



Pinion Pine Fire District

Standard Operating Procedure

Policy Title:	Traffic Collision & Rescue Response		
Policy Number:	320.10	Created:	2003
Section:	Emergency Response	Revised:	June 2018

Purpose: *To ensure the safe and proper response to an incident involving traffic collisions and/or rescues*

Scope: *All Personnel*

It has been established that this Fire District will respond to all traffic collisions and related vehicle incidents.

Upon page out of a motor vehicle incident, the Fire District shall respond with:

- (1) Engine or Squad with extrication capabilities

Once adequate staffing is met at the fire station from off duty personnel, the following may go in route to the scene at the Incident Commanders request:

- (1) Rescue/Light/Air Unit
- (1) Engine for fire standby and manpower

The first unit on scene will be responsible for scene size up and report to Alarm the disposition of the scene. The first unit on scene will also establish Incident Command and will do so until relieved by a higher ranking officer or the incident is terminated.

In the case of mutual aid, units arriving on scene before Pinion Pine units; Incident Command should already be established by first unit on scene. All Pinion Pine responding non-officer units arriving on scene shall be under the command of the mutual aid officer. If mutual aid units on scene have not established command, then the first arriving unit shall assume Incident Command.



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All responding units shall be fully bunkered upon arrival on the scene. If the vehicle(s) involved are on fire, SCBA equipment will also be used. Any personnel that is not bunkered, will not participate in any fire suppression or vehicle extrication attempts. If an Incident Command officer deems it unnecessary to be bunkered, then bunker gear may be removed. Bunker gear is worn for your own personal protection and is recommended. If bunker is removed, firefighter will be in a long sleeve wildland shirt with gloves, helmet and eye protection in place. You may remain bunkered out if you feel that the duties you are performing require personal protection.

Upon arrival on scene, all units responding will establish a SAFE scene, at which time will determine fire hazards, injuries, potential hazards (i.e. stable vehicle, traffic, hazardous debris).

A scene parameter should be established to allow all incoming units a safe and unobstructed path to the scene. Fire personal safety is always first. An unsafe scene can only hinder attempts to perform rescue operations or fire suppression.

In the case of a motor vehicle accident with injury, be sure that all hazards are clear before attempting to perform patient care. If the incident involved a roll over, then the vehicle must be secured as to that all activities can be performed without risk of the vehicle shifting or moving. Any fuel spills should be contained and diluted with water or foam, and any other fluids such as oil, transmission fluid or any other fluids that may be present can be contained with dirt or Chem-Dry. The vehicles battery should be disconnected, to prevent any electrical devices from activating or creating spark during patient care or removal. This will also ensure that undeployed airbags do not activate. If a threat of fire is present or may become present for any reason, a 2A10BC fire extinguisher or charged hose line must be present. During extrication, a charged hose line will be present during the duration of the rescue.

A first responder or firefighter should, if possible, be inside the vehicle with the patient holding C-Spine. A cervical collar should be administered, the patient should be covered to protect them from broken glass and other possible flying objects and a first responder should give immediate care until EMS arrives.

In the event of a traffic collision that requires extrication, only personnel trained in the use of the hydraulic extrication tools will participate in the extrication process.



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All participating members shall bunker out. There are no exceptions. Extrication is a very dangerous activity and there will be strict supervision during this process. It is not only the goal of this fire company to safely remove the patient, but also not to create more injuries by being careless. All previously stated procedures also apply in the extrication process.

While extrication is in progress, there is often a lot of crunching and noise of metal bending. Reassurance and detailed explanation of what is happening or is about to happen is helpful to calm the patient.

Once access to the patient is accomplished, the scene should be cleared of all debris. All vehicle parts should be brought to a safe location away from the vehicle as not to create hazards to personnel working the scene. At this point, EMS personnel will be the governing body. They will give instruction on how the patient should be removed.

Once the patient has been removed and has been put into the ambulance, the scene then becomes the jurisdiction of the Sheriff's department or State Troopers. Take care not to move or disrupt anything. Remember the scene could be a crime scene, especially if there is more than one vehicle involved. It is the job of the police to secure all personal belongings and items of value, not the fire departments. If you see items that have been thrown from the vehicle that are not in the immediate area of the scene, then notify the authority having jurisdiction.

In the case that the police have not arrived on the scene and bystanders are present, be sure that all personal belongings and other items are secure until they arrive. Once again, these procedures apply to all traffic collision scenes and not only to extrication scenes. In the case of a traffic collision with injuries and an air ambulance has been activated, the Helicopter Safety & Landing SOP (*Policy Number: 335.0*) shall be followed.