

Cedarville Township Volunteer Fire Department
Vehicle Response SOG
2016

The intent of this policy is to reduce the potential risk to employees, the public, their property, and emergency equipment. This SOG details the department's requirements for the safe and efficient emergency and non-emergency operation of apparatus.

Vehicle operators are directly responsible for the safe and prudent operation of the apparatus under all conditions. When the operator is under the direct supervision of an officer, that officer assumes responsibility for the actions of the operator. The operator or OIC must report any apparatus accidents immediately (or as soon as practical) to the Fire Chief.

INITIAL OPERATION

Before moving apparatus for any reason, the operator shall assure the following:

- All compartment doors are closed and secured.
- There are no obstructions to the movement of the apparatus.
- The shoreline has properly disconnected.
- All crew members are seated and secured with seat belts in approved riding positions and have verbally indicated that they ready to go.

EMERGENCY RESPONSE

The operator is responsible to drive in a manner that will facilitate the safe and timely arrival of the apparatus and crew at the emergency scene. The following emergency response procedures must be followed:

- Headlights, emergency warning lights and siren(s) must be on and operating.
- Safety is the prime consideration at all times; weather, road and traffic conditions must be taken into consideration when responding.
- Apparatus may disregard traffic laws only with extreme due regard for the safety of others.
- Apparatus may proceed through stop signs and traffic control lights after coming to a complete stop if all other traffic has stopped.
- Apparatus may exceed posted speed limits but must be reasonable for weather, road and traffic conditions.
- Apparatus may drive in an oncoming traffic lane with extreme caution.
- Drive defensively and with due regard and watch for other responding apparatus.
- Never pass a school bus that is stopped with its red lights on. Turn off your siren until the bus passes. You then can continue your emergency response.
- Use caution when approaching a funeral procession.

During emergency response, the apparatus should come to a complete stop for any of the following:

1. When directed to do so by a law enforcement officer
2. At red lights and stop signs
3. At negative right-of-way intersection
4. At blind intersections
5. Whenever the operator cannot account for all lanes of traffic in an intersection
6. When encountering a stopped school bus with its red lights

FIRE RESPONSE

Non-emergency responses are made only to non-emergency incidents and at the discretion of the vehicles OIC. Fire apparatus shall respond non-emergency to the following types of incidents. Responses can always be upgraded at the discretion of the OIC.

- Carbon monoxide investigation with no report of illness.
- Public utility calls, such as lines down, arcing wires, or transformer fires with no associated injury, entrapment or threat to structures.
- Fuel spill wash downs.
- Service calls (animal rescues, pumping out basements, smoke removal).
- Outdoor smoke investigations.
- Move-up / cover details to other fire departments.
- Explosive ordinance incident stand-by.
- Unauthorized controlled burns with no threatened structures.
- Fire alarms, first unit will respond ER (Chief, Engine, Ladder or Tanker). All other vehicles will respond non-emergency unless upgraded by the IC.

MEDICAL RESPONSE

Unless directed otherwise by an EMS member on scene, medic units shall respond according to the following:

- EMS units shall respond non-emergency to all Alpha and Omega level incidents, except mutual aid requests.
- Bravo, Charlie, Delta and Echo level incidents shall be emergency responses.
- If an EMS incident cannot be assigned a response level by dispatch, then the response shall be with lights and sirens.
- Mutual aid responses will be emergency unless directed otherwise

OPERATOR RESPONSIBILITIES: DURING INCIDENTS

Drivers/operators should remain with their apparatus unless directed to do otherwise. Ambulance/Medic drivers may leave their apparatus if they are needed to assist with patient care and/or removal. Throughout the duration of any incident, the driver/operator is responsible to assure that equipment removed during the incident is accounted for, returned and/or replaced.

No one should exit the apparatus until the driver has indicated that the apparatus is completely stopped. The driver should make sure that members do not exit the apparatus into on-coming traffic flow whenever possible.

FIRE APPARATUS OPERATOR RESPONSIBILITIES: AFTER INCIDENTS

Upon return to quarters following an incident, the fire apparatus operator is responsible for assuring the following:

- The apparatus is clean.
- The water tank is full.
- The foam tank(s) are full (E11,T11,BR11)
- The fuel tank is at least 3/4 full.
- The generator and extrication tool fuel levels are full (E11, L11, R11).
- All tools used are clean and properly stowed.
- The key is in the ignition and in the off position (where applicable).
- The engine brake, Jake Brake is off (E11, L11, T11)
- The shoreline is plugged in.

AMBULANCE / MEDIC UNIT OPERATOR RESPONSIBILITIES: AFTER INCIDENTS

Upon return to quarters following an incident, the Ambulance/Medic apparatus operator is responsible for assuring the following:

- The apparatus is clean.
- The equipment compartments are orderly and restocked.
- There are sufficient amounts of gloves available.
- The cardiac monitor's batteries are fully charged.
- The oxygen tanks are within acceptable limits.
- The shoreline is plugged in.

If the Ambulance / Medic operator is non-EMS, then the OIC will ensure the EMS equipment is in service and the driver will ensure the vehicle is in service.

Approved:

Date: _____

Kyle E. Miller
Interim Fire Chief
Cedarville Township Volunteer Fire Department