

Satndard Operating Guidelines

Guideline 602.0 Vehicle Extrication



Purpose:

Vehicles involved in accidents pose a great risk of injury to firefighters and other would be rescuers. Vehicles today are sophisticated pieces of machinery and have the potential to mame and even kill. It is the responsibility of every firefighter operating in the hazard zone during vehicle extrication to always be alert for potential hazards.

Guideline:

In no way should this guideline be interpreted as removing all discretionary powers of individual rescuers in individual situations. There is no substitute for good judgment.

The use of the incident management system is paramount to the effective outcome of any incident and will be used on these types of incidents.

Upon arrival of the first unit, the officer of that unit will perform a size up of the scene, determine number of patients, severity of injuries, and call for additional resources as necessary. The officer shall establish command and shall remain in charge of this incident until relieved by a higher ranking officer.

All responding personnel working in the hazard zone of a vehicle extrication incident shall wear full turnout gear and safety glasses. Personnel providing any type of patient care will take body substance isolation, i.e. medical gloves.

Fire Department personnel should secure the scene by making the area as safe as possible to work in. Any hazards (fires, fuel, spills, downed power lines, etc.) that may threaten the safety of victims and rescuers should be stabilized. A charged, manned hoseline should be deployed on all extrication incidents where the machinery or vehicles are fuel powered or a fire hazard exists.

For extrication operations on motor vehicles involved in fire, the fire should be controlled prior to the start of extrication. If adequate personnel are available, an fire conditions permit, personnel could perform both fire suppression and extrication at the same time. Control and extinguish fires per Vehicle Fires SOG.

Personnel involved with landing of air ambulance, follow Landing Zones SOG.

Apparatus Placement

Rescue 25 - Locate the Rescue as close to the incident as possible with the passenger side towards the incident. This is due to the location of our extrication equipment and this provides us with the best protection from traffic.

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Engine 21 - Locate the Engine either in front of or to the rear of the incident but within 100 – 150 feet of the incident for handline deployment. If Engine 21 is going to be using its combi-tool, for extrication, locate the engine just past the incident due to the location of the extrication equipment.

Engine 22 - Locate the Engine to the opposite side of the incident from Engine 21 but leave room for EMS squads as needed to move in and out of the incident. If Engine 21 is deploying its combi-tool for extrication, then locate Engine 22 within 100 – 150 feet of the incident for handline deployment.

EMS squads - Locate EMS squads either behind or in front of Rescue 25 as directed by fire command. Other EMS support units locate behind or in front of engines.

Chief Officers - The Chief Officers shall proceed to the scene and assume command of the incident. The Chief Officer in charge shall be designated "Command" and shall have overall command and control of the emergency. He shall establish an Incident Command System, if not already established and direct operations. The officer in charge may establish any of the ICS positions as necessary to accomplish the necessary tasks.

Use of Rescue Tools and Equipment

All extrication tools shall be removed from the apparatus and placed on a salvage cover in close proximity to the incident. This area will be known as the “equipment area”.

The spreaders, cutters, and rams shall be connected to the power unit during the initial set-up process.

Vehicle stabilization practices shall be used.

Safe practices shall be followed on all vehicle extrication incidents.