



# Lauderdale-By-The-Sea Fire Department

<b>S.O.P Number: 500</b>	<b>Effective Date: October 1, 2010</b>
<b>Section: 501-514</b>	
<b>Subject: Emergency Vehicle Response Safety</b>	
<b>By Order of the Fire Chief: Steven Paine</b>	

## **Article 500: Emergency Vehicle Response Safety**

### **Section 501: Emergency Vehicle Response Safety**

#### **Purpose**

The purpose of this procedure is to assure the efficient response of personnel and apparatus to an emergency scene without injury or death to civilians or fire-rescue personnel or danger to public and/or private property

#### **Scope**

These guidelines are applicable to all Lauderdale by the Sea Fire Department personnel performing beach patrol and when responding to emergency and non-emergency calls in district and in mutual aid response areas.

This procedure shall apply to all department personnel responding to any type of emergency in any type of vehicle, including private vehicles.

#### **Responsibility**

The driver and company officer of each vehicle bears full responsibility for adherence to this procedure. Authority to deviate from this procedure rests solely with the company officer, who bears full responsibility for the results of any deviation.

State and local laws exempt authorized emergency vehicles from regular traffic laws when responding to an emergency. However, neither state or local laws nor this procedure absolve the driver of an emergency vehicle from the responsibility of driving with due regard for the safety of others on the road. The driver remains fully accountable for his/her actions.

Under no circumstances shall any aspect of safety be sacrificed in order to increase the speed of response.

#### **Florida Laws that affect the emergency vehicle traffic driver**

**FFS 316.072 (5) (a-c)**



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- (a) The driver of an authorized emergency vehicle, when responding to an emergency call, may exercise the privileges set forth in this section subject to the conditions herein stated.
- (b) The driver in paragraph (a), except when otherwise directed by a police officer, May:
  - 1. Park or stand, irrespective of the provisions of this chapter;
  - 2. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
  - 3. Exceed the maximum speed limits so long as the driver does not endanger life or property;
  - 4. Disregard regulations governing direction or movement or turning in specified directions, so long as the driver does not endanger life or property.
- (c) The foregoing provisions shall not relieve the driver of a vehicle specified in paragraph (a) from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of his or her reckless disregard for the safety of others.

## **FSS 316.271 (6)**

- (6) Every authorized emergency vehicle shall be equipped with a siren, whistle or bell capable of emitting sound audible under normal conditions from a distance of not less than 500 feet and of a type approved by the department, but such siren, whistle or bell shall not be used except when the vehicle is operated in response to an actual emergency call or in the immediate pursuit of an actual or suspected violator of the law, in which event the driver of the vehicle shall sound the siren, whistle or bell when reasonably necessary to warn pedestrians and other drivers of the approach thereof.

## **FSS 316.126 (1) & (3)**

- (1) Upon the immediate approach of an authorized emergency vehicle, the driver of every other vehicle shall, when such emergency vehicle is giving audible signals by siren, whistle or bell, or other adequate device, or visible signals by the use of displayed blue or red lights, yield the right-of-way to the emergency vehicle and shall immediately proceed to a position parallel to, and as close as reasonable to the closest edge of the curb of the roadway, clear of any intersection and shall stop



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and remain in position until the authorized emergency vehicle has passed, unless otherwise directed by any law enforcement officer.

- (3) Any authorizing emergency vehicle, when en-route to meet an existing emergency, shall warn all other vehicular traffic along the emergency route by an audible signal, siren, exhaust whistle, OR other adequate device OR by a visible signal by the use of displayed blue or red lights.

## **Section 502: Definitions**

The radio terminology used by this department to designate the appropriate level of response is defined as follows:

**Code 1** Department apparatus and vehicles will respond by observing all applicable traffic regulations and traffic control devices.

**Code 3** Department apparatus and vehicles will respond using all warning devices provided.

Private and department vehicles that are not clearly marked as emergency vehicles and that do not have visual and audible warning devices are not defined as authorized emergency vehicles. Therefore, their response is limited to Code 1.

## **Section 503: Authorized Personnel**

Support Apparatus – Personnel must complete EVOC requirements and meet compliance as administered by Lauderdale by the Sea Fire Department, to be permitted to operate a Support Apparatus truck.

Fire Apparatus – Personnel must meet EVOC requirements and attend yearly driver training, which meets the NFPA 1002 Compliance standards, to be permitted to operate fire apparatus. Content and standards of annual driver training will be specific to the type of fire apparatus operated, as is required by NFPA 1002.

## **Section 504: Seat Belts**

Vehicles and apparatus shall not be moved until all personnel riding in them are seated with seat belts fastened. Jump seat riders shall signal the Officer when secured.

## **Section 505: Exiting the Station**



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Drivers shall always be aware of other apparatus and vehicles leaving a fire station at the time and shall yield to all emergency vehicles on the right. On leaving the station the driver shall gently apply the brakes to confirm their operation prior to entering the street. Under No circumstances any members shall be permitted to ride on the exterior of the apparatus when in motion.

