

Chapter 11-2

Standard Operating Guideline for Automobile Rescue

effective

rev. 10/21/04

1. Purpose

This SOG details how PVFD will handle rescues caused by auto accidents. This includes accidents involving cars, trucks, or any other mobile equipment found on roadways.

2. Scope

This SOG applies to all PVFD personnel.

3. Response

At least 2 command officers will respond directly to the scene. Fire apparatus will respond in the following order: 8431, 8433, 8432. The first arriving unit should determine if an alternate approach route is necessary for apparatus to access the scene.

If there is doubt as to the exact location of the incident, the command units will go in different directions as appropriate to find the incident. 8431 will proceed to the dispatch location. All other units will stage in the area of the dispatch location, until the incident is found or they are called upon to search another area.

4. Incident Command System

The Incident Command System (ICS) and its subdivisions shall be utilized as appropriate during all incidents. For minor incidents, only the appointment of an Incident Commander (IC) is necessary. If the incident is major, or has the potential to rapidly escalate, a Safety Officer shall be appointed. This includes situations where the scene is spread over a large area that can't be supervised by the IC from one position. If the incident is large, complex, or involves coordination with other agencies, an Operations Officer shall be appointed to organize the fire department's tactical considerations. The IC may also appoint an Operations Officer at any time he deems it beneficial.

Major incidents may be organized by assigning *division* officers to handle specific locations, such as: "8431A, you are Division 1, in charge of all activities on the red van. 8432A, you are Division 2, in charge of all activities on the car at the bottom of the hill".

Incidents may also be organized using ICS *groups* to execute tasks. For example: "8431, you are extrication group. 8432, you are stabilization group". These groups would move throughout the scene, performing their assigned tasks.

Each position in the ICS system should report only to the position that is directly above them. Only the IC or his designee should be in contact with OCD. The Safety Officer and fire crews may also contact each other directly, when necessary to address safety concerns. Failure to follow this hierarchy can lead to conflicting orders and freelancing.

5. Scene Survey

The first unit to arrive shall assume command and begin a scene survey as follows:

- Look at the whole scene: Identify possible hazards to rescuers, patients, and by-standers. Make sure the scene is safe before entering it. As other units arrive, assign them to perform outer and inner circle surveys.
- Identify known and unknowns: # patients, resources needed, priority of patient care and removal. Evaluate the potential for hazardous materials to be involved.
- Form an action plan (strategy), set up a formal ICS command structure, then

assign tactical tasks to FD crews.

-Place apparatus so that 8431 is as close as possible, and road is barricaded to allow safe working area. If possible, do not close both lanes or both directions of an Interstate or heavily congested road.

6. Stabilize the Scene

Secure any immediate scene hazards. Render aid to patients. Stabilize the extrication area. Address the following issues as they apply:

-Crib the vehicle

-Establish a tool staging area

-Remove glass from all work areas

-Assign someone to monitor and assess trapped patients. If there are 3 or more patients, a liaison shall be appointed to receive information from the EMS commander and relay it to the Operations Officer and the IC.

-Immobilize the patients and protect them from extrication operations. Establish cervical spine stability as soon as possible and maintain it through the incident. DO NOT use your PPE as a patient protection device.

-Secure the auto battery as soon as possible (note also if air bags are not deployed)

-Assign a crew to staff a protection handline, wearing full turnout gear and SCBA.

7. Separate the vehicle from the patient

As soon as the survey and stabilization are complete, then begin the extrication process. Constantly evaluate progress. Tactics may need to be changed. The following tactics should be known to all firefighters, at a minimum:

- Creating a purchase point with the Halligan tool or spreader tips
- Removing doors with the spreader or cutter
- Roof Flap and Total Roof Removal
- Dash Roll
- 3rd Door Conversion
- Noah's Ark

8. Secure the Scene

Remove the patients and place them in the care of EMS crews. Assist EMS as needed. If there were fatalities cover them and limit access to the area. After the extrication is complete, put all equipment back in service. Account for all items used. Do not leave any hazardous condition at the scene. Perform a final survey before leaving. Address the following issues:

- Turning over the scene to the police or the wrecker driver
- Mitigation of automotive fluids or biohazards
- Marking biohazard areas with caution tape