

Manhattan Fire Protection District

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PURPOSE

This procedure is to promote the safe and efficient response of apparatus to emergency scenes, to prevent accidents and damage to department, public, or private property. To prevent injuries to department personnel or to the general public. To ensure the ability of those personnel driving department vehicles to perform to a minimum standard.

SCOPE

This procedure shall apply to all employees of the department, including volunteer, paid-on-call, part-time, full-time, auxiliary, associate, or reserve.

The driver of each vehicle bears full responsibility for compliance with this procedure, and all applicable State and local laws and regulations concerning the operation of motor vehicles and emergency vehicles and compliance with this departments insurance carriers regulations.

ENFORCEMENT

The primary responsibility for adherence to this procedure rests with each driver. Company officers or acting company officers are responsible for enforcement of this procedure. Authority to deviate from this procedure rests with the officer, acting company officer and also the individual driver.

DEFINITION

APPARATUS shall be defined as any motorized vehicle or motor vehicle and trailer combination operated by this department.

DRIVER shall be defined as personnel whom have been trained, properly licensed, and given approval to operate specified apparatus of this department.

OFFICER shall be defined as person seated in the front passenger right hand seat whether of officer rank or acting officer of vehicle.

TRUE EMERGENCY is a situation in which there is high probability of death or serious injury to an individual or significant property loss, and actions by an emergency vehicle driver may reduce the seriousness of the situation.

APPLICATION

1. Any member responding to the station or to the scene of an emergency in their **private vehicle** must strictly adhere to all applicable motor vehicle laws. Privately owned vehicles are not provided with the same exemptions that are provided to emergency vehicles. No member of the organization will be permitted to violate any motor vehicle laws, including but not limited to; speed limits, Going thru traffic devices, or passing in an unsafe manner. While it is recognized that timeliness in response to an emergency is important, all drivers must understand that any driver observed breaking any traffic laws or operating any vehicle in an aggressive or unsafe manner will be subject to disciplinary action including, suspension, and loss of driving privileges.

2. Driver and officer shall be aware of address and location of call, and be aware of the route to location prior to departing station.

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3. Drivers shall be aware that the privileges granted to them as operators of emergency vehicles regarding speed, direction of travel, right-of-way etc. are privileges and not absolute rights, and must operate the vehicle in emergency responses with "Due Regard" for the safety of the general public and crew members of their vehicle and shall not drive in a reckless or negligent manner.
4. Even though emergency vehicles are allowed to exceed posted speed limits when responding to emergencies, drivers must be aware that any time they exceed the posted speed limit they must exercise extreme caution and "Due Regard" for others, and due so at their own risk, and that at times the posted speed limit may be excessive for hazardous conditions of weather, heavy traffic and dangerous road hazards
5. All Audible and Visual Warning Devices must be in operation regardless of time of day and or traffic conditions when responding to true emergencies. Warning devices are not always effective in making other drivers aware of your presence. Warning devices only REQUEST the right of way, they do not insure the right of way.
6. Drivers should avoid driving left of the center line into oncoming traffic whenever possible and when doing so must use extreme caution and reduced speed.
7. Passing of other emergency vehicles is extremely dangerous and should only occur when absolutely necessary and must be co-ordinated by radio communication between the two affected vehicles.
8. ALL Intersections are to be approached with caution. Change Siren Cadence not less than 200 feet from the intersection. Scan intersection for possible hazards as well as drivers options, reduce speed before entering the intersection and cover the brake pedal with your right foot and continue to scan 4 directions. When entering intersections controlled by traffic lights showing Red or Yellow to the apparatus, or stop sign controlled intersections with stop sign facing the apparatus, but not stopping the cross traffic the driver shall come to a complete stop until all other traffic is aware of the emergency vehicle and has yielded the right-of-way. Four way stops with stop signs facing all directions of travel shall be approached with caution and if other traffic is present driver shall come to a complete stop until he is sure that the right-of -way is being yielded by the other drivers, If no other traffic is present driver may proceed through at no more than 10 M.P.H.
9. Unguarded Railroad intersections shall be approached with audible warning devices turned off, come to a complete stop before entering the grade crossing, allow the motor to idle down, turn down all other sound producing equipment, and open windows to listen for trains horn before proceeding
10. When approaching the scene of an emergency, drivers shall reduce speed and be alert for other vehicles and personnel operating in the area may be distracted by their activities. When apparatus are moving at the scene it shall be at minimal speed.
11. Apparatus should be parked at emergency scenes positioned to provide protection to personnel operating near or on the roadway from traffic. If any amount of through traffic is hazardous to the safety of personnel then the roadway should be closed by fire units until police assistance is obtained.

Signature of Chief Dale VanderBoegh date 10/28/96