

SOUTHBAY FIRE DEPARTMENT  
APPARATUS DRIVER/OPERATOR  
TRAINING TASK BOOK



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NAME

# **SOUTH BAY FIRE DEPARTMENT APPARATUS DRIVER/OPERATOR TRAINING TASK BOOK**

## **INTRODUCTION**

*Safe arrival at the emergency scene shall be, and must always remain, the first priority of all emergency vehicle drivers. In order to accomplish this enormous task all emergency vehicle drivers shall become familiar with, and constantly abide by all applicable laws, regulations, policies, and procedures. Emergency vehicle drivers have in their control, custody and care most of the major assets possessed by this organization (the vehicle, portable equipment, and personnel). Emergency vehicle drivers also have a higher standard of care to provide to the general motoring public and must make every attempt possible to provide due regard for the safety of others. Drivers must constantly monitor and reduce the amount of risk and exposure to potential losses during each and every response.*

## **DOCUMENTATION AND RECORD KEEPING**

Thorough documentation and record keeping is critical to the Department's Driver/Operator Program, therefore all attendance at driver training events must be documented. If training and attendance is not properly documented, it cannot be considered complete. All Department Members are responsible for maintaining their own records and forwarding them to the Program Manager. The member's supervisor will ensure that all tasks in this book are completed. All training events must be documented by completing a Department Drill and training Roster, and then forwarded to the Program Manager. In addition to Drill and Training Rosters, this task book shall serve as documentation of training progress, and upon completion, will become part of the Member's permanent training record. Unless otherwise noted, only designated Apparatus Operator Trainer/Evaluators may evaluate and initial completed tasks in the task book.

## **APPARATUS TYPES**

Light vehicles less than 26,000 GVW- Rescue, Brush, and Utility apparatus Heavy vehicles more than 26,000 GVW- Engines and Tenders. The apparatus assignment will take into account the level of all training the driver has, not just driving experience. Light Vehicles (Rescue, Brush, and Utility) do not require status as a firefighter in order to qualify. Firefighters can become Driver/Operator of engines and tenders upon completion of the specific training requirements, driving test and upon approval an evaluator and final authorization by the Program Manager

## **MORE THAN JUST DRIVING**

Apparatus Driver/Operators must be familiar with every piece of equipment on the apparatus they may be assigned to. This includes the location and operation of all hand and power tools as well as hose configurations. All driver/operators must be trained to perform comprehensive “apparatus checks” and correct minor deficiencies.

Driver/Operators must be able to navigate to any address in the Fire District. Driver/Operators must be trained on map reading and navigation and also pass a District Map Test with 80% or better score before being released from probation. The map test may be taken as many times as necessary for successful completion.

In addition to all other knowledge and skills, Driver/Operators must also be prepared to make the right decision in the absence of an officer as a first due responder and initial incident commander. Important decisions need to be made by the first due unit, such as Size Up, Apparatus Placement, Scene Safety, Mode of Operation (Offensive/Defensive), Managing Incoming Resources, and Deployment Procedures. Careful consideration of the candidate’s abilities to make these decisions is imperative prior to qualification as a Driver/Operator.

## **DRIVE TIME REQUIREMENTS PER APPARATUS**

Becoming a Driver/Operator requires skills that can only be developed by time behind the wheel. Becoming proficient and comfortable at driving the apparatus is a challenge. Operation of the apparatus at the scene of an emergency requires even more time to become proficient. As the name implies, Driver/Operator has two components.

There are skill and task performance sheets in this document that either focus on all or individual vehicles. Just because the vehicles are similar does not mean that they drive the same way.

Completing the defined drive time does not automatically qualify a driver to actually drive a particular apparatus. The authorization sequence starts with the Driver Evaluator. The Program Manager or Captain level officer (or above) that is a certified EVIP instructor perform final drive, and sign off on all paper work and verify with the Evaluator that the driver requesting authorization to drive has demonstrated quality driving techniques as well as proficiency in pumping and operations. Final paperwork will be copied, and original turned into Program Manager for filing into the members training records. Member will keep a copy for their own records.

## **LIGHT VEHICLES**

Aid Units, Utilities, and Brush trucks will require drive a minimum of one-hour drive time to become familiar with the handling characteristics and clearances. Drive time can be increased at the discretion of the evaluator. Dash controls, emergency lighting and equipment shall also be reviewed.

## Heavy Vehicles

### Engines and Tenders

Each of the departments Engines are not exactly similar in size and weight. A combination of the engines should be driven for a minimum drive time of four hours. Drive time should include familiarization with dash and console controls, emergency equipment, radio procedures and pump operations. Drive time can be increased as deemed necessary at the discretion of the evaluator. Only after certifying four hours of drive time in the engines, can driver training begin in the tenders.

Tenders are much heavier and have three axles. In addition to the four hours of drive time on the engines, the tenders shall require an additional two hours of drive time. The two hour drive time shall also include driving the tender empty with no load. Only one tender is necessary to certify in. Drive time should include familiarization with dash and console controls, emergency equipment, radio procedures and pump operations. Tender operators need to be proficient in water supply operations in the Incident Command System (ICS).

## Tender Only Initial Driving Requirements

**Members that will be participating in the OSP as a Tender Driver/Operator must meet the following requirements. They may bypass the light vehicle portion of the program if they will only be serving in the capacity of a Tender Driver/Operator.**

- Meet, and comply with District Policy 2-61-PO-00 *Driving & Riding District Apparatus*
- Successfully complete the WFC Training Officers EVIP classroom training
- Successfully complete the Drivers Skills Course (rodeo)
- Successfully complete the Heavy Vehicle (Tender) Road Course Evaluation
- Successfully complete the Pump Skills Evaluation
- Demonstrate knowledge of water supply operations
- Demonstrate the ability to set up an initial water supply operation
- Demonstrate the ability to act as the “Water Supply Group” supervisor
- Obtain ICS 100.B, ICS 200, and ICS 700
- Demonstrate knowledge of *Blue Card Incident Command* system (communications, and terminology commonly used in Thurston County)

# APPARATUS CERTIFICATION SUMMARY

## Light Vehicles

### Utilities (Expedition and Tahoe)

- **Non-Emergency-** No EVIP required
- **Emergency-** EVIP class room portion only
- Review dash, emergency lighting and radio controls
- Review emergency equipment

### Aid Unit and Brush Truck

- One-hour drive time on each vehicle for handling characteristics
- Review dash, emergency lighting and radio controls
- Review apparatus check sheets/emergency equipment
- Successful completion of pump operation skill sheets

## Heavy Vehicle

### Engine 81, 82, 83

- Review dash, emergency lighting and radio controls
- Review apparatus check sheets/emergency equipment
- EVIP rodeo/skills course prior to any roadway training
- Two hours roadway driving

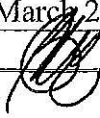
### Tender 81, 82, 83, and 84

- Review dash, emergency lighting and radio controls
- Review apparatus check sheets/emergency equipment
- EVIP rodeo/skills course prior to any roadway training
- Two-hour roadway driving
- Half hour Roadway driving empty, no load



## Thurston County Fire Protection District 8

# ***OPERATING GUIDELINE***

<b>POLICY TITLE:</b>	Safely Backing Apparatus
<b>POLICY NUMBER:</b>	2-61 – OG 2.
<b>REVISION:</b>	0
<b>DATE ISSUED/REVISED:</b>	16 March 2006
<b>FIRE CHIEF APPROVAL:</b>	
<b>FIRE CHIEF APPROVAL:</b>	

### **PURPOSE:**

Backing accidents injure and kill firefighters, civilians and damage apparatus every year. This Operating Guideline will provide rules and information pertinent to safe backing operations for District vehicles and apparatus.

