

# Central Joint Fire District

## Standard Operating Procedure



Central Joint Fire District

SUBJECT: Driving - Department Vehicles

SOP Number: 412C  
Effective Date: 1/8/92  
Revised Date: 6/28/94  
Approved:

PURPOSE: The purpose of this standard is to define the rules and regulations under which department vehicles are to be operated.

SCOPE: All Department members are to adhere to this standard.

ENFORCEMENT: The Fire chief shall be responsible to enforce this standard.

### DEFINITIONS:

Probationary Members - all new members from their date of appointment until no less than six (6) months from that date are probationary members.

Active Members - All members who are actively responding to emergencies and who are not probationary members.

### APPLICATION:

1) Active members with a valid driver's license who have been approved by the Training Officer or Fire Chief are permitted to drive any Department vehicle under normal or emergency conditions.

2) Probationary members, with a valid drivers license, after completing six (6) months of their probationary period shall begin training on the operation and driving of the Fire Equipment, and shall be approved by the Department Training Officer, or Fire Chief prior to being allowed to drive under emergency conditions.

3) Drivers will drive with due regard for safety at all times. Being mindful of the trust placed in him/her by his/her fellow members and the citizens of the community.

4) The driver shall focus full attention on the safe operation of the vehicle. The sole responsibility of the driver during an emergency response is to drive. The driver shall not normally leave the station unless he/she has at least one other person riding with him/her, unless directed to do so by a Superior Officer. The driver shall not operate the radio, lights, sirens or any other equipment. This shall be the responsibility of the company officer or the firefighter acting in that capacity. Drivers of command vehicles, private vehicles, and ambulances when responding to a medical facility, are exempt from this requirement if there is only one person in the front seat of the

vehicle. Drivers of these vehicles shall avoid operating such equipment and shall exercise extreme caution when it is necessary.

5) On leaving the station the driver shall be aware of other apparatus leaving at the same time and shall yield to all emergency vehicles to the right. On leaving the station the driver shall gently apply the brakes to assure their operation prior to entering the street.

6) Under ideal conditions (light traffic, dry roads, and excellent visibility) the maximum speed of any responding vehicle shall be 10 MPH over the posted speed limit up to and including posted speed limits of 35 MPH. Exception to this standard shall be concerning posted speed limits in school zones where such posted speed limits shall be strictly adhered to. In all cases the driver shall always maintain a speed consistent with the safe operation of the vehicle under the prevailing conditions.

7) The driver will enter intersections with lights flashing and siren blowing, making sure that any approaching vehicle has seen the emergency vehicle and yields right of way before entering the intersection. The driver is reminded that the emergency lights and siren are only ASKING for the right of way and DO NOT give you the right to automatically take it.

When an emergency vehicle must approach an intersection in the center lane or left of center the driver shall come to a complete stop until all other traffic in the intersection has yielded. This applies even when the emergency vehicle has a green light at a controlled intersection.

When approaching a controlled intersection (stop sign or traffic light) with a negative right of way (red light or stop sign) the emergency vehicle shall come to a complete stop until all other traffic in the intersection has yielded the right of way. The maximum allowable speed through any intersection shall be the posted legal speed limit.

8) Passing other moving emergency vehicles on an emergency response is dangerous, and generally unnecessary. If the situation arises extreme caution should be used when performing this maneuver.

9) The Incident Commander shall evaluate the need for other responding companies to continue on an emergency response. Whenever possible other responding companies shall be advised to continue in a Code 2 non-emergency mode.

10) The following codes will be used to designate response:

Code 2            Non-emergency response. No lights or siren, obey all traffic devices.  
                         Proceed direct to destination.

Code 3            Emergency response. Use of lights and siren indicated.

11) All audible and visual warning devices shall be in operation when making an emergency response.

12) On approaching the emergency scene all drivers shall watch for emergency vehicles approaching from other directions. They shall drive with extreme caution and be constantly on the

alert for firefighters and civilians who may be distracted by the emergency and may step in front of the approaching apparatus.

13) Any member reported to the Fire Chief by a law enforcement officer for improper operation of a Public Safety vehicle may be subject to disciplinary action.

14) Any damage to Department vehicles shall be reported immediately to the Incident Commander who will in turn report the same to the Fire Chief. This shall first be done verbally, then at the end of the emergency, the individual(s) involved shall prepare a written report detailing the incident. The Fire Chief shall forward this information to the Central Joint Fire District Board of Trustees within 24 hours of the incident.

15) Drivers will stay with the truck to operate the pump, issue equipment, answer the radio, and protect the equipment unless otherwise directed by an officer.

16) Proper radio communications shall be maintained to keep the dispatcher informed at all times of the vehicle status.

17) Riding on the rear tailboard of any Department vehicle is dangerous and **STRICTLY PROHIBITED**.

18) All personnel riding in seats equipped with seat belts shall **WEAR** the seat belt at all times that the vehicle is traveling. Drivers shall ascertain that all personnel are seated and secured by seat belts, if seats are so equipped, prior to moving the vehicle.