YORK COUNTY
FIRE TRAINING

EMERGENCY VEHICLE
DRIVER REFRESHER
DRIVER TRAINING

- Introduction and Overview
- Fire Board Policies and Requirements
- ISO Requirements
- State Laws
- Safety
- Accidents
- Special Hazards
- Driving
When we receive a dispatch we respond either to the scene or station in a vehicle similar to these.

- Average Weight of Passenger Vehicles in the US: 3,455 lbs
- Average Stopping Distance of Passenger Vehicles in the US: 190 ft @ 50mph
Once we arrive at the station we jump into a vehicle that is much larger and heavier. They do not drive, stop, handle or maneuver the same as a passenger vehicle.

- Average Weight Range of Fire Apparatus depending on type: 8,000lbs – 80,000lbs
- Average Stopping Distance of a Fire Engine: 393’ @ 50mph
York County Fire Board

- Must be 18 years old
- Have a valid CDL, Class E, F, or Special Endorsement license
- Take the 1210 EVDT class though the SCFA

- Physically and mentally fit to handle large vehicles
- All passengers must wear seat belts
- No riding on tailboard
- Meet any other requirements that your department requires
ISO Requirements

• Meet the standard for Driver requirements
• NFPA 1002 Standard for Fire Apparatus Driver/ Operator
• 40 hours training for new drivers
• 6 Hours driver training annually
Designated driver for fire extinguishment, special endorsement, safety officers

- Paid or volunteer firefighters of a lawful organized Fire Dept. may have a special endorsement affixed to their driver license
AUTHORIZED EMERGENCY VEHICLE

- Fire department vehicles both public and private, designated by department or chief, actually engaged in emergency activities are authorized emergency vehicles.
The driver of an authorized emergency vehicle may:

- Proceed past a STOP sign, after slowing as necessary for safe operation
- Exceed maximum speed limit, as long as he doesn’t endanger life or property
- Disregard direction of movement or turning
- Must be using red lights and siren
Accidents resulting in death or injury

- STOP, if you are involved in an accident and remain on scene.

- Failure to do so is a misdemeanor.
Emergency Vehicles, School Buses

- Must be equipped with an audible signal device
- Must be equipped with a signal light
- Mounted high and wide
- Visible from 500 foot distance
- Shall impose other drivers to yield right of way
Sirens, Whistles, or Bells on Authorized Emergency Vehicles

- Authorized emergency vehicles must be equipped with a siren, whistle, or bell capable of being heard at not less than 500 feet.
- Can only be used while vehicle is responding to an emergency call.
Fire Department Requirements
SAFETY

- Wear seat belts
- Stay calm
- Use due regard for the safety of others
- Do not demand the right of way
- Be prepared to yield the right of way at all times in the interest of safety
Cushion of Safety

• Following Distance
  The measure of the area of constant clear space between two moving vehicles traveling in the same direction

• Rate of Closure
  The measure of diminishing time and clear space between a vehicle in motion and either a slower moving; stopped; or an oncoming vehicle

• Blind Spots
  Vehicles should be equipped with expansive view side mirrors

• Changing Lanes or Turning
  Plan ahead, signal intention, practice space management, make lane change smoothly

• Closure From Behind and Backing
  Be aware of vehicles approaching from behind  Avoid backing when possible, give audible warning, use spotter
Inspections

- Pre-Trip
- Daily
- Weekly
- Monthly
- Annually
- Post-Trip
ACCIDENTS

- All accidents / incidents are reviewed by The Accident Review Committee of The Board of Rural Fire control
- Accidents or Incidents with $300.00 or more in damage the driver is suspended from driving until the Committee and the board completes the investigation.
ACCIDENTS

If you’re involved in an accident…

• Check all parties involved for injuries
• Call appropriate authority (Highway Patrol)
• Notify Department of Fire Safety thru Fire Com
• Registration, insurance card and accident card are located in glove-box
• If vehicle needs to be towed, contact a representative of the Department of Fire Safety
• If any vehicle involved, requires towing the driver must be taken for alcohol & drug testing by an officer of the department
• A York County vehicle accident report must be filled out, signed, and submitted to Risk Management Office within 24 hours
Vehicle Control & Right of Way

All drivers shall attempt to maintain control of the vehicle they are operating in such a manner as to provide the maximum level of safety for both passengers and general public. Emergency vehicle drivers should be aware that the civilian vehicle operators might not react in the manner which is expected or felt to be appropriate. An attempt should be made to have options available when passing or overtaking other vehicles. If another vehicle operator fails to yield the right of way to an emergency vehicle, the emergency vehicle driver cannot force the right of way, nor can you assume the right of way. Therefore you do not have the right of way until the other vehicle yields to you. The emergency vehicle driver shall be aware of his rate of closure on other vehicles and pedestrians at all times to make sure a safe following distance is established and maintained.
Intersection Practices