### **GUIDELINES:**

#### **Vehicle Backing**

Backing of District vehicles and apparatus 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 and where height clearances are uncertain. When backing is necessary the Driver will slowly back the apparatus with the anticipation that something may go wrong.

When operating a vehicle or apparatus alone, the Driver shall attempt to utilize any available District personnel to act as Spotters. Where no personnel are available to assist, the Driver shall get out of the vehicle and make a complete 360 degree survey of the area around the vehicle to determine if any obstructions are present.

### **Normal Backing**

When backing apparatus with a crew, at least one member of the crew will dismount as a Spotter. The Spotter should be located approximately 10 feet behind and on the left side of the apparatus in plain view of the Driver. A secondary Spotter may be necessary and should be located approximately 10 feet behind and to the right of the apparatus in a position that can be seen by the Driver and the primary Spotter. The secondary Spotter may also be located at the front of the apparatus in a position where they can be seen by the Driver through the windshield.

### **Congested and Tight Areas**

In congested or tight areas all crew members (except the Driver) will dismount the apparatus and act as Spotters, including the Officer of the apparatus who will oversee the safety of the operation. When only a single Spotter is available, the Spotter should be located approximately 10 feet off the left rear corner, and will act as the primary Spotter.

***Spotters are not permitted to ride on steps or tailboards at any time while backing fire apparatus.***

Spotters may have portable radios and should discuss the backing plan (hand signals, flashlights, radio) with the Driver before proceeding. The communication method and warning process should be agreed upon by the Driver and Spotter prior to backing.

The apparatus shall not be backed until all Spotters are in position and communicate their readiness to start backing. Spotters should surround the apparatus at all four corners and remain visible to the driver at all times. All Spotters should remain visible to each other to ensure a safe backing operation. ***Anytime the driver loses sight of the primary Spotter, the vehicle shall be stopped immediately until the Spotter is visible, and the communications to continue backing is given.***

When the apparatus must be backed where other vehicle traffic exists, day or night, the apparatus emergency lights shall be operating and traffic safety vest shall be worn by all Spotters.

***The Officer of the apparatus is responsible for compliance with procedure and the safe backing of the apparatus. All crew members must share responsibility for safe backing operations.***

#### **SAFETY TIPS:**

##### **Officer and Driver Responsibilities**

- The Officer is responsible for the operation of the apparatus and its crew.
- The Officer is responsible for following and enforcing the policies and procedures. In this case, deploying Spotters when backing up or as necessary to allow the safe movement of the apparatus.
- The Driver is in control of the apparatus and therefore responsible for its movement. He/she should not move the apparatus until directed by the Officer and all Spotters have been deployed, and are in position in a backing situation.
- If the Driver loses sight of the Spotter, he/she shall stop the apparatus until they are in his/her sight.
- If more than one Spotter is being used, the Driver will need to maintain contact with both of them. This means shifting his/her attention from one Spotter to another frequently so as to safely move the apparatus. This should result in an apparatus that is moving at a slower than normal rate to watch both Spotters.
- If at any time the Driver feels that the situation is not safe, he/she should stop the apparatus until the situation is corrected. This may mean getting out and walking around the apparatus and down the road where the apparatus is headed.

##### **Spotter Responsibilities**

- The Spotter is there to direct the Driver while backing up the apparatus.
- The Spotter needs to be constantly aware of the surroundings while performing this function.
- The Spotter needs to be constantly looking and listening for other vehicles and people that may enter the path of the apparatus that is backing up.
- The Spotter must either stop the oncoming hazard or stop the apparatus being backed up.
- The Spotter must be aware of objects and direct the Driver safely around them.
- The Spotter must not only look at the ground level for obstructions, but also look up for overhead hazards such as tree branches, wires, signs or any other obstruction.
- The Spotter shall maintain visual contact with the Driver at all times.
- The Spotter needs to be in the line of the mirrors of the apparatus being backed up at all times.
- At night, the Spotter should position one of the rear spot lights on themselves or use a flash light to help the Driver see them. DO NOT point the flash light directly in the mirror of the Driver, as this may blind him/her.
- The Spotter shall use hand signals to direct the Driver. These hand signals should be exaggerated so that the Driver can be clear as to what the Spotter is signaling.



- When backing onto roadways when heavy or fast moving traffic is present use at least 2 Spotters and wear reflective safety vest. Extreme caution must be exercised to ensure all cross traffic is stopped prior to entering the roadway.
- The use of portable radios to communicate between the Spotter and the Driver may prove beneficial in certain circumstances.
- Spotters must be vigilant in managing their own safety by being alert to traffic and changing traffic conditions.
- In congested or tight areas, the whole crew should be used as Spotters, including the Officer.
- In congested or tight areas, Spotters should surround the apparatus with the Officer acting as safety.
- Spotters should also be used when going forward in tight areas, to avoid hitting objects.



WAC 296-305-08000 Appendix E -- Standard apparatus operation communications.

(1) These signals should be used between the driver and the firefighters:

- (a) One long buzz means stop;
- (b) Two buzzes mean forward;
- (c) Three buzzes mean reverse.

(2) Before any of the above functions are undertaken, with the exception of stopping, the same signal must be both sent and received. The driver should not act without sending and receiving a confirming signal.

(3) When using hand signals, these signals are as follows:



**STOP**

Hold hand to the die, shoulder high, exposing palm to the driver. At night, hold hands in the same manner, with the addition of a flashlight in one hand shining at the driver. This will indicate an immediate STOP.



**DIMINISHING  
CLEARANCE**

Hold the hands to one side of the body indicating the approximate amount of distance the apparatus is from the obstacle. Close hands accordingly as the driver slowly maneuvers the apparatus to point where the signal indicates immediate STOP. Always allow enough for driver reaction time. At night, indicate in the same manner with the flashlight in the upper hands and beam directed at the palm of the other. On STOP, cover the flashlight beam with the hands.