## **Section 506: Speed**

The driver of an emergency vehicle may exceed the posted minimum speed during an emergency response, as long as life and/or property are not endangered. The driver shall always maintain a speed consistent with safe operation of the vehicle under prevailing conditions. **Driver must not exceed the speed limit by 10 MPH; drivers exceeding the recommended speed will face disciplinary action.**

## **Section 507: Driving left of center.**

Driving in the center turn lane or in an approaching traffic lane (against the normal flow of traffic and direction) is very dangerous and should be avoided whenever possible. When it is necessary to drive in a center turn lane or in an approaching traffic lane, extreme caution shall be used.

## **Section 508: Driver attention**

The driver shall focus his/her full attention on the safe operation of the vehicle. The primary responsibility of the driver during an emergency response is to safely drive the vehicle or apparatus.

The driver shall not operate the radio, air horns or siren once the emergency response has begun where such actions will require him/her to remove his/her hands from the steering wheel area.

The operation of other equipment, such as windshield wipers, defroster, etc., should be anticipated before beginning the response (to the extent possible); thereby limiting distractions during the response. The company officer shall be responsible for operating whatever accessories the cab layout permits.



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Drivers of these vehicles shall exercise extreme caution when it is necessary to use such equipment.

## Section 509: Aerial Apparatus Operations Safety

### Purpose

To establish procedures and identify precautions for the safe, and proper utilization of aerial apparatus.

### Scope

It shall be the policy of the Lauderdale by the Sea Volunteer Fire Department that all vehicles, including aerial apparatus, be operated in a safe manner consistent with Department SOPs/Rules & Regulations, Manufacture's Recommendations and the Florida State Statutes governing the operation of vehicles on the roadways.

### Responsibility

It will be the responsibility of all Driver/Engineers and Company Officers (or persons acting in either capacity) assign to aerial apparatus to ensure the safe operation of said vehicle and adherence to these SOPs.

### Safety Precautions

It is impossible to prescribe a complete list of safety precautions, which will cover all situations. Due to diverse operating conditions and tasks to be performed, safe fire ground management of all fire apparatus and equipment is the prime responsibility of the operator.

Constant avoidance of basic known hazardous conditions and correct reaction to unexpected circumstances are the result of training and experience. All personnel that work with this equipment should be educated in safety rules and trained to perform their tasks without creating dangerous situations.

The following list of safety rules has been compiled to aid the operator in the safe and efficient utilization of an aerial device at all times. A perfect safety record is **no accident**.

### Capabilities

- a) Even though load charts are installed on equipment, it is the responsibility of operators to know the load capabilities of a unit before placing it into service.



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- b) Regardless of design safety factors, exceeding published load limitations must be avoided at all times.

## 2) Set up

- a) Always position and set outriggers before attempting any aerial functions.
- b) Aerial apparatus chassis are spring mounted and furnish no stability for aerial operations.
- c) Keep away from dangerous banks or places where uncertain support may exist.
- d) Use load spreader shoring if in doubt about ground or pavement conditions.
- e) Auxiliary jack pads supplied are intended for use every time the outrigger system is deployed.

Warning: - Where blocking is used to supplement outrigger lift capability, be sure the material is of adequate size and strength to withstand loading imposed by the aerial device.

- f) Ensure proper placement of blocking to preclude slipping from underneath jack pad.
- g) Ensure that outrigger pins are in place, prior to raising the aerial device.

## 3) Wheel Chocks

- a) Should be placed at the forward axel or where the apparatus manufacturer stipulates.
- b) Restraining the front axle provides additional friction on its outrigger system, particularly when operating on uneven terrain.

## Operation of Aerial

### 4) Mandatory Safety Procedures

- a) Know the location of alternate controls and their operations.
- b) Emergency operation may be required without warning.
- c) Know the back-up system and controls enough to instinctively operate them.
- d) Operators and any member on the turn table and/or platform shall wear turn out gear and safety belts when operating turn-table and platform or when climbing any aerial device.
- e) A qualified operator should remain at the main control console at all times.
- f) If an aerial device is being operated from an auxiliary control station, a second operator should be at the main control station for emergency operations.
- g) Do not leave the controls with aerial in the air.
- h) Always retract and stow the aerial device prior to leaving the controls.
- i) Watch the aerial device at all times.
- j) Watch the aerial device while it is in motion.
- k) Should the operator have to look in another direction, stop operation immediately.
- l) Make all movement of the device deliberate and precise.



