



APPARATUS BACKING SOG

SCOPE

This guideline shall apply to all members of the Stoney Point Fire Department (SPFD) and shall be adhered to by all members.

PURPOSE

The purpose of this standard is to identify responsibilities of driver & operators and available crew members when it is necessary for fire apparatus or vehicle back up.

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DEFINITIONS

Apparatus – Apparatuses are defined as Engines, Pumper/Tankers, trucks and squads.

Vehicles – Are defined as passenger vehicles and Pick-up Trucks

SHALL - Indicates a mandatory requirement.

STANDARD OPERATING GUIDELINES (SOG) - Documents that help establish how an organization will operate and how its members are expected to carry out specific duties outlined in general terms.



GUIDELINES

All Officers (Shift & Administrative) of the Stoney Point Fire District **SHALL** fully comply with and ensure that the personnel under their command are adequately trained, fully understand and comply with this S.O.G. Furthermore it is every member's responsibility to learn and comply with this S.O.G.

Procedures for Backing Vehicles and Fire Apparatus

Backing collisions although usually slow speed and rarely resulting in injuries, account for a majority of vehicle related collisions on our fire department. In fact, 85% of all vehicle collisions involving fire apparatus occur during backing. As a major source of collisions, backing collisions account for considerable property damage, both to the fire department and private property. In addition to the dollar loss due to damage, these collisions account for a significant deal of the involved apparatus being "Out of Service" for necessary repairs. Therefore the following guidelines and procedures have been established and enhanced in an effort to facilitate the safe backing of fire department apparatuses and vehicles with limited or restricted rear views.

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Backing of Fire Department apparatuses or vehicles should be avoided whenever possible. Where backing is unavoidable spotters shall be used. In addition, spotters shall be used when vehicles must negotiate forward turns with restrictive side clearances, where height clearances are uncertain and when negotiating or driving through standing water covering the roadway.

Under circumstances where the vehicle is manned only by the driver, that apparatus or vehicle driver **SHALL** attempt to utilize available fire department personnel to act as spotters. Where no personnel are available to assist, the apparatus or vehicle driver **SHALL** make a complete 360 degree walk around and survey of the area around the apparatus or vehicle to determine if obstructions are present. Furthermore if the apparatus or vehicle is to be backed by the driver only because no spotters are available, the apparatus or vehicle operator will utilize the mirror's to the fullest extend and at any time he/she senses or is not sure of the exact apparatus or vehicle location, he/she **SHALL** stop and conduct another 360 SAFETY walk around before proceeding with the backing operation.



If the apparatus or vehicle is equipped with mounted back-up cameras they will be utilized.

During poor visibility conditions rear apparatus spotlights and side or scene lights will also be used as necessary along with augmented lighted traffic wands (Flashlights) for safety.

No vehicle or apparatus will be backed into an intersection, around a corner, or in traffic unless emergency lighting are utilized and turned on and is preceded by an observer/spotter to safely direct such movement. Whenever a vehicle is backed or moved where traffic exists and spotters or safety personnel are used either full turn-out gear or approved traffic safety vests **SHALL** be worn by all safety personnel and or spotters.

Never move an apparatus or vehicle if built in safety devices such as warning lights and audible warning bells are activated indicating the apparatus or vehicle should not be moved due to an apparent vehicle safety fault, such as open compartment doors, open apparatus passenger doors, or if so equipped an unsecured hydraulic ladder rack.

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SPOTTERS:

When Fire Department apparatuses or vehicles are backed, the entire crew will dismount the apparatus and act as spotters. The lead spotter should be located at the left rear corner (driver's side rear) of the apparatus or vehicle.

Portable radios should be used by the lead spotter and the driver operator in order to communicate during the backing operation.

Before backing is initiated, the driver operator and the lead spotter will confirm visual contact with each other. Backing shall be initiated only after communications has been established and proper hand signals are utilized. Any time visual contact between the lead spotter and the Driver Operator is broken; the operator **SHALL** stop immediately and reestablish visual contact with the lead spotter before proceeding.

In the event that an apparatus is left on an incident scene with only the driver, an effort should be made to get assistance from other public safety personnel for backing purposes.



When personnel are dismounting the apparatus or vehicle, the apparatus or vehicle SHALL be placed in PARK or NEUTRAL w/parking brake set. When personnel dismount the apparatus they should always walk around the front of the vehicle if they are moving to the other side to spot. Under no circumstances, is it acceptable, during the execution of a backing maneuver, for anyone to walk behind (back bumper area) the vehicle out of the driver's line of sight. The apparatuses or vehicle emergency warning lights SHALL be activated when pulling across Stoney Point Road to line up the apparatus or vehicle for a backing maneuver.