**RIGHT OR LEFT**

Point in the desired direction with one hand and motion in a circular "come-on" gesture with the other hand at the chest level. At night direct a flashlight beam at the hand pointing in the desired direction.



**AHEAD OR BACKUP**

Hold hand directly in front, chest high, fingers on hands directed toward one another, and motion in a circular "come-on" gesture. At night hold a flashlight in one hand and direct the beam toward the other.

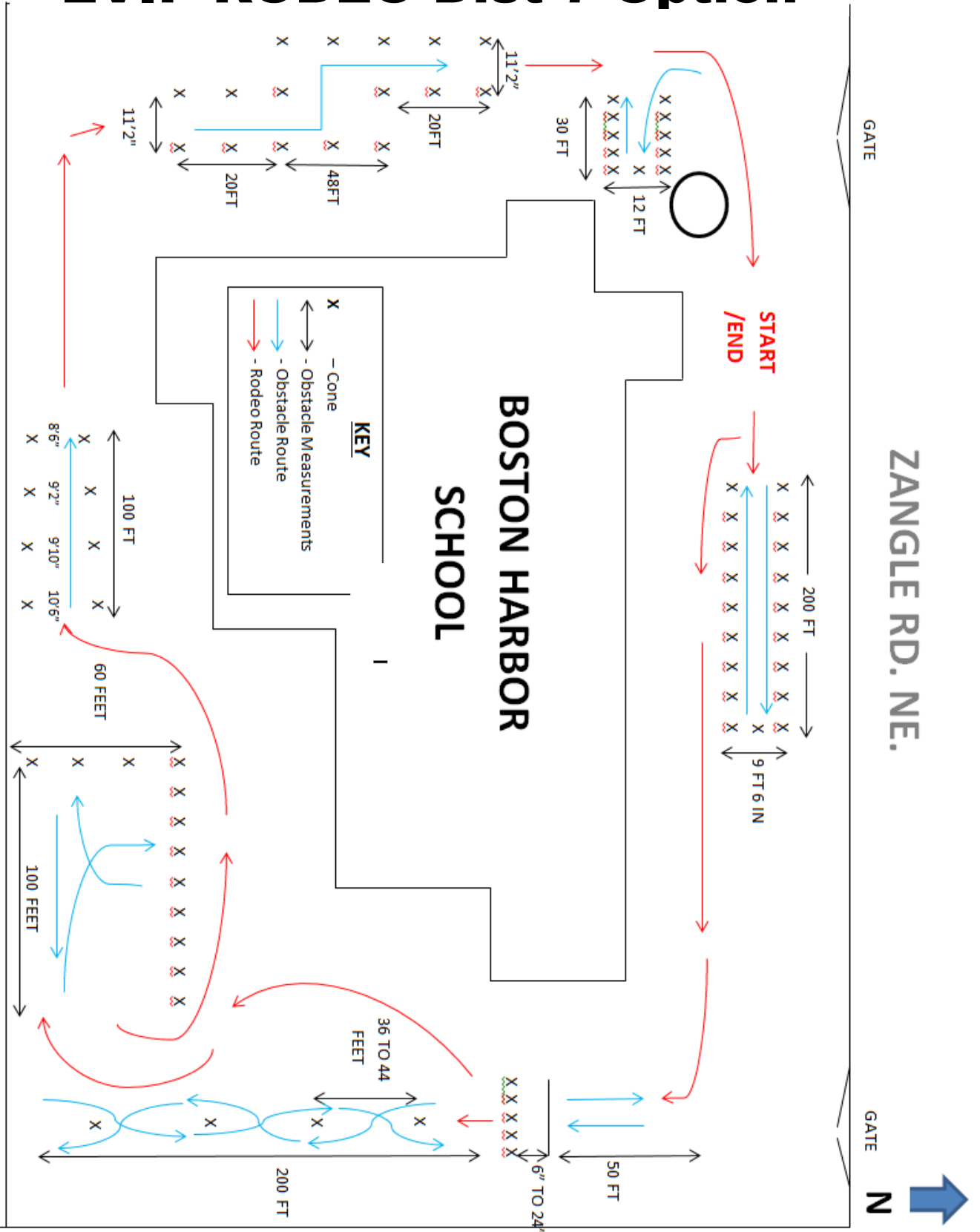


# EVIP RODEO

## Driver/Operator Performance Tasks



# EVIP RODEO Dist 7 Option



## DRIVER/OPERATOR – Straight Away

### PERFORMANCE STANDARD

### NFPA 1002 OBJECTIVE

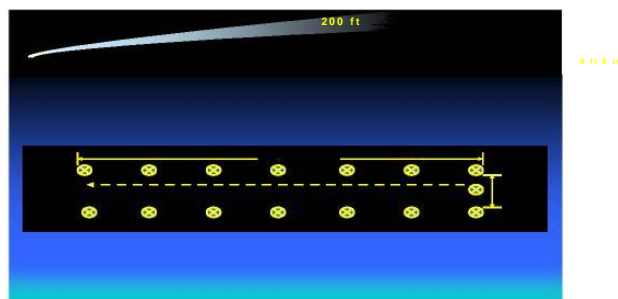
The driver/operator-trainee, given a fire department vehicle and a spotter, shall demonstrate a safe straight driving lane and a stop followed by a safe reverse driving lane and a stop.

### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle and a spotter, you shall demonstrate a safe driving lane by driving forward to a designated stop without striking any barriers and then driving in reverse without striking any barriers to a stop. The skill will end when you state to me that you have completed the required maneuvers. Do you understand these instructions?

### EXAMINERS NOTE

Cones shall be placed at least every 25 feet. The boundary lines for the restricted area should be 9 foot 6 inches between cones for a length of 200 feet. At the end of the 200 feet an additional cone shall be placed in the center of the 9 foot 6 inch distance to simulate the stop. When the driver/operator has backed through the objective past the beginning set of cones and stopped, the objective is completed.



### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition

## DRIVER/OPERATOR – Alley Dock

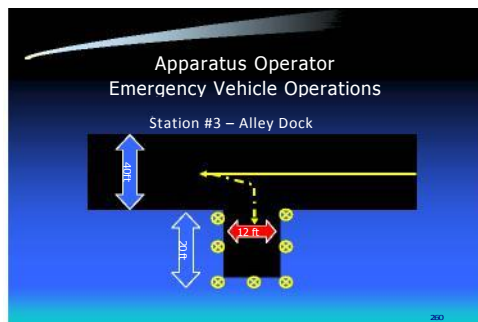
### NFPA STANDARD 1002 2-2.1, 2-2.2

#### OBJECTIVE

The driver/operator – trainee, given a fire department vehicle and a spotter, shall demonstrate a safe alley dock, including a left hand and right hand maneuver.

#### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle and a spotter, you shall demonstrate a safe alley dock to include both a left hand and right hand maneuver. In this skill, you will be required to move the vehicle backward within a restricted area and into a simulated alley without striking the barriers and bring the vehicle to a smooth stop close to the rear barrier. The skill will end when you state to me that you have completed the required steps. Do you understand these instructions?



