

**Sanoca Rural Fire District, Inc.**  
**STANDARD OPERATING PROCEDURES**  
**Emergency Operations**

**Fire Company Operations**

**Subject: Vehicle Accidents**

Revised: May 03, 2003

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**PURPOSE:**

The purpose of this procedure is to assure efficient and effective operations while providing for personal safety. This procedure shall apply to all personnel operating at auto accident incidents.

**POLICY:**

All apparatus should respond to the report of auto accidents. This is due to unknown hazards, potential for multiple vehicle involvement, possible hazardous material releases, tractor trailers, and for traffic control. Personal vehicle response should be kept to a minimum.

Auto accidents with entrapment or special hazards, such as tractor trailer involved, major fuel leak, more than three vehicles involved, vehicle on fire, unknown exact location, Mutual Aid should be considered. It is recommended that for accidents on US 264 Bypass, that at least one piece of apparatus respond via NC 91 Hwy and another respond via NC 222 Hwy. This is due to confusion of 911 call received by cell phone uses. An apparatus responding in each direction will have greater probability of locating the actual incident.

**I. ARRIVAL:**

1. On arrival the riding Officer will give an arrival report consisting of:
  - Number of vehicles involved and type of vehicles. Also which lane of travel and mile marker or landmark.
  - Vehicles upright or overturned.
  - Fire involvement.
  - Any entrapment and number of patients, and status of patients.

Additional hazards, such as road blockage, power lines down, low visibility, fuel leak, etc.

2. The Engineer will park the apparatus up hill, up wind, and approximately 100 feet away. Engineer will avoid positioning under power lines when a power pole is involved.
3. If personnel will be operating in the travel lane, apparatus will be placed to prevent traffic flow in that lane of traffic. Personnel being protected from moving traffic will be a top priority.

## II. OPERATIONS:

All personnel in proximity of damaged vehicles will have full protective clothing with the exception of the personnel directing traffic.

Personnel will have full protective clothing if he/she approaches the scene. Personnel directing traffic SHALL have on a traffic vest. All personnel not in full protective clothing will have a traffic vest. Anytime there is major vehicle damage with leaking fluids or patients entrapped at least a 1-1/2" hose line will be pulled, charged, and manned. The Foam "Pro-Pack" may be used in lieu of the hose line.

An ABC fire extinguisher will be pulled and manned on all accidents that a hose line is not pulled.

If rescue is not at scene all patients will be assessed for injuries and proper care provided until rescue arrives, based on individual first-aid training.

On arrival, if rescue is already on scene, fire protection and protection of the rescue crew is our priority.

Personnel assisting with extrication shall be trained in extrication practices or will find a better trained member if possible.

At any time there is major damage to the vehicle, the battery must be disconnected from the vehicle electrical system.

If a landing zone must be set up, an apparatus must stay with the vehicles in case of fire. If landing zone has been authorized by EMS Command, traffic must be stopped in both directions while helicopter is landing or taking off. Officers' portable radios are the only radios capable of direct communications with the helicopter pilot. Officers should use landmarks or apparatus warning lights to mark the incident scene when communicating with helicopter pilot.

## RESPONSIBILITY:

All personnel have a responsibility to follow this procedure. Overall responsibility for enforcement of this procedure rests with the riding Officer or Incident Commander. Authority to deviate from this procedure rests with the Incident Commander, who is responsible for the results of any deviation.