Radio” MDT button or using the appropriate hand portable radio sequence. The button press must be performed even if the MDT indicates the resource already has an available status. It is good practice to notify the Production Hub or EOC that a resource is fully available, unless there is a material change in the condition of the resource – for example, a vehicle defect which resolves itself.
- 8.3 Any unjustifiable delay by responding staff in declaring a change in their availability is likely to be viewed as a disciplinary matter. Responding staff should return to the nearest location for Cleaning/restocking and Facilities. This includes any further changes to their availability once any OOS event has commenced.
- 8.4 In the event that EOC falls back to paper operations, all new cases of OOS must be declared by the responding staff to the appropriate sector desk, irrespective of the status of the resource. Following notification, the responding staff should change to PD33 unless otherwise notified.
- 8.5 All staff are required to notify the Production Hub of anything with the potential to cause OOS, even if this at some time in the future as in Category 3.
- 8.6 No member of staff may undertake or direct another member of staff to undertake a vehicle change without express approval, in advance by a VRC Coordinator.
- 8.7 No member of staff may use or direct another member of staff to use a liveried ambulance or FRU for the purposes of transportation between Trust premises without express approval, in advance by a VRC Coordinator. This does not include PTS vehicles.
- 8.8 Responding staff requiring fuel will be expected to refuel at ¼ tank and should ask to be made unavailable when the low fuel warning light is on or when at the pumps. Responding staff should go to the nearest available fuel station to refuel

9. Procedure for Supervisors and Managers

- 9.1 Any Supervisor or Manager wishing to restrict the availability of an on-duty resource in any way must contact the Production Hub on PD33 or, if radio contact is not possible, by telephone. The sole exception is where the resource is en route, at scene or transporting in which case the initial contact should be with the appropriate EOC sector desk.
- 9.2 Planned OOS (that is, the abstraction is recorded in advance on GRS) should be facilitated by the Production Hub Coordinator unless an overriding reason exists which was not evident at the time the OOS was planned.
- 9.3 Unplanned OOS will be considered by the Production Hub Coordinator as per the process laid down in Section 11.
- 9.4 Any OOS status change is the sole decision of the Production Hub team on the basis of information provided.
- 9.5 If an OOS event commences following a request by a manager, it remains the absolute responsibility to notify the Production Hub of any change in the reason for an OOS event, once it has commenced.

10. Procedure for Control Services staff

- 10.1 Any member of responding staff contacting EOC regarding an OOS matter who is not *en route, at scene or transporting* (see Flow Chart page 10) must be referred to the Production Hub on PD33.
- 10.2 If a member of responding staff with an eligible status as in 10.1 contacts EOC regarding an OOS matter, it is the responsibility of the radio operator to verify that there is basis for the OOS event.
- 10.3 If there is no basis for the OOS event, the Resource's status should not be changed and the responding staff should be directed to continue with the full range of duties.
- 10.4 If there is basis for the OOS event, the radio operator will change the Resource's status to "EOC" using the appropriate CPCAD command.
- 10.5 The radio operator must then direct the responding staff to change to talkgroup PD33 and await further instructions.
- 10.6 Upon handover the Production Hub, EOC staff should play no further part in the management or resolution of an OOS event unless otherwise requested to by a Production Coordinator.
- 10.7 In the event of a loss of CPCAD functionality, all OOS notifications will be made to EOC by the responding staff. EOC staff should follow the terms of OP/066 or OP/068. EOC staff should notify the Production Hub Coordinator by telephone immediately upon changing the status of the Resource to OOS. Following notification to the Production Hub, the terms of this procedure continue to apply.

11. Procedure for Production Hub Staff

- 11.1 The primary means of communication between Production Hub and responding staff will be by verbally by Airwave radio. In certain circumstances, verbal communication by telephone will be appropriate. Only as a last resort should Production Hub communicate through messaging systems such as SMS or MDT messages.
- 11.2 Any OOS event will initially be given one the following holding codes.
 - HUB** for all people-related OOS
 - VRC** for all vehicle-related OOS
 - EOC** for any OOS initiated by EOC as in Section 10
- 11.3 The holding code is a mechanism for making a Resource immediately unavailable whilst a more detailed triage takes place. Its particular role is in ensuring that the allocation of a Resource to an event is not impeded by the selection of a Resource which may be on the verge of becoming OOS.
- 11.4 The holding Code has the same effect as Category 1 OOS (as in section 5).
- 11.5 OOS events originating within EOC will be given the "EOC" holding code by the appropriate radio operator.
- 11.6 OOS event notified directly to the Production Hub will be given the appropriate holding Code on the basis of the nature of the OOS.
- 11.7 Any OOS with a holding Code must be triaged and re-coded to the appropriate OOS Code by the Production Hub within 90 seconds of the start of the OOS event. Once a holding Code has been used once, a holding Code cannot be used again within the same OOS event.
- 11.8 If upon the initial report there is no basis for the OOS event, the Resource must be returned immediately to a fully available state and this decisions communicated directly to the Responding Staff by the Production Hub.11.9 If there is basis for

the OOS event, the Production Hub should commence a triage process which must establish the following key facts as far as reasonably practicable:

- The nature of the OOS
- The impact on the ability of the Resource to respond to a full range of duties
- The potential length of the OOS event
- The options available for resolution

- 11.10 Based on the information obtained during the triage, the Production Hub will select a Code (as in Appendix 1) and apply that Code to the OOS event on CPCAD. The Production Hub will also communicate this decision directly to the responding staff.
- 11.11 Any subsequent changes of Category or Code within the same OOS event must also be reflected on CPCAD and communicated directly to the responding staff by the Production Hub.
- 11.12 An OOS event requested by a manager (as In Section 9) will be subject to the process laid down in this section.
- 11.13 Once a vehicle have been made OOS it is the responsibility of the Production Hub staff (VRC or Production Hub) to resolve even after the shift has ended.
- 11.14 In the event of a loss of CPCAD functionality, all notifications of OOS will be made directly to EOC. Each new case of OOS will then be made by EOC to the Production Hub by telephone. Once notified, the same procedure *Section 11) should be followed as if CPCAD was fully functional. Any subsequent change in OOS status, including a return to full availability, must be notified immediately (by telephone) to EOC by the Production Hub.
- 11.15 In the event that a major incident is declared, the VRC/Production Hub Supervisor will instruct the Production Hub to undertake an immediate triage of every current OOS episode and where possible, restore OOS Resources to a state of availability

IMPLEMENTATION PLAN				
Intended Audience	This Policy applies to all staff			
Dissemination	This policy will be uploaded to the Pulse and announcements made in the RIB and on the Pulse.			
Communications	Briefings will take place for all EOC and Production Hub staff. The flow chart shown in section 8.1 will be distributed to all operational staff by means of local briefings. Team Talk, RIB and Bulletins.			
Training	Relevant training will have been completed locally for Production Hub staff before the implementation of the policy.			
Monitoring:				
Aspect to be monitored	Frequency of monitoring AND Tool used	Individual/ team responsible for carrying out monitoring AND Committee/ group where results are reported	Committee/ group responsible for monitoring outcomes/ recommendations	How learning will take place
Operational aspects	Monitoring of compliance on a day to day basis will be by the Resource Production Manager. Yearly review to be conducted by Deputy Director of Operations Fleet & Logistics	The Production Hub/VRC Manager will produce a report for the Deputy Director of Operations - Fleet & Logistics which will be reviewed by the Senior Management Team (SMT).	SMT	Bulletins and amendments to procedure as deemed necessary placed in RIB

Technical aspects	Monitoring compliance on a day to day basis will be undertaken by all Production Manager staff and any problems escalated to the Resource Production Manager.	The Production Hub Manager will produce a report to the Control Services Change Board (CSCB).	OOS Group	Bulletins and amendments to procedure as deemed necessary placed in RIB
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AIRWAV	AIRWAVE MAIN SET U/S
AWAIT	AWAITING RTN OF VEHICLE
AWAY	AWAY FROM VEHICLE
BDOWN	VEH BREAKDOWN/RECOVERY
CLEAN	CLEANING VEHICLE/UNIFORM
COMP	COMPENSATORY TIME
CPVA	CHILD/ADULT AT RISK
DEFECT	DEFECTIVE VEHICLE
DIRTY	SOILED UNIFORM/VEHICLE
DRUGS	GOING TO COLLECT DRUGS
EOC	EOC HOLDING OOS CODE
EQUIP	EQUIP MISSING CAN RESPOND
FACIL	URGENT FACILITIES
FUELAV	MOBILE FOR FUEL
FUELRD	RED FOR FUEL
FUELUN	OFF AIR FOR FUEL
HUB	TEMPORARY HOLDING CODE
IMPOUN	VEHICLE IMPOUNDED
INFECT	INFECTIOUS-CANNOT RESPOND
IRODUTY	IRO ENGAGED IN ACTIVITY
MDTAV	MDT PROB (AVL FUNCTIONS)
MDTUN	MDT UNAVAILABLE
MISSEQ	REPLACING MISSING EQUIP

