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Fire Chief – Jamie Wallace

APPARATUS POSITIONING & PLACEMENT GUIDELINE

Effective: July 25, 2009

- A. The purpose of this guideline is to provide direction for those persons responsible for placing apparatus at response locations, in an effort to reduce the potential risks associated with operating in and around moving vehicles.
- B. When arriving on the scene, all apparatus will pull to one extreme side of the roadway (if possible) to maintain at least one-way traffic for other arriving apparatus. Space shall be provided that work and removal of equipment from the apparatus can be done easily.
- C. Apparatus shall be positioned such that additional responding units can be properly positioned for effective operations, as well as to allow for efficient hose lays. Under no circumstances will apparatus be located within a collapse zone of an involved or potentially involved structure.
- D. The first arriving apparatus shall place their unit to maximize the effective advantage of their unit based on initial size-up and general conditions upon arrival.
- E. Later arriving units should take advantage of good operating positions and build upon the capabilities of those units already operating effectively.
- F. While responding to hazardous materials incidents, the apparatus officer and operator shall determine the wind direction at the time of the incident and select a route that will deliver them at the scene upwind, without passing the scene.
- G. Attempt to leave one lane open for emergency apparatus to pass the scene, if necessary.
- H. Parked apparatus shall have the park brake set and wheels chocked.
- I. Lanes must be identified in a uniform fashion to ensure effective communications. Figure 6.1 shows the proper lane assignments. Lane 1 should always start to the immediate right.
- J. All blocking apparatus should park utilizing the Critical Wheel Angle strategy, to reduce the risk of a unit being “pushed” into the work zone, after being struck. See Figure 6.2.

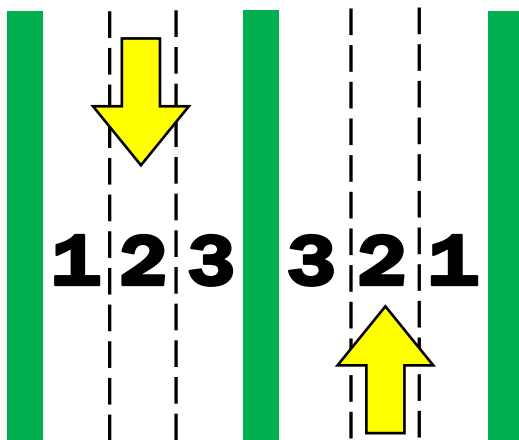


Figure 6.1

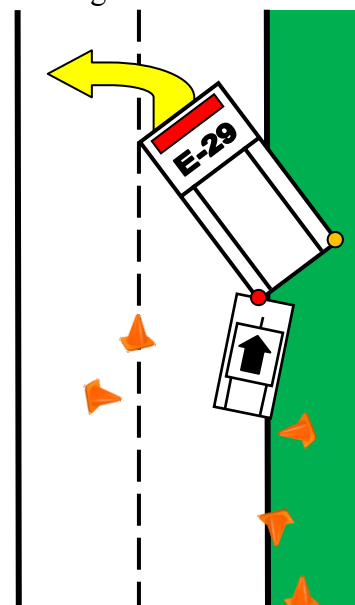


Figure 6.2

K. Figures 6.3 through 6.8 below, demonstrate various blocking techniques.

- 1) A Block to the Left as illustrated in Figure 6.3, places the Officer's side closest to the incident. Personnel should exit on the protected side.
- 2) A Block to the Right as illustrated in Figure 6.4, places the Officer's side closest to the incident. Personnel should exit on the protected side. This is the preferred method when possible, because it offers a view of the incident should the driver need to operate the pump and the driver is routinely exposed for a greater period of time.

