

## **501 Vehicle Safety and Operating Guidelines**

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**PURPOSE:** Fire District 3 has an obligation to insure that any driver of district vehicles is well trained, in good physical condition, has a proper safe driving attitude and is capable of handling the apparatus with a high degree of skill and common sense.

### **501-1 FIRE DISTRICT DRIVERS**

1. Drivers must meet the requirements of policy # 408.1
2. No person shall operate any district vehicle or equipment nor report to a drill, emergency scene or District sponsored event while under the influence of intoxicants or any controlled substance.

### **501-2 APPARATUS CONDITION IN THE STATION**

1. The parking brake should be set while the vehicle is at rest.
2. The transmission should be in neutral or park if available.
3. Seat belts should be left crossed across the seat
4. PTO and emergency switches should be left in the off position.
5. Shore power and compressors as available should be connected to the apparatus in station.
  - a) It is the driver / operator's responsibility to insure the above connections are complete.
6. Compartment doors should be left closed unless access is immediately necessary.

### **501-3 PREPLANNED ROUTES**

1. The driver and officer should consult the map book prior to leaving the station and know the exact location of the incident.
2. The en-route radio transmission should include the given address.
3. Other factors that may affect route selection are:
  1. Location of emergency, its entrances and exits.
  2. Events effecting traffic flow- construction, power lines down, etc.
  3. Characteristics of local roads and streets.
  4. Road conditions, time of day (school zones, churches, etc.)

### **501-4 VEHICLE RESPONSE GUIDELINES**

1. Dispatch includes the station area in the page for each call.
2. Engines should respond to calls in their station area and to calls in adjacent station areas. This is considered a first alarm.

3. If additional resources are needed a second alarm may be requested. On a second alarm, other available resources should respond. Those responding from the greatest distance may be requested to stand by station 31 to provide coverage for additional calls.
4. Tenders should respond to all fire calls except for automatic aid to FHFD.
5. R314 should respond to all calls except for first alarm wildland calls.
6. Apparatus should respond with a full crew when ever possible. This is particularly important on wildland calls where access and mobility may be primary concerns.
7. Squad 316 should stand by at station until there are a minimum of four firefighters on board, or it is requested to respond by the IC.
8. When automatic aid is provided to FHFD E311 should respond with a full crew.
9. R314 should respond to support E311.
10. Other engines should stand by at station until requested by the IC, the duty officer, or a second alarm is paged.

#### **501-5 USE OF SIGNALING EQUIPMENT**

1. Discretion in use of signaling devices, particularly audible devices, at night is encouraged. See Policy 408-5
2. Headlights should be on at all times while traveling to and from a scene.
3. Provide appropriate signaling when approaching an intersection
4. The company officer should operate signaling equipment.

#### **501-6 USE OF CELLULAR TELEPHONE**

1. Driver operator should not make or receive cell phone calls while driving any department vehicle.
2. Command vehicles should move to the shoulder of the road as soon as it is safe to do so if placing or receiving a cell phone call is necessary to the response.

#### **501-7 BACKING**

1. When backing any apparatus in any situation, a minimum of one person should be stationed at the rear, in a position to communicate with the driver and act as a guide. The guide should be positioned at the left rear or right rear of the apparatus, as conditions dictate.
2. Drivers should use standard horn signals

- a) One blast for stop
  - b) Two blasts for forward
  - c) Three blasts for reverse.
3. Backers should use standard hand signal for directing the apparatus.
- a) Hands in front of chest moving in a rolling motion for straight back.
  - b) Hand and arm extended in the required direction of travel and the other in front of the chest moving in a rolling motion for to indicate the direction to turn.
  - c) Hands at head and waist height, palms facing towards each other slowly brought together to indicate diminishing clearance and stop.
4. If communications between the driver and the guide are lost, the driver shall bring the apparatus to an immediate halt. The apparatus shall remain stopped until communication between the driver and guide is restored

### **501-8 PARKING AT EMERGENCY SCENES**

1. All apparatus at emergency scenes should be parked in a manner which will first provide for responder safety and secondarily permit as free a flow of traffic, including fire department traffic, as possible.
  - a) Close as many lanes of traffic as is necessary to provide for responder safety.
2. When ever practical apparatus should be parked on the same side of the road as the incident.
3. As possible park engines in fend off position
  - a) At 45° angle to road side
  - b) With pump panel oriented towards scene
    - i) Downstream from traffic
4. Wheel chocks must be used on scene.
5. When apparatus is at an emergency location and not legally parked emergency lights shall be left on.
  - a) As possible on emergency lights should be reduced from full to blocking.
    - i) From red to yellow marking on certain controllers.
    - ii) Durnign the day headlights should be left on.
    - iii) At night headlights should be turned off and parking lights or flashers left on.
6. Motor vehicle accident scenes sufficient space should be allowed for ambulance access and for R314 to be within 100' of a vehicle requiring disentanglement.
7. All apparatus should be backed into place on wildland incidents.

### **501-9 TRAFFIC CONTROL**

1. Traffic cones and/or flares should be set to provide warning to oncoming traffic and to define a work area along side the apparatus.

- a) When placing or retrieving cones do not turn your back to traffic.
- b) Place cones or flares upstream of scene. In 25 mph speed zones begin cone placement 65' back, in 45 mph zones begin cone placement 100' back.
- c)
- 2. All responders should have helmets and turnouts or reflective vests on at all times to provide reflective warning to motorists.
- 3. Always assume drivers can not see you.
- 4. Traffic control should use TAC 4.
- 5. Direct traffic from the shoulder of the road.
- 6. On scene radio designators should reflect the relative cardinal points of the scene; ("Eastbound traffic control this is west bound traffic control")
- 7. Use a traffic paddle during daylight and a traffic paddle and handheld red signal light at night.
- 8. Direct traffic with your hand away from your body to present a clear and visible signal.
  - a) **STOP:**
    - i) Stand on the shoulder, stop sign facing traffic with arm outstretched and palm toward the traffic until the first car is stopped, then move to center of the road.
  - b) **SLOW:**
    - i) Slow sign facing traffic, arm outstretched and palm down, move hand and arm up and down in a pumping motion. Stand on the shoulder facing the traffic.
  - c) **GO:**
    - i) Slow sign facing traffic, arm in a sweeping gesture, then end the sweep by directing traffic. Stand in the lane when traffic uses the left lane, and on the shoulder when traffic uses the right lane.
- 9. Always have an escape route.

## **501-10 OPERATIONS OF PRIVATE VEHICLES**

- 1. Every Fire District 3 volunteer must carry proof of insurance on his/her own vehicle in accordance with Washington State Law. (RCW 46.30.020)
- 2. All drivers shall obey all traffic laws when responding to the station or to the emergency scene in private vehicles.
- 3. If POVs do respond to a scene they should
  - a) Park at staging
  - b) Well clear of operations on the same side of the road.
  - c) Turn on flashers, turn off headlights