

Tully Hose Co. #1

Standard Operating Guidelines

VEHICLE OPERATIONS

Guideline # TF-312 – Rev.1

Purpose: To establish a guideline for the safe and proficient use of fire apparatus. Being approved as a driver for apparatus has responsibilities in addition to being an active firefighter. In addition, the purpose is to establish guidelines for firefighters to train on operating fire apparatus. Maintaining safe operation of the fire apparatus while training for approval or maintaining competency for an approved driver.

Procedure: Only authorized drivers and supervised trainees may operate fire apparatus. To be authorized to drive the apparatus, Company members must be approved by the Fire Chief for each piece of apparatus. Prior to being recommended by the Officers for approval, candidates must meet the requirements specific to the apparatus as stated in the Driver Training SOP where experience with driving, pump operation, 4 wheel driving, etc. is mentioned in the requirements. This will be left up to the discretion of the Fire Chief. This decision will be based on information such as experience as an active member of the fire company and driving experience with other fire companies.

It is recommended that drivers review the operation of the pumps and equipment and conduct road tests for practice and continued familiarity in driving.

In the absence of an officer, the driver is responsible for the apparatus and the personnel riding it. It is the driver's responsibility to make sure that all firefighters are seated in proper locations before moving the apparatus. All personnel riding on the apparatus shall use safety-restraining devices. Personal protective equipment shall be donned before getting on the apparatus.

All drivers are to respond to the fire station upon receiving an alarm, unless they know that all required apparatus have responded.

Apparatus equipped with air braking systems, shall have a minimum of 90 psi of pressure in the air system before moving.

All apparatus should exit the building at a slow idle. Drivers must be aware of anybody crossing in front of the door opening. All apparatus must come to a FULL STOP before entering Railroad or Lincoln Streets.

When backing a vehicle, the driver shall use a firefighter as a spotter to assist the driver in backing up.

Following all emergencies, road tests, driver training, etc. it is the driver's responsibility to insure the apparatus is clean, re-fueled and ready to respond to an alarm. Apparatus should be re-fueled if the apparatus is below $\frac{3}{4}$ level.

To remain an approved driver on any piece of apparatus you must demonstrate proficiency in the operations of all the apparatus that you are qualified on.

Onondaga County Dispatch shall be notified when any apparatus is taken “out of service” for maintenance or repair. Equipment shall only be taken out of service by an officer of the department. Apparatus are not taken out of service for driver training, obtaining gas/fuel or drills unless deemed necessary by the officer in charge of the drill.

RESPONSE TO EMERGENCIES

When responding to an alarm, if the information received through dispatch deems the emergency to be immediately threatening to life or property, the apparatus shall respond condition Red. This means use of all warning lights and sirens. Drivers shall observe speed limits consistent with safety considering traffic, weather, and road conditions. Special care shall be taken when approaching intersections, slow down and be prepared to stop if necessary, all warning lights and siren shall be operating with apparatus kept under control at all times. At no time shall the apparatus be driven faster than 10 MPH over the speed limit. Drivers should be aware of the potential dangers of driving condition Red. When additional information is received indicating that there is not an immediate threat to life or property then, the driver shall proceed to the incident on a condition white. Condition white is considered “normal driving” with no lights or sirens. Condition white is for all other situations not requiring a condition red response. While driving in condition white mode, the driver must obey all traffic laws.

Officers should not drive any fire apparatus to an emergency if there is an approved driver available. If an approved driver is not available, the officer shall use discretion on the amount of wait time before they drive to an emergency. In general, this decision shall be based on potentially critical life safety conditions known at the time of dispatch.

Drivers should know the location of the incident and which apparatus is to respond based on the information known.

It is recommended that, whenever possible, apparatus shall not leave the fire station when responding to an alarm with driver only.

When responding to an emergency, the first responding apparatus shall try to call out for as many responding as possible.

On return to the “in service” status, the driver shall inspect the apparatus and equipment. Any serious faults should be immediately made known to the Chief. In the absence of the Chief, the officer in charge shall carry out necessary repairs or make note of such repairs to the Career firefighter and fill out a repair request form.

DRIVER RESPONSIBILITIES

It shall be the responsibility of the driver for the safe placement of the apparatus at the scene of an incident. If there is no officer to guide the placement of the apparatus, then the driver shall determine the best place. It is recommended that all apparatus and personal vehicles park on the same side of the road so that access may be left for other vehicles approaching the scene. In the case of a roadway incident, the apparatus should be parked in a fend off position to protect the emergency crews from traffic.

The driver who operates the first engine to arrive on scene of an alarm is to establish command if there is no officer on scene and follow the guidelines set forth in TF-303 Incident Command System.

All drivers shall stay with their apparatus and keep track of what equipment has been removed at an incident scene.

All approved drivers shall immediately inform the Chief of the Department in the event their New York State driver's license is suspended or revoked for any reason. Upon such suspension or revocation the approval to drive shall automatically be revoked. The member shall not drive any fire apparatus until reinstated by the Fire Chief.

DRIVER TRAINING

Any member who wants to be an approved driver for any piece of apparatus must make a request to the Fire Chief or Asst. Chief and receive approval before training may begin.

Driver training of apparatus shall occur in the following order:

1. Utility and/or EMS Vehicle
2. Rescue
3. Tankers
4. Engines

There will be no driver training after 10:00PM, unless authorized by a chief officer.

TRAINEE RESPONSIBILITIES AND QUALIFICATIONS

Qualifications

To begin training and become an approved apparatus driver, the trainee must be 21 years of age with a clean driving record (no current points).

The Driver Training disclaimer must be signed and dated prior to receiving approval to begin training from the Fire Chief or Asst. Chief.

The period of training for a candidate before being approved is the time to get familiar with the apparatus and the equipment on it. At a minimum, trainees are required to train a minimum of 10 hours, however, trainees are expected to take the time necessary to be comfortable operating the apparatus before taking their road test. In the case of engines and tankers, time should be equally divided between each apparatus since each drives and pumps differently than the other.

Before being approved, drivers shall be familiar with the apparatus assignment to alarms so that the right apparatus may respond to the alarm.

TRAINER RESPONSIBILITIES AND QUALIFICATIONS

Qualifications

Trainers must be approved by the Fire Chief to be authorized as a qualified Driver Trainer. A qualified driver may not always be qualified as a Driver Trainer. At a minimum, the requirements to be a qualified Driver Trainer will be:

1. Trainers shall have at least one-year experience as an approved driver on the apparatus being used.
2. Trainers must be an active member as set forth in the By-Laws of the Tully Hose Company.
3. To remain a qualified Driver Trainer, they must maintain active status.

The Driver Training disclaimer must be signed and dated prior to receiving approval as an approved Driver Trainer from the Fire Chief.

Responsibilities

The trainer must notify the Fire Chief or Asst. Chief of an apparatus going out driver training prior to the occurrence. The notification should include the plan of the training to be conducted.

Prior to, and directly after, driver training the apparatus must be inspected for any damage or lost equipment. If damage has occurred during a driver training exercise it must be reported to a chief officer immediately.

Upon completion of the training exercise, the apparatus must be cleaned and refueled.

Documentation of the type of training and time start and time finished must be turned in to the Chief or Asst. Chief.

See Appendix B for the Driver Training Disclaimer and the Driver Training Log