

Engine Company Operations

PURPOSE: To define the Standard Operating Guideline for Engine Company Operations.

RESPONSE: A minimum of four qualified firefighters including the driver.

On Mutual Aid Alarm, a minimum of an Officer, Driver and two Firefighters. A probationary Firefighter may also ride if sufficient seat belts are available.

MINIMUM STAFFING:

At least four members shall be assembled before initiating interior fire fighting operations at a working structural fire. A **Working Structural Fire** is defined as any fire that requires the use of a 1 3/4 inch or larger attack hose line and that also requires the use of self-contained breathing apparatus for members entering the hazardous area.

The minimum required four members assembled for initial fire fighting operations can include any combination of members arriving separately at the incident.

Members who arrive on the scene of a working structural fire prior to the assembling of four persons may initiate exterior actions in preparation for an interior attack. These may include, but are not limited to, actions such as the establishment of a water supply, the shutting off of utilities, the placement of ladders, the laying of the attack line to the entrance of the structure, or exposure protection

Of the minimum four members assembled to begin interior operations, at least two members must remain outside the structure. These two outside members may be performing other duties while standing by, but must have full turn-out, SCBA and tools available, and be capable of immediately coming to the aid of any interior members who require assistance.

Once additional companies or members arrive on the fireground, additional crews may be directed to the interior; however, at least two standby members shall remain outside at all times.

Once adequate personnel are available on the fireground, the Incident Commander shall designate one 2-4 member company as a Rapid Intervention Team (R.I.T.). This company shall remain

positioned, fully equipped to immediately go to the aid of any interior members who require assistance.

EXCEPTION: If, upon arrival at the scene, members find an imminent life threatening situation where immediate action may prevent the loss of life or serious injury, such action shall be permitted with less than four members at the scene, when conducted in accordance with sound risk management principles.

If members are going to initiate actions that would involve entering of a structure because of an imminent life-threatening situation where immediate action may prevent the loss of life or serious injury, and four members are not yet on the scene, the members should carefully evaluate the level of risk that they would be exposed to by taking such actions. If it is determined that the situation warrants such action, incoming companies should be notified so that they will be prepared to provide necessary support and backup upon their arrival.

Such action is intended to apply only to those rare and extraordinary circumstances when, in the member's professional judgment, the specific instance requires immediate action to prevent the loss of life or serious injury and four persons have not yet arrived on the fireground.

PRIORITIES: The basic priorities for Engine Companies are:

1. Size up
2. Search and Rescue
3. Exposure Protection
4. Fire Suppression

POSITIONING FOR STRUCTURE FIRES

Engine Companies should be positioned based on the situation

Arrival at address with “No smoke or fire showing”

1st engine should be located in front of the fire building, pulling just beyond the building or the involved occupancy to allow placement of a ladder truck if needed.

2nd engine should standby at Hydrant for a forward lay to the attack engine or if directed a lay from fire to water.

Arrival with smoke or fire showing

1st Engine should when possible lay a 5” supply line to the front of the involved occupancy. If preconnects will reach pull past the front of the structure to allow placement of a ladder truck if needed.

2nd Engine should establish water supply if first engine did not and if water supply is in place contact command for assignment

CREW ASSIGNMENTS

- OFFICER:** Direct the initial interior attack and primary search, Is responsible to have a Radio, Flashlight, Entry Tool, and Thermal Imager
- NOZZLEMAN** Stretch the attack line to point of entry and take direction from the company officer.
- IRONS** Member should have personal light, radio, and set of irons primary responsibility is forcible entry, rescue, and to assist Officer with primary search.
- BACK-UP** Member should have personal light, iron, and his / her responsibility is to assist with the attack line.
- HYDRANT** Member should have personal light and radio, is responsible To make the hydrant the assist with ladder placement or Ventilation as directed.

VEHICLE FIRES:

CARS On arrival at a car or other vehicle fire, the engine company should be positioned upwind/uphill of the involved vehicle if possible. Safety of the crew should be the highest priority when determining apparatus placement. The apparatus should be used to block off traffic flow as much as possible. The fire police should be requested to the scene (if not already present) and used for traffic control. Minimum of one-1 3/4 hand lines shall be laid to extinguish the fire.

Trucks Pre-placement size-up is critical before beginning an attack on any type of truck fire. The officer in charge should take all possible steps to determine the contents of the cargo area or trailer of the truck.

RV

A second engine company should be requested for truck fires involving the cargo area. A minimum of two 1 3/4" hand lines should be used to control/extinguish a fire in the cargo compartment or trailer of a truck.

Fires involving tanker trucks containing combustible/flammable liquids shall have a minimum of 500 gpm per impingement preferably from master streams. These fire streams should be applied at the top of the involved area of the tank compartment to cool the vapor space and help maintain the integrity of the tank. A full structural alarm should be initiated if the fire can not be quickly controlled. On truck fires with involvement of the tires, crews should position themselves to the front or rear of the vehicle and not perpendicular to the tires. This will help prevent injuries in the event that the rim explodes.

Crews should take steps to control run-off of water from truck fires, especially from those involving hazardous materials or flammable/combustible liquids. A hazardous materials incident response should be initiated any time these substances are identified.

DUMPSTER A **single engine** response is generally adequate on most dumpster fires. Depending on the amount of flames showing and proximity to any structure or other exposures, the officer in charge may choose a handline or the deck gun as means for extinguishment.

FIRES:

On dumpster fires in close proximity to a structure, the officer should **upgrade the response and request a full response** if there is any possibility of involvement of the exposed structure.

TWO IN / TWO OUT

PURPOSE: The purpose of this procedure is to protect firefighters and rescue workers entering potentially hazardous atmospheres. It is intended to comply with OSHA Standards.

DEFINITIONS: This procedure specifically refers to an atmosphere that is potentially IDLH (Immediately Dangerous to Life and Health).

GUIDELINE: Personnel shall not enter IDLH environments without at least two *personnel dressed to the same level of protection* *and* capable of performing immediate back up for the personnel operating in the IDLH area. In situations where there is a reasonable indication of immediate life hazard to occupant(s) in the IDLH area and risk benefit is considered, then entry is allowed without immediate compliance with this Procedure.

PROCEDURE: Where it is found that these conditions exist or have the potential to exist, the use of a "buddy system" shall be used. The term "buddy system" means that when firefighters must enter into an IDLH condition, they will do so in teams of two or more. When personnel are required to make entry into these types of areas, stand-by personnel are also required to stand by with equipment ready for assistance or rescue.

When firefighters are utilizing SCBA's while in an IDLH or potentially IDLH or unknown atmospheres, they shall operate in a buddy system of two or more individuals.

Firefighters using the buddy system are required to have visual or verbal contact

Trained and equipped personnel are required to be present outside of the IDLH, potentially IDLH or unknown atmospheres prior to a team entering and during the team's work in the hazard area.

A minimum of four individuals are required. This shall consist of two individuals working as a team, in the IDLH, potentially IDLH or unknown atmospheres and two individuals outside the area for assistance or rescue at emergency operations where entry into the danger zone is required.