CARVER FIRE DEPARTMENT

Standard Operating Guidelines

Section 4.07 – Rescue 1 **June 15, 2013**

1.0 PURPOSE

The purpose of this guideline is to explain several new features of our new Rescue truck.

1.1 BACKGROUND

The new Rescue has arrived and I hope that you are all pleased with it's look, quality and the new functions that were designed into the vehicle. As time passes and we all learn the new capabilities of the Rescue at Emergency Incidents, we will re-evaluate its increasing responsibilities. With a new vehicle comes some new responsibilities for all and I have spent a great deal of time thinking about what these responsibilities may be and appropriate guidelines to go along with them.

1.2 INCREASED RESPONSIBILITIES

At this time, I am making no plans to increase Rescue 1's run card responsibilities to additional calls in Town. However, I along with the Officers, will be monitoring its capabilities and could be making some changes increasing its response criteria in the near future.

1.3 MUTUAL AID

At this time, no plans are being made to increase it's responsibilities for Mutual Aid calls. Our Rescue is already on Mutual Aid cards of our surrounding Towns. Rescue 1's primary responsibility is to the residents of Carver and will stay that way unless a neighbor in need requests it's service and as always it will go to help. Time will tell if this needs to be revisited.

1.4 MANNING

The new Rescue is designed to carry four firefighters, upping the ante from two. I would like every effort made to see that this manning happens. This should give each of you more chances to get on the Rescue for MVA's, Building Fires, etc. than you did with the previous Rescue. That being said, let's not waste time and get the Rescue on the air as fast as possible, remember someone's life could be in danger and that time is a precious thing.

1.5 ENGINE RETARDER

The new Rescue comes with a function called an Engine Retarder. As you have learned in your training, it is basically an engine break that comes on when you release the gas pedal. NFPA has required that this feature be on all vehicles with a GVW in excess of 36000 lbs. I request that this switch be left on at all times **except during severe rain or snow**, resulting in slippery road conditions. During those conditions, the switch should be switched OFF and returned ON when the weather changes.

1.6 TIRE CHAINS

The new Rescue has been designed with a new safety feature called Tire Chains. Depressing this switch in the cab lowers a set of chains to the ground for the rear tires to ride on during slippery conditions. It is a must that this not be activated or used at speeds **over 30 MPH or severe damage will result to the vehicle**. The tire chains can be activated on the go at speeds under **30 MPH** or from a stationary position. The chains can be retracted the same way. They can only be used on slippery road conditions, meaning winter weather, snow less than 6" deep and icy roads. **They are not to be used on dry road conditions** and we will have to evaluate them on dirt roads. When you press the Tire Chain activation button, make sure you want to use them, meet the right road conditions and are committed to driving less than **30 MPH** at all times. The Rescue committee made a decision to try this feature on this vehicle in order to see if this is something that can benefit all our vehicles in the future.

1.7 CASCADE SYSTEM

It will be standard procedure that upon using air out of the on-board Cascade System, the system be refilled immediately once returning to Station 1. The supply hose to the air system should only be left connected when refilling the vehicle and disconnected when finished. The on-board Cascade System shall be filled to **4500 PSI**.