



SUBJECT: DRIVING STANDARDS

GOAL: To set expectations for drivers regarding the safe arrival of Fire District apparatus to an incident.

PURPOSE: To ensure the safe arrival of fire district vehicles and personnel as a first priority. Clark County Fire & Rescue vehicles shall be operated in a manner that provides for the safety of all persons and property.

SCOPE: All authorized apparatus operators and operator trainees.

PROCEDURE: BEFORE RESPONDING

Drivers shall not move fire district vehicles until all persons on the vehicle are seated and secured with seatbelts. Firefighters shall remain in a seated position on the apparatus until they receive orders from their Company Officer. (Officers may allow firefighters to ride in the engine hose bed for short distances when loading hose).

LIGHTS & SPEED

On any emergency response, emergency warning lights must be in operation on all responding apparatus. Sirens and air horns will be used as needed. Under normal conditions the maximum speed for Fire Engines and Ladder Trucks is 68 MPH. The maximum speed for Water Tenders is 60 MPH.

Apparatus shall not be operated more than 10 MPH over the posted speed limit at any time.

When emergency vehicles must travel in the center or oncoming traffic lanes, the maximum permissible speed shall be 20 MPH.

Fire apparatus shall be operated at reasonable speeds with due regard to weather and road conditions. When responding in apparatus using chains, units will not exceed 35 MPH.

STOPPING

Fire district apparatus shall come to a **complete stop** at all controlled intersections and proceed with due caution when the intersection is clear. During emergency operations, drivers of fire district vehicles shall bring the vehicle to a complete stop for any of the following:

- When directed by a law enforcement officer.
- Red traffic lights.
- Stop signs.

- Negative right-of-way intersections.
- Blind intersections
- When the driver cannot account for all lanes of traffic in an intersection.
- When other intersection hazards are present.
- When encountering a stopped school bus with flashing lights.

During non-emergency travel, drivers of fire district vehicles shall obey all traffic control signals and laws of the jurisdiction where the vehicle is being operated.

RAILROAD CROSSING SAFETY

No district vehicle shall stop on railway tracks for any reason. All railroad crossing signals will be obeyed without regard to code 3 status.

APPARATUS PLACEMENT AT IN INCIDENT

When stopped at a scene of an incident, vehicles should be placed to protect personnel who may be working in the street and warning lights shall be used to make the approaching traffic aware of an incident. At night, vehicle mounted floodlights should be used to light up working areas. Caution should be used that high-low headlights and floodlights do not blind other vehicle drivers. All engines and water tenders shall be chocked when parking away for the station. Windows will be rolled up at the scene of fires.

APPARATUS EQUIPMENT

Engine retarders shall not be used on slick road surfaces. Manual brake limiting valves, frequently labeled as “Wet Road/Dry Road” switches, shall always remain in the “dry road” position. The “low air” buzzer will be off before the engine is moved.

When responding, apparatus operators shall check all compartment doors before driving. **A full 360 degree walk-around shall be performed before moving any apparatus.**

Headlights shall be used when operating all Fire District vehicles. Bright lights shall be dimmed when traffic approaches. Headlights will be on low beam with flashers turned off, when parked at an incident. Traffic preemption devices shall be turned off when parked at incidents.

The use of sirens and warning lights does not automatically give the right of-way to the emergency vehicle. These devices simply

request the right of-way from other drivers. Emergency vehicle drivers must make every possible effort to make their presence and intended actions known to other drivers and pedestrians.

BACKING APPARATUS

Backing of fire district vehicles should be avoided whenever possible. Where backing is unavoidable, spotters shall be used. **All company members shall dismount the apparatus and participate in backing of the apparatus.**

When an apparatus is only staffed by a driver, the driver shall attempt to utilize any available fire district personnel to act as a spotter. When personnel are not available to assist, the driver shall get out of the apparatus and make a complete 360 degree survey of the area around the vehicle to determine if any obstructions are present unless this places the driver in an unsafe position.

When engine companies are backing, spotters shall be located on as many corners of the apparatus as possible. In addition, spotters shall be used when vehicles negotiate forward turns with restrictive clearance and where height clearances are uncertain. Apparatus shall use warning lights when backing. The use of warning lights when backing is mandatory.

WAITING FOR CALLS

Normally apparatus will be left in ready to respond condition after each use.

Unless on an emergency call, training event, service run, or under the instructions of an Officer, Fire Apparatus will remain in the general vicinity of their Station area.

MOTOR VEHICLE COLLISION

If a responding apparatus is involved in a motor vehicle collision (MVC) en route to an emergency the apparatus shall stop and render assistance. If assistance is required, render appropriate aid and dispatch replacement units to the original incident. Officers may leave a crew member at a minor MVC and respond to the original call depending on the situation. The on duty BC should be notified immediately in the event of any motor vehicle accident.

TOBACCO

Tobacco products in any form shall not be used in Fire District vehicles.