

	Terryville Fire Department Best Practices	
	<u>Subject</u> Vehicle Backing	BP# 1-11
	<u>Authority</u> Chief of Department	Initiated 5/1/2016 Revised

A. PURPOSE

1. To reduce to the risk of accident and injury, the Terryville Fire Department has established the following best practices as it relates to backing up vehicles.

B. BACKGROUND

1. Backing an emergency vehicle is a hazardous task. There are many crashes and injuries which result from improper backing practices. Emergency vehicles of all types are especially hazardous because of the many blind spots interfering with the driver's ability to see hazards.

C. PROCEDURES

1. As a general rule, if you can avoid backing, then don't
2. Never be in a hurry when backing.
3. Ensure the use of a spotter when one is available.
4. Drivers and spotters should discuss the backing route prior to moving the vehicle.
5. When no spotter is available:
 - Reconsider backing up. Is it really necessary?
 - Exit the vehicle and complete a 360° walk-around, completing a "circle of safety" and surveying the backing area. During this process, check overhead clearance.
 - Immediately prior to backing, sound the air horn or electronic horn two (2) times.

D. DRIVER'S RESPONSIBILITY

1. Bring the vehicle to a complete stop. Survey the vehicle's surroundings & await direction of a spotter (when available).
2. Roll down front window (passenger side as well if possible)
3. Make visual and verbal contact with spotter. If you cannot see or hear the spotter, do not back the vehicle up. Radios may be used for verbal communication.
4. Establish and maintain eye contact with the spotter using the driver's side mirror.
5. Give two (2) blasts of the horn prior to backing.
6. For station backing, the driver will stop the vehicle if any individuals approach the vehicle (to attach the exhaust hose, while not paying attention, etc.)
7. After backing into station and exiting vehicle, the shoreline will be plugged into the apparatus.

E. SPOTTER'S RESPONSIBILITY

1. Conduct a 360° walk around, completing the circle of safety and survey the backing area for any hazards.
2. Check for overhead clearance hazards.
3. Communicate any hazards to the driver.
4. Position yourself approximately 10-15 feet to the left rear of the backing vehicle.
5. Establish visual and verbal contact with the driver. If you cannot see the driver, they cannot see you. Radios may be used for verbal communication.
6. Use a hand light during periods of darkness.
7. Establish and maintain eye contact with the driver using the driver's side mirror.
8. Stop the driver if any hazards are observed or if you are uncertain of the direction the driver is maneuvering.
9. Do not allow yourself to be distracted.
10. When backing into the station, it will be the spotter's responsibility to ensure the exhaust hose is attached to the apparatus. This can be accomplished by the spotter attaching it after the vehicle has parked or by another individual under the close supervision of the spotter. The vehicle should cease movement when the exhaust hose is being attached.

F. HAND SIGNALS

1. The following hand signals should be used by the spotter and given at shoulder height:
 - *Straight Back*: One hand above the head with the palm away from the driver, waving back.
 - *Turn*: Both arms pointing in the same direction with index fingers extended.
 - *Stop*: Both arms crossed with the hands in a fist.