Extreme care should be taken when approaching any intersection as intersections are responsible for a large portion of major accidents involving emergency vehicles.
Uncontrolled Intersections

Any intersection that does not offer a control device (Stop Sign or Traffic Signal) in the direction of travel of the emergency vehicle or where a traffic control signal is green upon the approach of the emergency vehicle all the emergency vehicle drivers should do the following:

- Scan the intersection for possible hazards (right turns on red, pedestrians, vehicles traveling fast etc.). Observe traffic in all 4 directions (left, right, front, rear)
- Change the siren cadence not less than 200 feet from the intersection.
- Avoid using the opposing lane of traffic if at all possible. Emergency vehicles should always be prepared to stop. If another vehicle fails to yield the right of way to an emergency vehicle, the emergency vehicle can not force the right of way, nor can you assume the right of way, therefore you do not have the right of way until the other vehicle yields to you.
Controlled Intersections

Any intersection controlled by a stop sign, yield sign, yellow traffic light or red traffic light requires a complete stop by the emergency vehicle driver. In addition to bringing the vehicle to a complete stop these additional steps must be followed as well:

• Do not rely on warning devices to clear traffic

• Scan the intersection for possible hazards (right turns on red, pedestrians, vehicles traveling fast etc.) as well as driver options

• Begin to slow down well before reaching the intersection and cover the brake pedal with the driver's foot, continue to scan in 4 directions (left, right, front, back) and change the siren cadence no less than 200 feet from the intersection

• Scan the intersection for possible passing options and avoid using the opposing lane of traffic if at all possible

• Come to a complete stop

• Establish eye contact with other vehicle drivers; have a partner communicate all is clear; reconfirm all other vehicles are stopped

• Proceed one lane of traffic at a time treating each lane of traffic as a separate intersection
The department recognizes that backing apparatus’s is made hazardous by the fact that the driver cannot see much of where he intends to go. The department recommends that whenever possible drivers should avoid backing, the safest way to back a vehicle is not to have to back up at all. When it is absolutely necessary to back-up any departmental vehicle, all drivers should follow one of the following measures:

• The department’s first choice of backing procedures is that before any apparatus is put into reverse and backed that a spotter be put in place near the rear of the vehicle. The spotter should be safely positioned so that the emergency vehicle driver can see them at all times.

• **IT IS THE POLICY OF THIS DEPARTMENT THAT A SPOTTER WILL ALWAYS BE USED**

• The driver should sound their horn before any backing maneuver.
Backing

- If at any time the vehicle driver loses sight of the spotter, he/she shall stop immediately until the spotter makes himself visible again.
Backing

- If conditions exist that make the use of spotters impossible, all drivers, before attempting to back up any fire department vehicle, shall make a circle of safety to see that; no person or persons are directly behind the vehicle or in its intended path of travel; all equipment is secured and that all compartment doors are securely closed; any physical obstructions are moved out of the way. The emergency vehicle driver should also note all potential obstructions in the intended path of travel.
SPECIAL HAZARDS

• Inclement weather
• Schools
• School buses
• Special Events
• Hazmat incidents
• Water shuttle operations
Guidelines for POV’s

- Response to station or incident
- Approaching the emergency scene
- Approaching / parking at the station
- Staging / parking at the emergency scene
- **ALWAYS PARK ON SAME SIDE**
- Leaving the emergency scene
• Berea Firefighter Hurt In Crash

• **Rockwell Firefighter Seriously Injured in Wreck** The firefighter was not wearing a seat belt.

• **HONEA PATH** - A Honea Path firefighter was seriously injured in a wreck Tuesday night on Due West Road.
• RIDGEVILLE, S.C. (AP) - A volunteer firefighter in Ridgeville has died in a wreck while responding to a fire call.

• Dorchester County Coroner Chris Nisbet said 58-year-old Michael Louis Broz of Ridgeville died late Sunday afternoon when his pickup ran off a road and hit a tree. Nisbet says Broz was responding to a fire call at Beidler Forest. The call was a false alarm the Highway Patrol is investigating the wreck.
DRIVING

• Backing fire apparatus into station
• USE SPOTTER
• Turn about - NO BLIND SPOTS
• On the road driving- USE CAUTION
• KNOW WHERE YOU ARE GOING BEFORE YOU LEAVE
RESPONSE

• PRIORITY 1 LIGHTS AND SIREN

• PRIORITY 2 NO LIGHTS OR SIREN
RADIO TRAFFIC

- EN-ROUTE
- ON-SCENE WITH SIZE UP & WHO IS IN COMMAND
- UNDER CONTROL
- ASSIGNMENT COMPLETE
THE END!

REMEMBER: IT’S NOT YOUR EMERGENCY, IT’S THEIR EMERGENCY!!