#### EXAMINERS NOTE

Cones shall be placed at least one every ten feet. The boundary lines for the restricted area should be 40 feet. Along one side and perpendicular is another simulated area 12 feet wide and 20 feet deep.

The driver/operator – trainee will not be allowed to review the performance steps at the time of testing.

#### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition



# DRIVER/OPERATOR –Serpentine Maneuver

## NFPA STANDARD 1002 2-2.1, 2-2.2

### OBJECTIVE

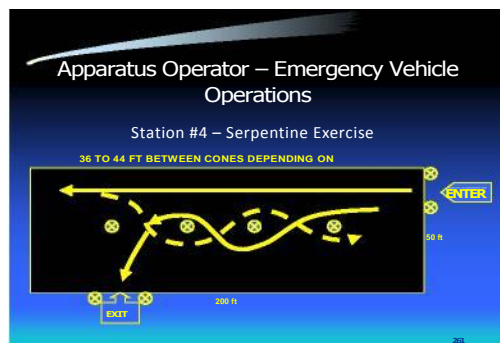
The driver/operator – trainee, given a fire department vehicle and a spotter, shall demonstrate a safe alley dock, including a left hand and right hand maneuver.

### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle and a spotter, you shall demonstrate a serpentine maneuver. In this skill, you will maneuver around markers (simulated parked and stopped vehicles and tight corners). Four markers will be positioned approximately 36 – 44 feet apart. First, you will maneuver the vehicle in a straight line to the left of the markers, then back the apparatus between the markers by passing to the left of the first marker, to the right of the second marker, then to the left of the third marker. Finally, you will stop the vehicle and then drive forward through the course by passing to the right of the first marker, to the left of the second marker, and to the right of the third marker. This maneuver shall be done without stopping during the course except to change forward/backward direction. The skill will end when you have completed the required maneuvers. Do you understand these instructions?

### EXAMINERS NOTE

Cones should be placed between 36 and 44 feet apart depending on the length of the apparatus, down the center and at least one every twenty five feet on the outer boundaries of the course. The



boundary lines for the restricted area should be 50 feet wide and 200 feet long. An exit should be identified following the left forward maneuver past the third cone. An entrance should be identified on the opposite side of the restricted area from the exit at the beginning of the straight line maneuver to the end of the restricted area.

### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition

## DRIVER/OPERATOR Confined Space Turnaround

**NFPA STANDARD 1002 2-2.1, 2-2.2**

### OBJECTIVE

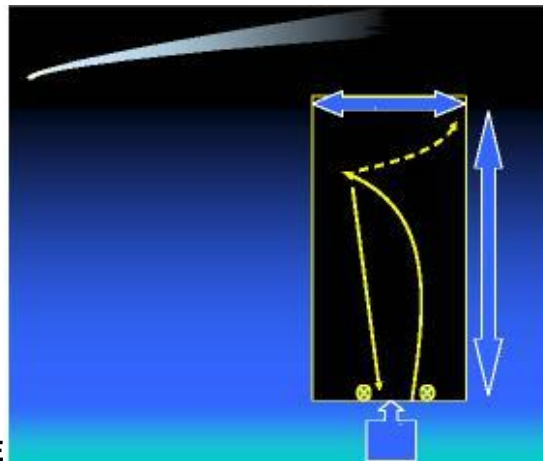
The driver/operator – trainee, given a fire department vehicle and a spotter, shall demonstrate a confined space turnaround.

### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle and a spotter, you shall demonstrate a confined space turnaround. In this skill, you will maneuver a vehicle 180 degrees within a space 50 feet wide and 100 feet long. The skill will end when you have completed the required maneuvers. Do you understand these instructions?

### EXAMINERS NOTE

A lane approximately 50 feet by 100 feet should be marked, depending on the length of the apparatus. If the apparatus is small enough so that it can complete a u-turn without stopping and backing, the course should be adjusted so that backing is required.



### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition

# DRIVER/OPERATOR – Diminishing Clearance/ Stopping Exercise

## NFPA STANDARD 1002 2-2.1, 2-2.2

### OBJECTIVE

The driver/operator – trainee, given a fire department vehicle and a spotter, shall demonstrate a diminishing clearance exercise.

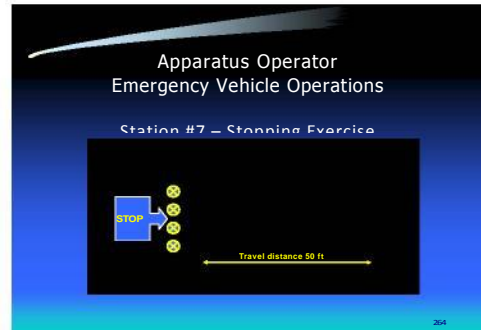
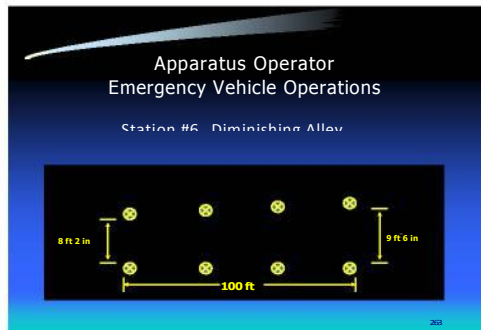
### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle and a spotter, you shall demonstrate a diminishing clearance exercise.

In this skill, you will maneuver a vehicle through two rows of cones, without touching the cones. You will come to a stop no less than 6 inches and no more than 24 inches from the finish line. The skill

### EXAMINERS NOTE

Two rows of cones that form a lane 100 feet long are arranged with a diminishing clearance. The lane narrows from a width of 9 feet 6 inches to a width of 8 feet 2 inches. A finish line will be indicated



will end when you have completed the required maneuvers. Do you understand these instructions?

The driver/operator – trainee will not be allowed to review the performance steps at the time of

### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition

# DRIVER/OPERATOR – Off-Set Alley

## NFPA STANDARD 1002 2-2.1, 2-2.2

### OBJECTIVE

The driver/operator – trainee, given a fire department vehicle, shall demonstrate their ability to maneuver quick and safely in traffic situations.

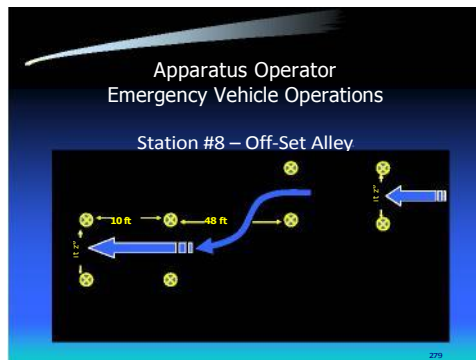
### INSTRUCTIONS – procedures for achieving the objective

Given a fire department vehicle, you shall demonstrate an Off-Set Alley maneuver. In this skill, you will maneuver around markers (simulated parked and stopped vehicles or other obstacles). Two sets of four markers each spaced ten foot apart and 11' 2" wide, base to base. First, you will maneuver the vehicle in a straight line through the first set of markers. Then making a left maneuver through

the second set of markers. This maneuver shall be done without stopping or backing. The skill will end when you have completed the required maneuvers. Do you understand these instructions?