PAPER ON PAPER (FALL BACK)

PLAN PLANNED STAND DOWN

PPE COLLECT PPE

RESTOC RESTOCKING DURING SHIFT

RFB RETURN FOR BREAK

RUNCAL RUNNING CALL

SBY MOBILE TO STANDBY

SDOWN CREW S/DOWN CANNOT RESP

SINGAH SINGLE AD-HOC

SINGPL SINGLE PLANNED

SINGRC SINGLE RESOURCE CEN

SINGSKE SINGLE INDUSTRIAL ACTION

SKILLMX SKILL MIX

SRUN SERVICE RUN

STRIKE INDUSTRIAL ACTION

TLDUTY TL ENGAGED IN WORK ACTIVITY

TLIFT DEFECTIVE TAIL LIFT

TRAIN STAFF TRAINING / PDR

TTWS TRAVELLING TO WORKSHOP

TYRES DEFECTIVE TYRE(S)

UNSTAF UNSTAFFED/NIL REPLY STN

VCHEQP VEHICLE CHANGE-FULLY KITTED VEH

VCHNGE VEHICLE CHANGE PARTIAL

VCHSHL VEHICLE CHANGE SHELL

VCSRTC CREW INVOLVED IN RTC

VEHNO	NO AVAILABLE VEHICLE
VEHNODS	NO VEHICLE DURING SHIFT
VEHSC	VEHICLE AND CREW ON STATION
VRC	MECHANICAL DEFECT - VRC
VSHELL	VEHICLE CHANGE SHELL
VWORKS	VEHICLE REQUIRES WORKSHOP
WELF	STAFF WELF-CANNOT RESPOND

EQUIPMENT TYPE	Min. No.	Sing. USE	Cat FRU	Cat. Amb	TEC	PAR	Amb. Stn	Alt. Veh.	A/E Dep	Comments
PALS Kit										
Paediatric Advanced Life Support Kit Pack	1	Y	2	3	N	Y	Y	N	N	Can be picked up from any ambulance station
Drugs										
Paramedic Drug Pack	1	Y	2	2	N	Y	Y	N	N	Can be picked up from any ambulance station
General Drug Pack	1	Y	2	2	Y	Y	Y	N	N	Can be picked up from any ambulance station
Ezio	1	N	2	2	N	Y	Y	N	N	Can be picked up from any ambulance station
Morphine	1	Y	2	3	N	Y	Y	N	N	Must be collected from base station.
Vehicle Based Drugs										
Arpirin	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
GTN Spray	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Paracetamol	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Ibuprofen	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Salbutamol	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Spinal Immobilisation										
Cervical Collars (various sizes)	1 of each	Y	2	2	Y	Y	Y	Y	N	Can be a set size or adjustable
Head Immobiliser Block	2	N	3	3	Y	Y	Y	N	N	Spares possibly be found in A/E
Head Immobiliser Backboard (incl. straps)	1 Set	N	N/a	3	Y	Y	Y	Y	N	Should not be left at A/E (may require cleaning)
Extrication Board	1	N	N/a	3	Y	Y	Y	Y	N	Should not be left at A/E (may require cleaning)
Extrication Board Straps	1	N	N/a	3	Y	Y	Y	Y	N	Spares possibly be found in A/E
Spider Strap Set	1	N	N/A	3	Y	Y	Y	N	N	
Orthopaedic Scoop Stretcher	1	N	N/A	2	Y	Y	Y	N	N	Should not be left at A/E (may require cleaning)
Orthopaedic Scoop Stretcher Straps	1	N	N/A	2	Y	Y	Y	N	N	Spares possibly be found in A/E
Splints										
Immobilisation Box Splint (various sizes)	1	N	3	3	Y	Y	Y	Y	N	Spares possibly be found in A/E
Vacuum Splints (various sizes)	1	N	3	3	Y	Y	Y	N	N	Spares possibly be found in A/E
Traction Splint	1	N	3	3	Y	Y	Y	N	N	Spares possibly be found in A/E
Entonox Therapy										
Entonox Giving Set	1	N	2	2	Y	Y	Y	Y	N	
Entonox Cylinder	1	N	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Entonox Mouthpiece & Filter	1	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Oxygen Therapy / Airway Management										
Oxygen Cylinder (Vehicle Based)	1	N	N/a	2	Y	Y	Y	Y	N	Can be exchanged at any ambulance station
Oxygen Cylinder (portable size)	1	N	1	1	Y	Y	Y	Y	N	MRU/CRU cylinders are smaller and will need to be exchanged at their base
Laryngeal Mask Airway (Size 3 - 5)	1 of each	Y	3	3	Y	Y	Y	Y	N	Can be easily sourced from another crew
Adult Nasal Cannulae	1	Y	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
ETCO2 Nasal Cannulae	1	Y	3	3	Y	Y	Y	Y	N	Can be easily sourced from another crew
ETCO2 Line (Airway Management)	1	Y	3	3	N	Y	Y	Y	N	Can be easily sourced from another crew
Adult Non-Rebreath O2 Mask	1	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Paediatric Non-Rebreath O2 Mask	1	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Venturi 28% Mask	1	Y	2	2	Y	Y	Y	Y	Y	
Adult O2 Nebuliser Kit/Mask	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Paediatric O2 Nebuliser Kit/Mask	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Nebuliser 'T' Piece	1	Y	2	2	Y	Y	Y	Y	Y	