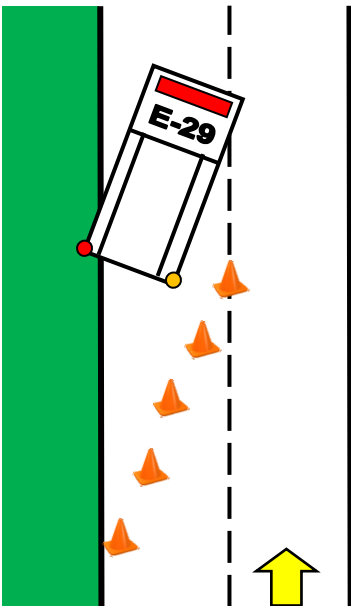


Figure 6.3
Left Blocker
Two Lane Technique

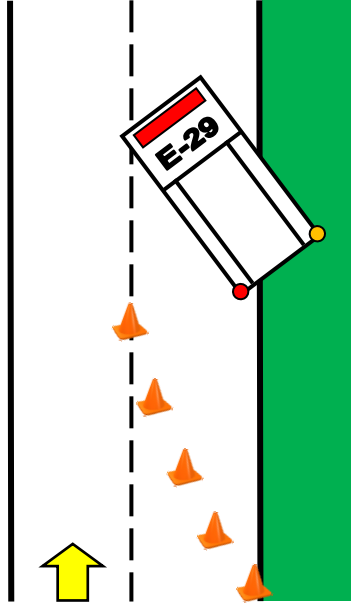


Figure 6.4
Right Blocker
Two Lane Technique

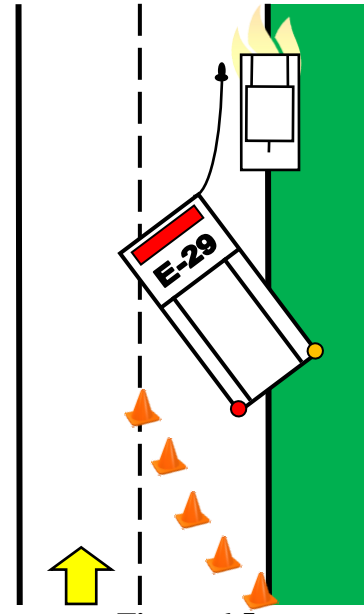


Figure 6.5
Auto Fire
Two Lane Technique

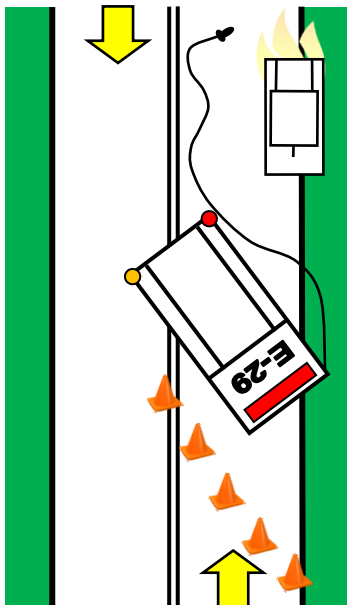


Figure 6.6
Auto Fire
Single Lane Technique

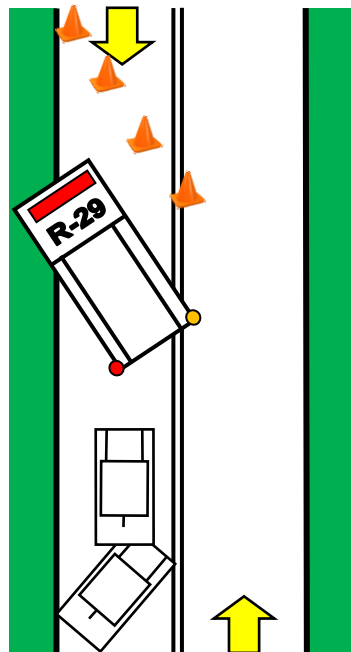


Figure 6.7
Auto Accident Single
Apparatus Placement
Single Lane Technique

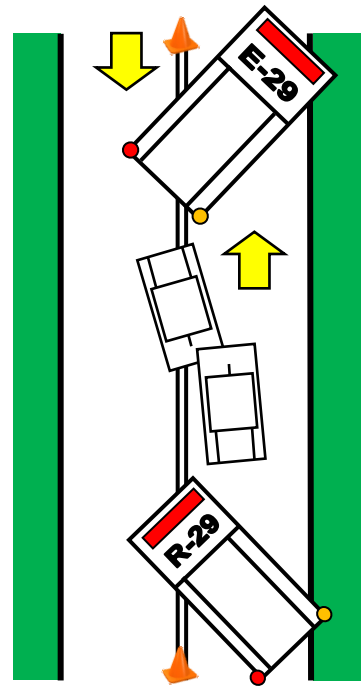


Figure 6.8
Dual Apparatus Placement
Single Lane Technique

- L. Upon arrival at an incident scene and in a blocking position, the apparatus operator must initiate light shedding procedures.
- 1) All WHITE warning lights should be turned off.
 - 2) Headlights should be turned OFF and parking lights are to be left on to avoid blinding motorists.
 - 3) Ground lights should be turned ON to aid in illuminating the area around the vehicle. Operators should turn ON any external ground lighting. These lamps, aimed towards the ground, provide improved area lighting and help identify the vehicle's size and position to approaching traffic.
 - 4) Directional arrow sticks should be turned ON and set to the proper signal pattern.
 - 5) Apparatus operators should ensure all interior compartment lights are turned ON. With these lights activated, when a member opens a compartment to obtain equipment, the inside area will already be illuminated. In addition, should the compartment door be left open, the interior lighting will enhance recognition of the vehicle to the approaching motorist.
- M. Once enough apparatus have blocked the scene, park or stage unneeded vehicles off the roadway whenever possible or in front of the incident. Park EMS Units in safe locations at the scene to best protect the loading area. This may be above the incident and other parked apparatus or backed at an angle into a protected loading area to prevent working in or near passing traffic.