### EXAMINERS NOTE

Marker sets should be placed forty-eight (48) feet apart. Total of eight cones required to set up this maneuver.



### REFERENCE SOURCE

IFSTA, Pumping Apparatus Driver/Operator Handbook, 4<sup>th</sup> Edition

# Road Course Evaluations



## Driving Routes

### Example # 1

25 Minutes

#### From Station 81

Left on South Bay Rd. to Johnson Pt.  
Right on Cascade Lp.  
Right on Johnson Pt. Lp.  
Right on Johnson Pt. Rd.  
Left on 78th Av.  
Right on Marvin Rd.  
Left on 73rd Av.  
Right on Pugrt Beach Rd.  
Right on 63 Rd. Av.  
Left on Johnson Pt.  
Return to Station 81

### Example # 2

20 Minutes

#### From Station 81

Right on Shincke Rd.  
Left on 36th Av.  
Left on Libby Rd.  
Right on 26th Av.  
Right on Gull Harbor Rd.  
Right on 33rd. Av.  
Left on Friendly Grove Rd.  
Right on 36th Av.  
Left on Libby Rd.  
Right on Woodard Bay Rd.  
Right on Shincke Rd.  
Return to Station 81

### Example # 3

20 Minutes

#### From Station 81

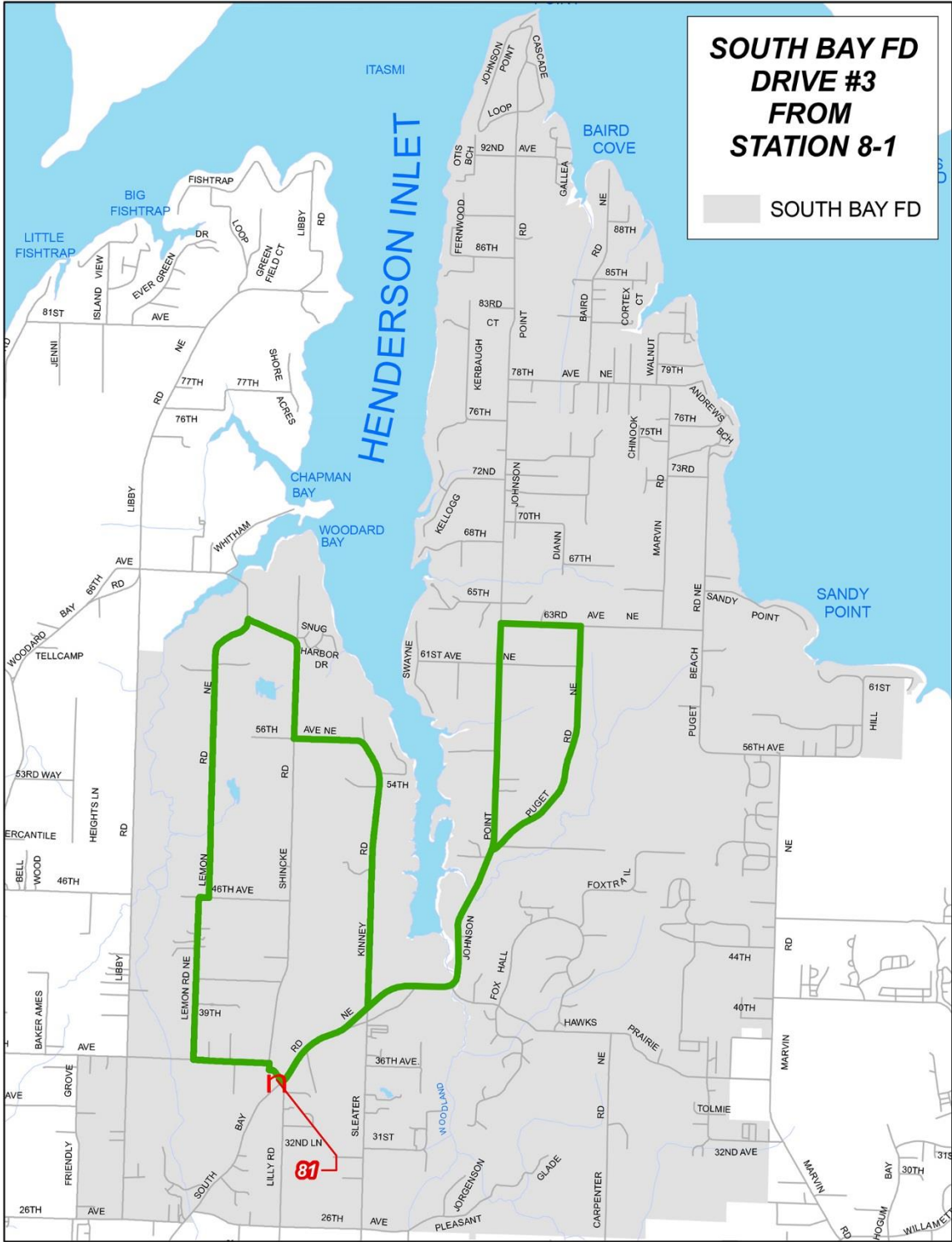
Right on Shincke Rd.  
Left on 36th Av.  
Right on Lemon Rd.  
Right on 46th Av.  
Left on Lemon Rd.  
Right on Woodard Bay Rd.  
Right on Shincke Rd.  
Left on 56th Av.  
Right on Sleater kinney Rd.  
Left on South Bay Rd.  
Right on Puget Rd.  
Left on 63 Rd.  
Left on Johnson Pt.  
Return to Station 81