Catheter Mount	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Thomas Tube Holder	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Oro-Pharyngeal Airways (size 00 - 4)	1 of each	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Naso - Pharyngeal Airways (size 6 & 7)	1 of each	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Water Based Lubricant	1	Y	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Adult Bag-Valve-Mask	1	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Paediatric Bag-Valve-Mask	1	Y	1	1	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Primary Response Bag										
AED (FR2/LP1000)	1	N	1	1	Y	Y	Y	N	N	
AED Spare Battery (correct for type of AED)	1	N	2	2	Y	Y	Y	N	N	
Adult AED Pads (correct for type of AED)	1	Y	1	1	Y	Y	Y	Y	N	LP1000 Pads are also used for Lifepak AED
Paediatric AED Pads (correct for type of AED)	1	Y	1	1	Y	Y	Y	Y	N	LP1000 Pads are also used for Lifepak AED
AED ECG Monitoring Leads	1	N	2	2	Y	Y	Y	N	N	
ECG Monitoring Electrodes	1 Pack	Y	1	2	Y	Y	Y	Y	Y	
AED Memory Card (FR2 Only)	1	N	3	3	Y	Y	Y	N	N	
Tympanic Thermometer	1	N	3	3	Y	Y	Y	N	N	
Tympanic Thermometer Covers	1	Y	3	3	Y	Y	Y	Y	N	Can be easily sourced from another crew
Blood Glucose Monitor	1	N	3	3	Y	Y	Y	N	N	
Blood Glucose Test Strips	1	Y	3	3	Y	Y	Y	Y	N	Can be easily sourced from another crew
Manual Blood Pressure Cuff & Case	1	N	2	2	Y	Y	Y	N	N	
Portable SPO2 Monitor	1	N	3	3	Y	Y	Y	N	N	
Peak Flow Meter	1	N	3	3	Y	Y	Y	N	N	
Peak Flow Meter Mouthpiece	1	Y	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Manual Suction Unit	1	N	3	3	Y	Y	Y	N	N	
Manual Suction Unit Catheter	1	Y	3	3	Y	Y	Y	Y	N	
Small Dressings Pack	0	Y	3	3	Y	Y	Y	Y	Y	
Small Burns Dressings Pack	0	Y	3	3	Y	Y	Y	Y	Y	
Small 'Sharps' Container	1 of each	N	3	3	Y	Y	Y	N	Y	
Small Pack of Needles/Syringes	0	Y	3	3	Y	Y	Y	Y	Y	
Battery Operated Suction										
Battery Operated Suction Unit	1	N	2	2	Y	Y	Y	N	N	If no manual suction unit then Cat. 1
Suction Unit Cannister	1	Y	2	2	Y	Y	Y	Y	Y	If no manual suction unit then Cat. 1
Suction Unit Catheters	1	Y	2	2	Y	Y	Y	Y	Y	If no manual suction unit then Cat. 1
Suction Unit Tubing	1	Y	2	2	Y	Y	Y	Y	Y	If no manual suction unit then Cat. 1
Lifepak 12/15										
Lifepak 12/15 Machine	1	N	2	2	Y	Y	Y	N	N	
Lifepak Batteries	1	N	2	2	Y	Y	Y	Y	N	
Lifepak ECG Monitoring Leads	1	N	2	2	Y	Y	Y	N	N	
Lifepak ECG Monitoring Electrodes	1 Pack	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Razor	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Lifepak AED Leads	1	N	2	2	Y	Y	Y	N	N	If no other AED then Cat. 1
Lifepak AED Pads (Adult)	1	Y	2	2	Y	Y	Y	Y	Y	If no other AED then Cat. 1
Lifepak AED Pads (Paediatric)	1	Y	2	2	Y	Y	Y	Y	Y	If no other AED then Cat. 1
Lifepak ECG Printer Paper	1	N	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Lifepak SPO2 Monitoring	1	N	2	3	Y	Y	Y	N	N	If no portable SPO2 monitor then 2R