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- m) Use smooth even pressure when actuating the controls.
  - n) Utilization of two handed control lever operation is recommended to improve operator hand stability and to enhance metering control of the oil supply.
  - o) Aerial tip position and speed can be deceiving when viewed from below.
  - p) Sudden starts and stops can create high inertial forces, endangering personnel and equipment.
  - q) Never mount or dismount the aerial while it is in motion.
  - r) Never mount or dismount any apparatus or equipment while it is in motion.
  - s) When mounting or dismounting, use both hands and be sure of footing.
  - t) Never rapidly reverse swing direction.
  - u) Damage to hydraulic and mechanical systems may result from rapidly reversing the direction of rotation without allowing the device to stop between functions.
- 5) Aerial Support
- a) Never fully support an aerial device against any structure.
  - b) The aerial device is designed to provide maximum strength in the unsupported configuration.
  - c) Never reverse loading, the supporting of the aerial against the structure, introduces component stresses and reduces capacity and is contrary to the unit design that can lead to structural failure.
  - d) The unsupported configuration is a safety feature keeping the unit in position should the structure collapse.
- 6) Hazardous Uses of Aerial Devices
- a) Never pull sideways with an aerial or use the device as a ram.
  - b) Telescoping sections are not designed for “Side Loading” or opposing pressure against the telescoping cylinder.
  - c) Excessive pressures of this type will cause the device to fail.
  - d) Never extend or retract with personnel on the ladder.
  - e) The power available to extend or retract the device is sufficient to sever or mangle arms and/or legs, which may have slipped between the rungs.
  - f) Climbing personnel should be equipped with safety belt/hook or harness.
  - g) “Leg locks” are not to be used on aerial ladders.
  - h) Never allow ladder climbing if the aerial operations are being done at elevation angles greater than 75 degrees or the angle that the manufacturer recommends.
- 7) Water reaction



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- a) Personnel at the tip of the aerial must be considered if the monitor position must be changed during water tower operations, to insure that they will not be caught “off guard” to resultant shifts in tip position.
  - b) If necessary, the firefighter should be brought down.
- 8) Compartment Doors
- a) All compartment doors must be kept closed, except when removing necessary equipment.
  - b) An open door may be mistaken for a step when viewed from the turntable, especially during night operations.
- 9) Transporting the Aerial Device
- a) Always retract and stow the aerial before moving the vehicle.
  - b) Assure that the device is firmly cradled before traveling.
  - c) Never move the apparatus with the device out of the stowed position.
  - d) Whipping loads can cause stresses that would result in structural damage to the aerial device or chassis.
  - e) Always stow the outriggers before moving the vehicle. The outriggers should be visually and manually checked.
- 10) Additional Hazards
- a) Overhead wiring
  - b) Always keep the aerial at least 10 feet away from energized wiring.
  - c) If the vehicle should make contact with wires, all personnel on the vehicle should remain in position until the device is freed or power is shut off.
  - d) If the apparatus is in contact with wires, keep all personnel away.
  - e) If no one is on the ladder and the operator must leave the deck, he/she should JUMP – NOT STEP OFF.
  - f) As with all aerial devices, the personnel involved in operations should be positioned fully on the vehicle or fully off the vehicle.
  - g) This must be observed when the apparatus is equipped with a fire pump for the protection of the pump operator.
  - h) The pump operator should always use an anti-electrocution platform.
- 11) Hydraulic Systems
- a) If a leak from the hydraulic system occurs, do not attempt to stop or block the flow of oil with the hands, feet or other parts of the body as serious injury or burns may result.
  - b) Chief on Duty must be notified immediately and vehicle taken out of service



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## 12) Equipment Servicing

- a) Slippery Equipment
- b) Keep operational decks, support rails and ladder rungs free from mud, grease and foreign substances to prevent slipping and falling.

## 13) Guards and Covers

- a) Immediately replace all guards and covers upon completion of lubrication and adjustment.
- b) Remove and store all tools before resuming operation.

## 14) Cleaning

- a) Use only non-flammable solutions for cleaning.
- b) Follow standard Medical and Haz -Mat decontamination procedures.

## 15) Adjustment

- a) Keep aerial device in proper adjustment.
- b) Follow department procedures and manufacturer specifications for minor repairs if adjustments appear necessary.
- c) Stop all operations of the aerial device while lubricating, adjusting or cleaning.
- d) Lubrication of the rotation bearing should be accomplished with the turntable in motion and the aerial device fully elevated. This requires two people and must be done by a qualified mechanic.

## 16) Inspection

- a) Inspect all cables daily.
- b) Do not operate with partially broken, frayed or worn cables.
- c) Damaged cables and related parts should be serviced and/or replaced by a qualified mechanic.
- d) Observe ladder finish for indications of stress or damage.
- e) Ladder paint will become discolored or blistered due to exposure to heat or flames.
- f) Crazeing and cracks in the paint may also indicate stressing and cracking of structural members.
- g) Evidence of above paint defects is cause to have the device subjected to testing by a competent agency.
- h) Crew personnel should know all information regarding their apparatus. Check:
- i) Apparatus check-off procedure in the Driver's Engineer Program of the Training and Operations Manual.