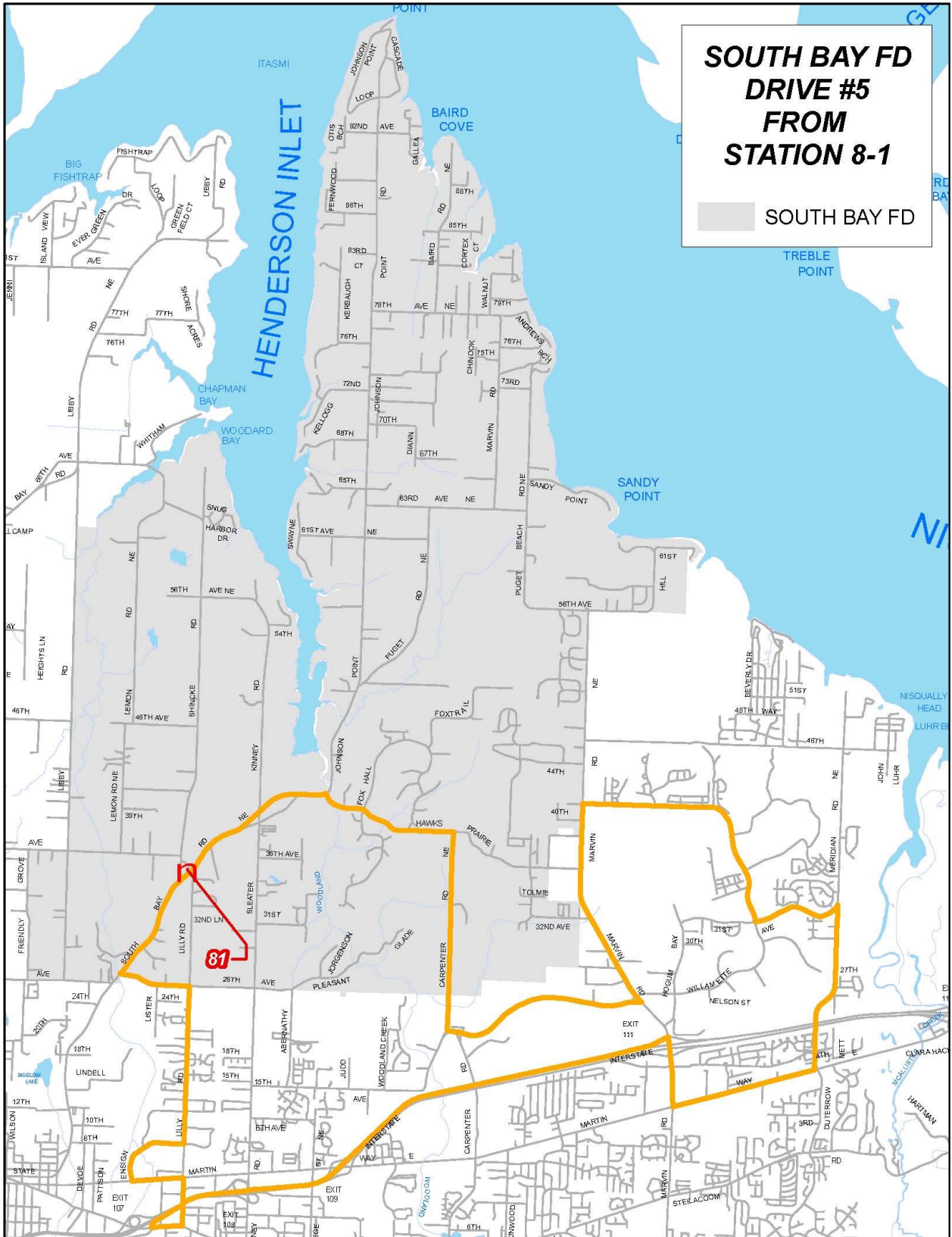












# **ROAD COURSE DIRECTIONS**

## **ROAD COURSE 6**

Right on Boston Harbor Rd.  
Right to continue on BHR  
Right on 73<sup>rd</sup> Ave. NE.  
Left on Zangle Rd. NE.  
Right on 81<sup>st</sup> Ave. NE.  
Right on Libby Rd. NE.  
Right on Woodard Bay Rd.  
Left on Boston Harbor Rd.

## **ROAD COURSE 9**

Left on Boston Harbor Rd.  
Left on Ames Rd. NE.  
Right on Gull Harbor Rd. NE.  
Left on 26<sup>th</sup> Ave. NE.  
Left on Friendly Grove Rd. NE.  
Right on 36<sup>th</sup> Ave. NE.  
Left on Shincke Rd. NE.  
Left on Woodard Bay Rd. NE.  
Left on Boston Harbor Rd. NE.

## **ROAD COURSE 7**

Right on Boston Harbor Rd.  
Right on Woodard Bay Rd.  
Left on 66<sup>th</sup> Ave. NE.  
Right on Libby Rd. NE.  
Veer left on Libby Rd. NE.  
Right on 36<sup>th</sup> Ave. NE.  
Left on Friendly Grove Rd. NE.  
Right on 26<sup>th</sup> Ave. NE.  
Right on Gull Harbor Rd. NE.  
Right on Boston Harbor Rd.

## **FINAL DRIVE**

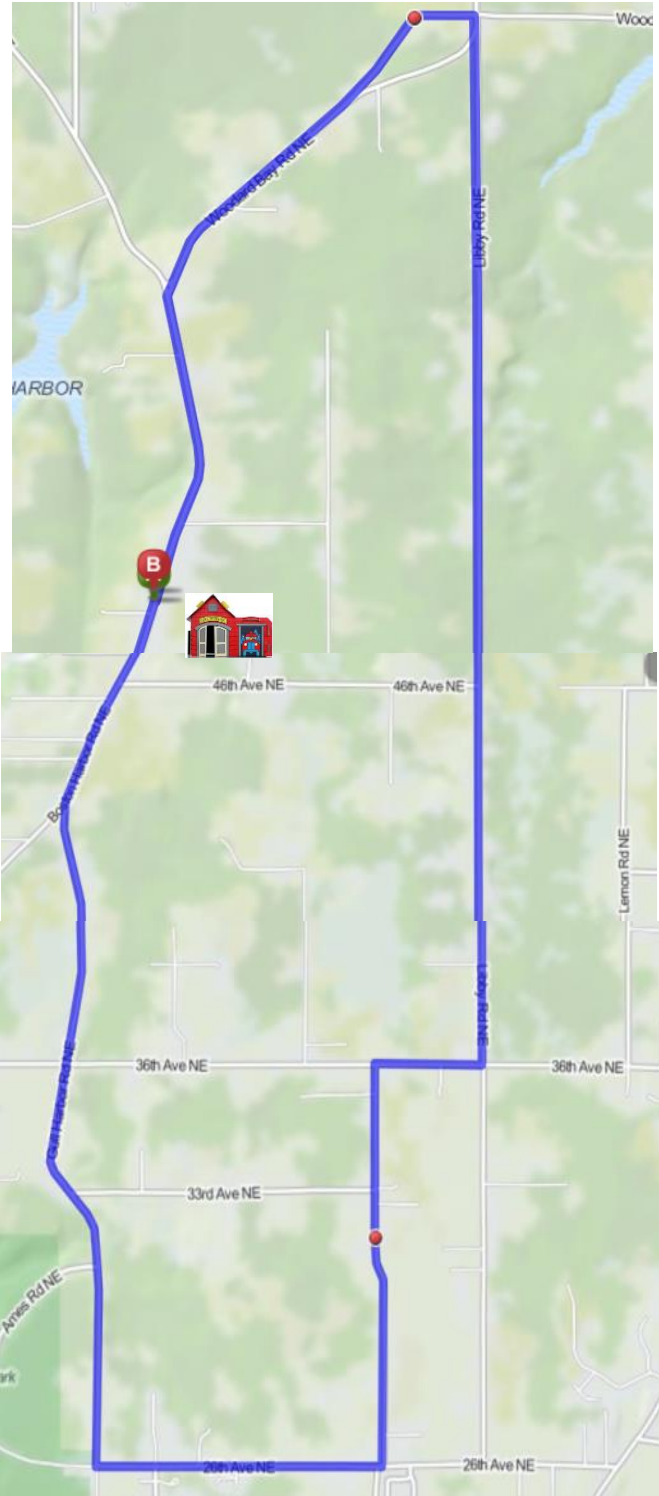
Right on Boston Harbor Rd.  
Right to continue on BHR  
Right on 73<sup>rd</sup> Ave. NE.  
Left on Zangle Rd. NE.  
Right on 81<sup>st</sup> Ave. NE.  
Right on Libby Rd. NE.  
Left on Woodard Bay Rd. NE.  
Right on Shincke Rd. NE.  
Left on 56<sup>th</sup> Ave. NE.  
Right on Sleater Kinney Rd NE.  
Right on to I-5 South  
Take Exit 105B  
Left on Union Ave. SE.  
Right on Jefferson St. SE.  
Right on 4<sup>th</sup> Ave. SE  
Left on Plum St. SE.  
Return to Fire Station