Lifepak Blood Pressure Monitoring	1	N	2	3	Y	Y	Y	N	N	If no manual BP cuff then Cat. 2R
Patient Handling										
Patient Trolley Bed	1	N	N/a	2	Y	Y	N	N	N	Workshop may have spares
Trolley bed poles	2	N	N/A	1	Y	Y	Y	Y	Y	Can be found on station or workshop location
Stryker Trolley Bed Battery (if bed fitted)	1	N	N/A	2	Y	Y	Y	Y	N	May possibly be sourced from another crew
Carry Chair	1	N	N/A	2	Y	Y	N	N	N	Workshop may have spares
Manger Elk Lifting Cushion (and Pump)	1	N	N/A	3	Y	Y	Y	N	N	
Blankets	1	Y	2	2	Y	Y	Y	Y	Y	May possibly be sourced from another crew
Carry Sheet	1	N	N/A	3	Y	Y	Y	Y	N	
Patient Handling Kit Bag	1	N	N/A	3	Y	Y	Y	N	N	
Slide Sheet	1	N	N/A	3	Y	Y	Y	Y	N	
Patient Handling Belt	1	N	N/A	3	Y	Y	Y	Y	N	
Turntable	1	N	N/A	3	Y	Y	Y	Y	N	
Patient Handling Glide Board	1	N	N/A	3	Y	Y	Y	N	N	
Dressings										
Selection of Dressings	N/A	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Selection of Burns Dressings	N/A	Y	2	2	Y	Y	Y	Y	N	Can be easily sourced from another crew
Burns Cling Film	1	N	2	2	Y	Y	Y	Y	Y	May possibly be sourced from another crew
Maternity										
Sealed Maternity Pack	1	Y	2	2	Y	Y	Y	Y	N	May possibly be sourced from another crew
Infection, Prevention & Control										
Gloves	each size	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Aprons	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Face Mask	1	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Cleansing Wipes	1 pack	Y	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Infectious Materials Pack	1	Y	2	2	Y	Y	Y	Y	N	
Vomit Bowls	1	Y	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Absorbent Sheets	0	Y	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Clinical Waste Bin Bag	1	N	2	2	Y	Y	Y	Y	Y	Can be easily sourced from another crew
General Waste Bin Bag	1	N	3	3	Y	Y	Y	Y	Y	Can be easily sourced from another crew
Other Consumables/Spares										
1ml Syringe	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
2ml Syringe	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
5ml Syringe	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
10ml Syringe	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
20ml Syringe	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Drawing up Needle (pink)	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
IM Needle (blue)	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
SC Needle (orange)	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
14g Cannula (orange)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
16g Cannula (grey)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
18g Cannula (green)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
20g Cannula (pink)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
22g Cannula (blue)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Cannula Dressing	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station

Cannula Packs	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Gauze Pads	1	Y	3	3	Y	Y	Y	Y	Y	easily available from another crew or station
Sodium Chloride Flush (10ml)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Sodium Chloride (500ml)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Glucose 10% (500ml)	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
IV Giving Set	1	Y	3	3	N	Y	Y	Y	Y	easily available from another crew or station
Other Vehicle Based Equipment										
Q-Straints (Incl. Carry Bag)	1	N	N/A	3	Y	Y	Y	N	N	
Vehicle Defect Book	1	N	3	3	Y	Y	Y	N	N	
Airwave Handsets	1	N	1	1	Y	Y	Y	N	N	Must have a working mainset and at least one wokring handset
Airwave Handset Battery	1	N	1	1	Y	Y	Y	Y	N	(See Airwave Handsets) Can be easily sourced from another crew
Greater London Map Book	1	N	3	3	Y	Y	Y	N	N	
Fire Extinguisher	1	Y	2	2	Y	Y	Y	N	N	
Hard Hats	2	N	2	2	Y	Y	Y	Y	N	Personal Issue
Cabin Torch	1	N	3	3	Y	Y	Y	Y	Y	
Mass Casualty Triage Pack	1	Y	3	3	Y	Y	Y	Y	N	May possibly be sourced from another crew
Warning Triangle	1	N	3	3	Y	Y	Y	N	N	Workshop may have spares