MARCH IS APPARATUS SAFETY MONTH

EMERGENCY VEHICLE ACCIDENT PREVENTION - NEW RULES!

EVAP DOESN'T COUNT!

All operators of emergency vehicles shall be trained in the operations of apparatus before they are designated as drivers of such apparatus.

- All drivers of apparatus over 26,000 lbs must obtain a current Emergency Vehicle Incident Prevention (EVIP) training certificate on their person **to be exempt from CDL requirements.**
- Our department shall utilize the Washington Fire Chiefs - Emergency Vehicle Incident Prevention (EVIP) program or other **Washington State Patrol accredited program** to train Emergency Vehicle Operators.
- After 2014, **EVIP Trainers** must have taken the ***new accredited*** EVIP Train the Trainer course at least every 5 years.
- Initial EVIP certification includes a classroom session, written test, and **driving course for each apparatus** the operator will drive.
- Yearly EVIP continuing education is required annually OR the class must be taken in its entirety every 3 years.

See the following website for Train the Trainer Classes and Information on the Washington Fire Chief's EVIP Program.

http://www.washingtonfirechiefs.com/WFCHome/Information/EVIPInformation.aspx

AUTOMOTIVE APPARATUS

It is our department's policy that the apparatus has a scheduled daily operational check for emergency operations in staffed stations.

Unstaffed fire apparatus shall be checked using a maintenance checklist after each run and before being put back in service.

Any item found to be in need of repair shall be reported immediately to the Officer in charge.

Apparatus shall be brought to a full stop before members are allowed to step from the apparatus.

Firefighters shall not be in the apparatus hose bed while hose is being run out from the bed.

Headlights shall be on at all times when any fire or emergency vehicle is responding to a call.

All apparatus over 20,000 pounds (gross vehicle weight) shall utilize wheel chocks, rated for the specific apparatus they are being used with, when parked at an emergency scene.

Apparatus responding to alarms shall meet specifications in RCW 46.61.035, relating to operations of authorized emergency vehicles.

Each fire apparatus shall carry a current U.S. Department of Transportation Emergency Response Guidebook in hardcopy or in electronic form for viewing on a digital reading device.

All emergency vehicles cannot be used in reverse gear unless the equipment has an operational reverse signal alarm.

HOSE LOADING

Hose loading while in motion is not permitted unless a safety observer has an unobstructed view of the hose loading operation and is in visual and voice contact with the driver.

The allowed maximum fire apparatus speed is 3 mph while loading and all non-fire department vehicular traffic must be stopped. Members can only stand during hose loading operations when the vehicle is not moving.

APPARATUS AREAS

Three feet of clearance is needed around apparatus parked, if feasible.

Our station's apparatus floors shall be kept free of grease, oil, water and tripping hazards and have slip resistant surfaces where personnel mount vehicles.

INDOOR AIR QUALITY

If indoor air monitoring indicates over-exposure to contaminant PEL's, engineering controls shall be utilized to reduce firefighter exposure to the lowest feasible level.

All fixed internal combustion equipment and repair areas for that equipment, shall be effectively exhausted to the exterior of the fire stations.

EMERGENCY APPARATUS EQUIPMENT AND LOADING

Emergency vehicles shall have compartments for carrying sharp tools, or if carried on the outside of the apparatus, shall be covered to prevent injury.

Ladders stowed on the sides of apparatus shall have guards over the protruding ends.

All responding personnel must wear seatbelts while vehicle is in motion.

Riding or standing on tail steps or in any other exposed position such as sidesteps or running boards shall be specifically prohibited.

Members actively performing necessary emergency medical care while the vehicle is in motion shall be restrained to the extent consistent with the effective provision of such emergency medical care.

REQUIRED APPARATUS MARKNG

The height of any apparatus, over seven feet in height from the ground to the top of the beacon or highest point of the apparatus, shall be clearly labeled in a place where it can be easily and clearly read by the driver while operating the apparatus.

All apparatus in excess of 10,000 pounds loaded weight, shall have the weight of the vehicle in pounds and tons clearly labeled in a place where it can be easily and clearly read by the driver while operating the apparatus.

APPARATUS REPAIR AND MAINTENANCE

All repairs to the suppression components of emergency vehicles of our department shall be done by an emergency vehicle technician, **ASE certified technician or factory qualified individual.** Repairs, maintenance or routine work to non-suppression systems of suppression apparatus or other fire department vehicles and their equipment shall be done by personnel qualified in the specific area of repair. ***Note***: Fire service pumps with a capacity of 499 gallons per minute or less and not used for interior structural firefighting operations are exempt from this requirement.

A preventive maintenance program shall be instituted and records maintained for each individual apparatus in order to record and track potential or on-going problems.

Apparatus shall be maintained and tested in accordance with the manufacturer's recommendations.

(WFC Sample Policy 12.05.02)

Note: See 2007 edition of NFPA 1911, Standard for the Inspection, Maintenance, Testing and Retirement of In-service Automotive Fire Apparatus and the 2000 edition of NFPA 1071, Standard for Emergency Vehicle Technician Professional Qualification, A.1.1 and A.2.1.

AERIAL APPARATUS

All new aerial devices shall be constructed and initially tested in accordance with the 2009 edition of NFPA 1901.

All aerial devices shall be operated in accordance with the manufacturer's recommendations, including number of firefighters permitted on device.

All aerial devices shall be maintained, tested and repaired in accordance with the manufacturer's instructions and nonconflicting portions of the 2002 edition of NFPA 1911.

All operators of aerial devices in our department shall receive training specific to the apparatus. This training shall be annual and documented.

(WFC Sample Policy 12.05.03)

STANDARD APPARATUS OPERATION COMMUNICATIONS

(1) These signals should be used between the driver and the firefighters:

(a) One long buzz means stop
(b) Two buzzes mean forward
(c) Three buzzes mean reverse

(2) Before any of the above functions are undertaken, the same signal must be both sent and received.

(3) When using hand signals, these signals are as follows:

(WFC Sample Policy 12.05.01)

Forward or Reverse

Diminishing Clearance

Stop

Right or Left

MARCH SUGGESTED TRAINING SCHEDULE

	TRAINING SUGGESTION	DEPARTMENT ACTUAL TRAINING SCHEDULE
WEEK 1 DATE:	FIRE EXTINGUISHERS	
WEEK 2 DATE:	EVIP	
WEEK 3 DATE:	EVIP	
WEEK 4 DATE:	WILDLAND REFRESHER	
OPTIONAL FULL DAY:	EVIP	
OTEP DATE:		

REFERENCES: RCW 46.25.050, NFPA 1002, 1451, 1500, 1901, 1911; WAC 296-305-04501 THRU 04510

Customize our program:_____

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