## **ROAD COURSE 8**

Left on Boston Harbor Rd.  
Left on 36<sup>th</sup> Ave. NE.  
Left on Libby Rd. NE.  
Take Libby Rd. NE. to end  
Left on Fishtrap Lp. NE.  
Complete Fishtrap Lp. NE.  
Right on Libby Rd. NE.  
Right on 81<sup>st</sup> Ave. NE.  
Left on Zangle Rd. NE.  
Left on Boston Harbor Rd.

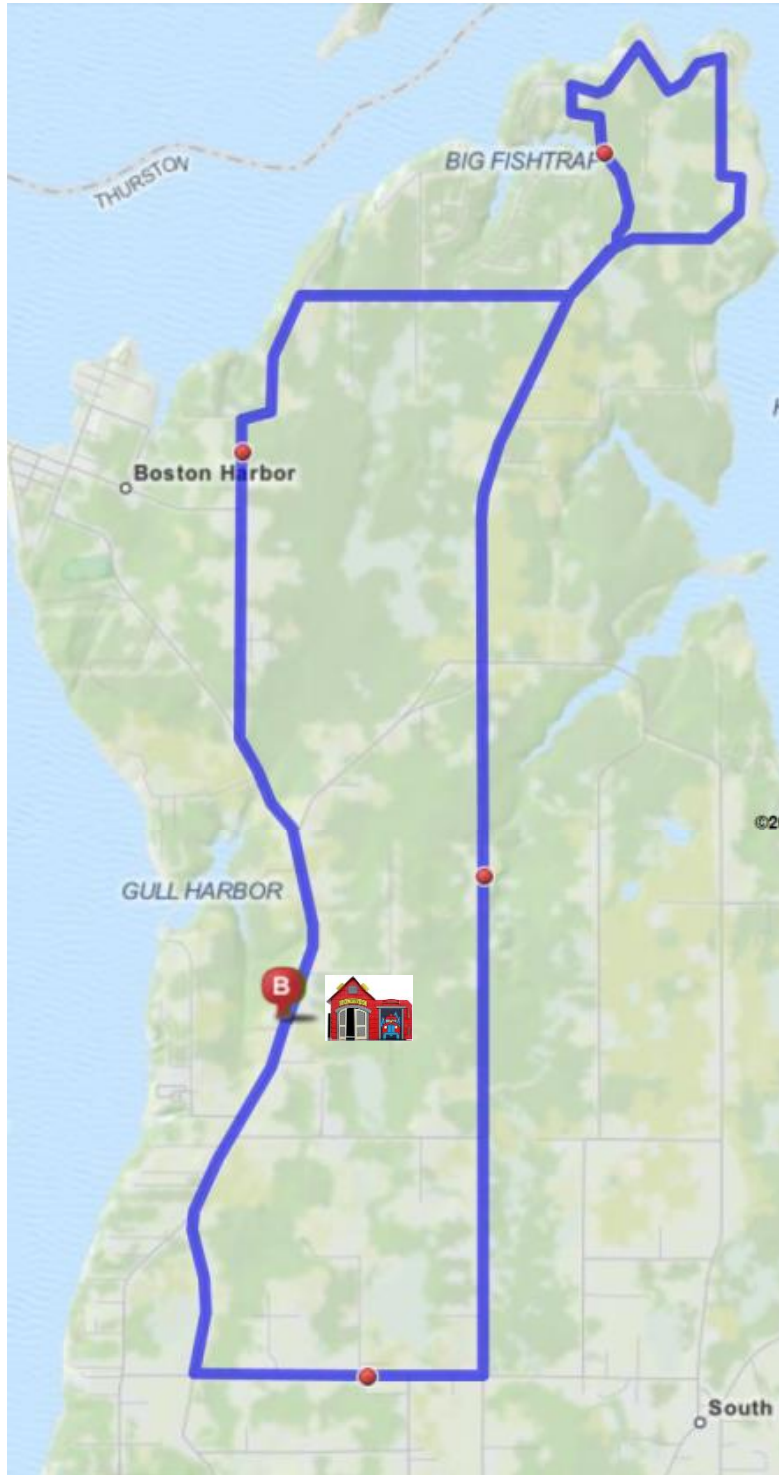


# ROAD COURSE #7



# ROAD COURSE #8

DRIVE TIME: 30 MINUTES







## FINAL DRIVE EVALUATION

<b>Standard:</b> Washington Fire Chiefs <i>Emergency Vehicle Incident Prevention</i> ; NFPA 1002, 2014 Edition	
<b>Task:</b> The candidate shall safely drive a department apparatus, abiding by all traffic regulations and department SOPs.	
<b>Performance Outcome:</b> The ability to display competence in safely controlling a fire department vehicle.	
<b>Conditions:</b> Given a fire department apparatus and road course.	
No.	Task Steps
1	Completes a 360 degree inspection of the apparatus
2	Reviews compartment inventories with evaluator
3	Uses handrails to enter and exit the apparatus
4	Wears seat belt
5	Ensures crew members are seated and belted before moving the apparatus
6	Checks mirror and seat positioning prior to moving the apparatus
7	Reviews in-cab operations and inventory
8	Drives apparatus safely and per department SOPs
9	Completes 4 good right hand turns
10	Completes 4 good left hand turns
11	Completes 1 through intersection
12	Completes 2 intersections involving a stop
13	Completes 1 mile of straight road driving
14	Crosses 1 railroad crossing
15	Completes at least one curve
16	Merges to a limited access highway and completes 2 lane changes
17	Completes steep decline grade requiring shifting
18	Completes steep incline grade requiring shifting
19	Completes a bridge crossing or low overpass
20	Reviews post-trip procedures

# Signature Forms

Signature Authority is to be a Chief Officer with current WFC EVIP Trainer Qualification. These forms are to be filled out and turned in to the Assistant Chief of Training for entry in to Emergency Reporting and files. Retain a copy for your records.



