**12.05.01 AUTOMOTIVE APPARATUS OPERATIONAL RULES**

**1.0 REFERENCE**

 WAC 296-305-04501

 WAC 296-305-04503

 WAC 296-305-04505

**2.0 POLICY**

**2.1** All operators of emergency vehicles shall be trained in the operations of apparatus through an approved course before they are designated as drivers of such apparatus. Once trained, all operators shall familiarize themselves with any apparatus prior to operating such apparatus even for brief periods of time.

 • Our Department shall utilize the Washington Fire Chiefs - Emergency Vehicle Incident Prevention (EVIP) program or other accredited program to train Emergency Vehicle Operators.

 • As of 2014, EVIP Trainers must take EVIP Train the Trainer course every 5 years.

 • All drivers of equipment over 24,000 must obtain a current EVIP training certificate on their person to be exempt from CDL requirements.

 • 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.

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

**2.3** Any item found to be in need of repair shall be reported immediately to the officer in charge or other appropriate person.

**2.4**  Vehicles used to transport firefighters and employer representatives shall have compartments for carrying sharp tools, saws, chisels, axes, etc., or if carried on the outside of the apparatus, equipment with sharp points and edges shall be covered to prevent injury to firefighters and employer representatives.

**2.5** Ladders stowed on the sides of apparatus, which protrude past the tailboard, shall have guards over the protruding ends.

**2.6** Drivers of fire apparatus shall not move fire department vehicles until all persons are seated and secured with seat belts (approved by U.S. Department of Transportation Part 49 C.F.R. Section 571, Standards 209 and 210) or safety harness in approved riding positions. Firefighting apparatus shall be brought to a full stop before employees are allowed to step from the apparatus.

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

**2.8** Standing while riding in moving apparatus shall be prohibited.

**2.9** Members actively performing necessary emergency care while the vehicle is in motion shall be restrained to the extent consistent with the effective provision of such emergency care. All other persons in the vehicle shall be seated and belted.

**2.10** 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.

* 1. The allowed maximum fire apparatus speed is 3 mph while loading
	2. All nonfire department vehicular traffic must be stopped while loading hose
	3. Members can only stand during hose loading operations when the vehicle is not moving.

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

**2.12** Any 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.

**2.13** 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.

**2.14** No employer shall permit automotive fire apparatus equipment which has an obstructed view to the rear, to be used in reverse gear unless the equipment has in operation a reverse signal alarm distinguishable from the surrounding noise level.

**2.15**  These signals should be used between the driver and the firefighters:

* + - 1. One long buzz means stop;
			2. Two buzzes mean forward;
			3. Three buzzes mean reverse.

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

When using hand signals, these signals are as follows:

Forward or Reverse

Diminishing Clearance

Right or Left

Stop

**3.0 DEFINITIONS**

N/A

**4.0 RESPONSIBILITY**

**4.1** VARIABLE is responsible for the Drivers Training Program.

**4.2** Once trained, all operators shall familiarize themselves with any apparatus prior to operating such apparatus even for brief periods of time.

**5.0 GUIDELINES**

**6.0 ADDITIONAL REFERENCES**

Washington State Fire Chiefs - Emergency Vehicle Incident Prevention (EVIP) program.

**7.0 APPENDIX**