


SOG# 501-11	Standard Operating Guideline		
	<h1>Cumberland Road Fire Department Inc.</h1> <p>Operation of Emergency Vehicles</p>	Approved By	
		Steven W. Parrish, Fire Chief	
		Effective Date	Revised Date
		July 1, 2017	

## SCOPE

This guideline shall apply to all members of the Cumberland Road Fire Department and shall be adhered to by all members.

## PURPOSE

The purpose of this standard is to identify responsibilities of personnel responding to and from an incident scene in Cumberland Road Fire Department apparatus as well as provide guidelines for personnel driving privately owned vehicles to the station for an emergency.

## DEFINITIONS

**SHALL** - Indicates a mandatory requirement.

**STANDARD OPERATING GUIDELINES (SOG)** - Documents that help establish how an organization will operate and how its members are expected to carry out specific duties outlined in general terms.


## GUIDELINES

Fire Department apparatus shall be operated only by members who have successfully completed the departments driver/operator-training program or by student drivers, under the supervision of a qualified driver/operator. **Members shall not be eligible to operate fire department apparatus if they have been convicted of DWI within the past 5 years.** All members wishing to become drivers will be evaluated on an individual basis to determine if they will be allowed to enter the Driver/Operator program. Driver/Operator Candidates must be minimum of 20 years of age in order to participate in the program but will not be cleared until he/she reaches 21 years of age.

Drivers of fire department apparatus shall be directly responsible for safe and prudent operation under all conditions. When the driver is under the direct supervision of an officer, that officer shall also assume responsibility for the actions of the driver.

Drivers shall not move fire department apparatus until all persons in the vehicle are seated and secured with seat belts.

During non-emergency travel, drivers of fire department apparatus shall obey all traffic control signals and signs, and all laws and rules of the road of the jurisdiction for the operation of motor vehicles.

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During emergency response, drivers of fire department apparatus shall bring the vehicle to a complete stop at all red traffic lights, stop signs, negative right-of-way street intersections, blind intersections, and when the driver cannot account for all lanes of traffic in an intersection, or when other intersection hazards are present.

When in doubt as to the safety of proceeding, the driver shall bring the apparatus to a complete stop.

Drivers shall proceed through intersections only when the driver can account for all lanes of traffic in the intersection.

During emergency response or non-emergency travel, drivers of fire department apparatus shall come to a complete stop at all unguarded railroad grade crossings. Drivers shall assure that it is safe to proceed before crossing the railroad track(s). Drivers shall also use caution when approaching and crossing any guarded grade railroad crossing.

The driver/operator must respond and react according to conditions encountered; neither poor road conditions, nor inclement weather, nor the actions of others relieves the driver in the slightest degree of his/her responsibility to drive safely. These are some of the situations likely to be encountered an anytime and we must drive accordingly.

**When the fire department apparatus is responding to calls under emergency conditions, all emergency-warning devices will be in operation. (lights & siren) At no time will any fire department apparatus exceed at a speed that is reasonable and prudent under any condition.**


Under wet, foggy or any other hazardous weather or road condition, fire department apparatus should react cautiously to the condition encountered, **and in no case exceed a safe speed limit.**

### **Backing of Apparatus**

Backing should be avoided at all times, however when backing is unavoidable ground guides will be used. If a case develops that there are no ground guides, then the driver must dismount and walk completely around the apparatus before backing is attempted. Refer to Guideline on **Backing of Fire Apparatus** for further information.

During Quick Dump operations, when the apparatus must make a rear dump, the driver of the apparatus shall advise ground guide(s) to prevent anyone from getting between the apparatus and the dump tank until the apparatus has come to a complete stop.

During an emergency response, fire apparatus should avoid passing another emergency apparatus. If passing is unavoidable, radio communication should be used to arrange the task. The unique hazard of driving on or adjacent to the emergency scene requires the driver to use extreme caution and alertness, and also requires that he/she utilize a safe speed for the conditions encountered, in order that he/she may react to the unexpected.

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When driving fire apparatus on emergency scene, the driver must resist the tendency to drive hastily and in an unsafe manner. This tendency is mostly due to the urgent nature of the emergency. Drivers must consider the dangers their moving apparatus poses to personnel and spectators who may be pre-occupied, and inadvertently step in front or behind a moving apparatus.

*Riding on Apparatus*

All personnel riding on fire apparatus shall be seated in **and secured to the vehicle by seat belts** at any time the vehicle is in motion. Riding on tail steps, sidesteps, running boards, or in any other exposed positions shall be specifically prohibited. Standing while riding shall be specifically prohibited.

Any fire apparatus found to be unsafe shall be placed out of service until repaired. Report the condition immediately to the proper Fire Department Authorities.