Spotters are NOT permitted to ride on the tailboard while backing fire apparatuses or vehicles.

During backing operations the driver's side window will be in the down position to allow for maximum communication/hearing between the primary spotter and the driver operator.

SIGNALS:

The following Hand Signals will be utilized to direct an apparatus during each backing procedure. Only the plugman is to be giving hand signals to the driver.

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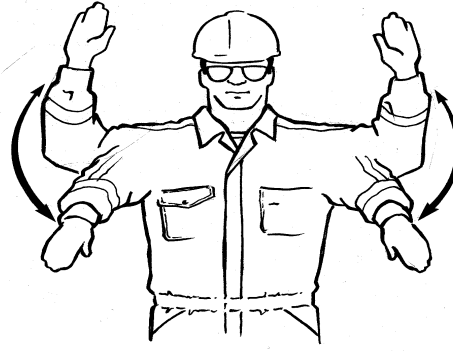
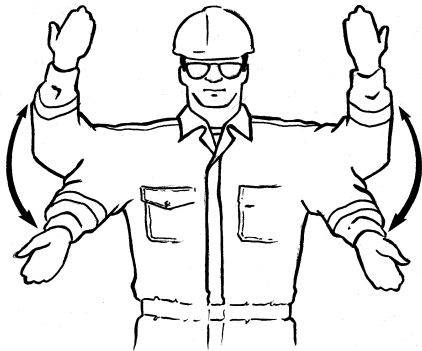
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If at anytime an operator becomes confused or does not understand a signal, he or she should stop the apparatus and verbally confer with the primary signalman.

SIGNAL 1 - PROCEED SLOWLY - STRAIGHT FORWARD OR BACKWARD

PURPOSE AND ACTION DESCRIPTIONS

PURPOSE: To move the vehicle in a straight line either forward or backward.



ACTIONS:

Both arms extended forward and slightly wider than the body, parallel to the ground. Palms facing the direction of desired travel. Together bend both arms repeatedly toward the head and chest then extend.

PURPOSE AND ACTION DESCRIPTIONS

PURPOSE: To move the vehicle either to the right or left while the vehicle is moving.

NOTE: *The rear of the vehicle should travel in the direction that the stationary arm is pointing.*

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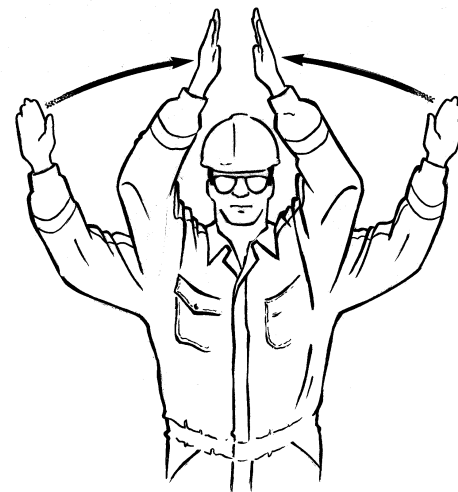
ACTIONS:

Both arms extended forward and slightly wider than the body, parallel to the ground. Palms facing the direction of desired travel. Together bend both arms repeatedly toward the head and chest then extend.

SIGNAL 4 - DISTANCE TO STOPPING POINT

PURPOSE AND ACTION DESCRIPTIONS

PURPOSE: To provide the driver a visual reference for the distance to the stop point.



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ACTIONS:

Both arms extended sideways with elbows bent upward at 90 degrees. Palms facing forwards. Keep hands above head bring elbows forward as the distance narrows. As the elbows reach the straightforward position continue the hands coming together above the head to indicate the stop point is being reached. Upon reaching the stop point, give the **STOP** signal (Signal #5).



SIGNAL 6 - EMERGENCY STOP

PURPOSE AND ACTION DESCRIPTIONS

PURPOSE: To stop all movement of the vehicle immediately.



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ACTIONS:

Both arms extended above the head with crossed arms at the wrists, palms forward. Both arms waved repeatedly down until parallel to the ground then return to the stop position above the head (Signal #5) until the vehicle stops moving.

FAILURE TO FOLLOW THIS STANDARD OPERATING GUIDELINE

The seriousness of this S.O.G. can not be overstated. All members that violate this Standard Operating Guideline will be disciplined and depending on the extend and seriousness of the violation will result in more severe discipline including discharge.