

<p style="text-align: center;">DAVIE COUNTY, NC FIRE MARSHAL'S OFFICE STANDARD OPERATING GUIDELINES</p>	REVISION DATE 6/4/2018
<p style="text-align: center;">SUB DOCUMENT</p> <p style="text-align: center;">RESPONSE TO INCIDENTS</p>	ADMIN PAGE 1 OF 4
<p style="text-align: right;">DCFMO #</p>	400-002

1. **Purpose:** The following procedures shall apply to routine (non-emergency) and emergency operations of apparatus. (NFPA 1500)
2. **Scope: All Personnel**
3. **Guideline:**
 - 3.1. When responding in a DCFMO vehicle to an emergency, all members shall abide by all North Carolina State traffic laws relating to Emergency Vehicle Response. Including speed limits, traffic signals, etc.....
 - 3.2. Emergency lights shall be turned on and sirens/air horns activated as necessary when leaving the station on emergency response.
 - 3.3. Vehicle shall be operated in a safe manner at all times.
 - 3.4. No DCFMO vehicle shall respond without the appropriately qualified driver.
 - 3.5. DCFMO Vehicles shall be prepared to stop at all intersections, regardless of whether the intersection is controlled. Driver operators shall be courteous and respectful of other vehicles at all times. Driver operator shall not assume that they have the right of way.
 - 3.6. All vehicle warning lights should remain on, when vehicle is parked at the scene, to make the scene more easily visible to incoming emergency units and to protect the scene. Once on the scene, headlights should be in the low beam position, especially with oncoming traffic. At the discretion of the OIC, some warning lights may be turned off, if it is determined that they are detrimental to scene operations or traffic management.
 - 3.7. During non-emergency travel, drivers shall obey all traffic control signals and signs, and all laws and rules of the road of the jurisdiction for the operation of motor vehicles.
 - 3.8. If, while responding to any incident, you come across another emergency incident, you shall continue your response to the original incident, and relay the appropriate information to Davie County 911 regarding the second incident.

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You should stop and render aid at the second incident if the facts and circumstances justify you stopping.

- 3.9. DCFMO Vehicles shall not use interstate highway crossover points (i.e. I-40) during non-emergency travel. Crossover points shall be used only during emergency response and shall be used with extreme caution. (Remember – oncoming traffic is proceeding at speeds in excess of 70 mph, while fire/rescue vehicles are starting from a dead stop.)
- 3.10. In order to be considered "in service" Squad 81 should have:
 - a minimum of two (2) full S.C.B.A.
- 3.11. At scenes where a ladder truck responds, priority shall be given to truck positioning.
- 3.12. During emergency response, vehicle shall be prepared to:
 - Stop when directed by a law enforcement officer.
 - Stop for Red Traffic Signals (and then proceed once all traffic has been accounted for).
 - Stop at all stop signs, may proceed slowly, with caution, if all lanes of traffic have been accounted for.
 - Stop at blind intersections.
 - Stop when all traffic lanes cannot be accounted for.
 - Stop when encountering a stopped school bus with flashing warning lights. Under no condition shall a DCFMO vehicle pass a stopped school bus displaying its red flashing lights unless or until the bus driver turns off the flashing red lights and waves you by.
- 3.13. DCFMO Vehicles shall slow and be prepared to come to a complete stop at unguarded railroad crossings.
- 3.14. Drivers shall ensure that it is safe to proceed before crossing the railroad tracks.

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- 3.15. Any unsafe operation of a DCFMO vehicle shall be reported to the Fire Marshal or Director of Emergency Management.
- 3.16. Nothing shall be thrown from DCFMO vehicles!
- 3.17. Fire fighters shall conduct themselves in a courteous, professional manner at all times while in DCFMO vehicles.
- 3.18. All personnel on the vehicle shall be seated and shall wear seat belts while vehicle is in motion. All authorized seating positions are equipped with seat belts.
- 3.19. All DCFMO vehicles shall operate in accordance with the three-second rule with regard to the vehicle immediately in front of it. This rule applies to emergency responses as well as non-emergency operations.
- 3.20. Vehicle operators and members shall, when advised that a call has been designated a reduced response (Code 1), shut off all emergency warning lights and audible signals and continue to the scene observing all traffic regulations.
- 3.21. When returning from any activity or alarm, no emergency warning lights shall be used.
- 3.22. The following are designated as non-emergency responses:
- Response to drills
 - Driver training
 - Public service calls; such as:
 - Flooded conditions, cellar pumps
 - Assistance to animals
 - Any situation so designated by an IC.
- 3.23. At no time shall the vehicle be used for personal use for transporting items other than firefighting equipment.

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- 3.24. All crew members on the DCFMO vehicle shall be ready to execute the orders of the Incident IC upon arrival at the scene.