## Light Vehicle - Rescue Skills Course and Hours signature sheet

EVIP Classroom and General Requirements prerequisites are completed in the probationary task book prior to Skills Course and Driving Hours completion. Drivers only have to complete skills course in one light vehicle.

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Apparatus: \_\_\_\_\_

**Familiarization with tools and equipment- Candidate demonstrates how to start and/or operate every piece of equipment on Rescue. Including hand tools, power tools, medical equipment and any other miscellaneous equipment. Must be knowledgeable of the exact location of every piece of equipment.**

Evaluating officer to initial completion of stations and hours below:

Initial	Date	Skills Course Stations
		Straight Line
		3 Point Turn
		Offset Alley
		Stall Park
		Serpentine
		Diminishing Clearance
		Stop (Built into the Diminishing Clearance station)

Initial	Date	Hours	Miles
		.5	
		.5	

Final Drive and sign off: \_\_\_\_\_ (Signature Authority)

## Light Vehicle – Brush Truck Skills Course and Hours signature sheet

EVIP Classroom and General Requirements prerequisites are completed in the probationary task book prior to Skills Course and Driving Hours completion. Drivers only have to complete skills course in one light vehicle.

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Apparatus: \_\_\_\_\_

**Familiarization with tools and equipment- Candidate demonstrates how to start and/or operate every piece of equipment on the Brush Truck. Including hand tools, power tools, medical equipment and any other miscellaneous equipment. Must be knowledgeable of the exact location of every piece of equipment.**

Evaluating officer to initial completion of stations and hours below:

\*Only have to complete skills course in one light vehicle.

Initial	Date	Skills Course Stations
		Straight Line
		3 Point Turn
		Offset Alley
		Stall Park
		Serpentine
		Diminishing Clearance
		Stop (Built into the Diminishing Clearance station)

Initial	Date	Hours	Miles
		.5	
		.5	

Final Drive, Pump Test, and sign off: \_\_\_\_\_ (Signature Authority)

## Heavy Vehicle – Engine Skills Course and Hours signature sheet

EVIP Classroom and General Requirements prerequisites are completed in the probationary task book prior to Skills Course and Driving Hours completion.

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Apparatus: \_\_\_\_\_

**Familiarization with tools and equipment- Candidate demonstrates how to start and/or operate every piece of equipment on the Engine. Including hand tools, power tools, medical equipment and any other miscellaneous equipment. Must be knowledgeable of the exact location of every piece of equipment. Pump operation to include hydrant and tender operations for water supply.**

Evaluating officer to initial completion of stations and hours below:

Initial	Date	Skills Course Stations
		Straight Line
		3 Point Turn
		Offset Alley
		Stall Park
		Serpentine
		Diminishing Clearance
		Stop (Built into the Diminishing Clearance station)

Initial	Date	Hours	Miles
		.5	
		.5	
		.5	
		.5	

Final Drive, Pump Test, and sign off: \_\_\_\_\_ (Signature Authority)

## Heavy Vehicle –Engine Skills Course and Hours signature sheet

EVIP Classroom and General Requirements prerequisites are completed in the probationary task book prior to Skills Course and Driving Hours completion.

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Apparatus: \_\_\_\_\_

**Familiarization with tools and equipment- Candidate demonstrates how to start and/or operate every piece of equipment on the Engine. Including hand tools, power tools, medical equipment and any other miscellaneous equipment. Must be knowledgeable of the exact location of every piece of equipment. Pump operation to include hydrant and tender operations for water supply.**

Initial	Date	Skills Course Stations
		Straight Line
		3 Point Turn
		Offset Alley
		Stall Park
		Serpentine
		Diminishing Clearance
		Stop (Built into the Diminishing Clearance station)

Initial	Date	Hours	Miles
		.5	
		.5	
		.5	
		.5	

Final Drive, Pump Test, and sign off: \_\_\_\_\_ (Signature Authority)

## Heavy Vehicle – Tender Skills Course and Hours signature sheet

EVIP Classroom and General Requirements prerequisites are completed in the probationary task book prior to Skills Course and Driving Hours completion.

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Apparatus: \_\_\_\_\_

**Familiarization with tools and equipment- Candidate demonstrates how to start and/or operate every piece of equipment on the Tender. Including hand tools, power tools, medical equipment and any other miscellaneous equipment. Must be knowledgeable of the exact location of every piece of equipment. Pump operation to include hydrant and tender operations for water supply.**

Evaluating officer to initial completion of stations and hours below:

Initial	Date	Skills Course Stations
		Straight Line
		3 Point Turn
		Offset Alley
		Stall Park
		Serpentine
		Diminishing Clearance
		Stop (Built into the Diminishing Clearance station)

Initial	Date	Hours	Miles
		.5	
		.5	
		.5	
		.5	

Final Drive, Pump Test, and sign off: \_\_\_\_\_ (Signature Authority)



# Pump Operations



# PUMP OPERATIONS

A basic understanding of pump operations is a necessity to an aspiring Driver/Operator. NFPA 1002, 2014 Edition is a great reference for pump operations. Driver Operator skills sheets can be found on the Washington State Fire Marshals website for further reference.

[http://www.wsp.wa.gov/fire/docs/cert/driver\\_operator\\_skills.pdf](http://www.wsp.wa.gov/fire/docs/cert/driver_operator_skills.pdf)

These sheets will be what you are tested against if you have the opportunity to take an IFSAC Driver/Operator certification course. This certification is not a requirement at South Bay but it is an excellent way to further your training and skills.

Below you will find a basic list of skills that at a minimum you should feel comfortable with and be able to perform effectively as a new pump operator. The department offers a basic pump class and can provide many training opportunities as needed.

The list below is by no means all you need to know. There are countless operations that may be asked of you. It all starts with a solid foundation of the basics.

We have pumps on our Fire Engines, Water Tenders, and Brush Trucks. The basics among the different apparatus are very similar but training on each pump will be very important.

Established Driver/Operators, and officers will be able to help with pump training. The department pump class can be taught at any time. Final check-off must be done with and evaluator.

<b>PERFORMANCE SKILLS</b>
Engine Pump Orientation
Engage/Disengage the Pump
Fittings, hose, and adaptors
Fire Attack with Tank Water
Fire Attack w/ Fire Hydrant or Tender
Drafting
Providing a Water Supply