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Derby Fire Department
Standard Operating Procedure Number 06
Truck Company Operations

1. Introduction

- 1.1. This standard operating procedure applies to apparatus and members responding to Box Alarm assignments. For truck company operations, the intent of this procedure is to provide general guidelines for operating within Department Accountability and Incident Command parameters. Safety for both department members and civilians is of paramount importance and should always be the number one priority.
- 1.2. Due to the volunteer make up of the department, and the fact that response crews are usually not stationed at their respective companies, it is important that all members be fully trained in basic fire-fighting skills and tactics so that appropriate (prioritized) action will be taken as members arrive on scene. This may require truck company members not assigned truck company assignments to perform engine company functions and vice versa.
- 1.3. The ladder truck may be used to effect rescue, entry, search, and ventilation. It may also be used to stretch hose lines to upper floors, for ladder pipe operations or as an observation post to assess conditions, among other uses. When the need is evident upon arrival, the ladder should be raised immediately. When the need is anticipated for later use, the ladder truck should be positioned and set up as described in this operating procedure. The operator must remain in the vicinity of the turntable until it is evident that the aerial ladder will not be required.
- 1.4. The pump on the ladder truck is an option for use, but a secondary consideration to the use of the aerial ladder or ground ladders. When the need is anticipated for the use of the pump for the attack of a fire the truck should be positioned and set up as described in this operating procedure.

2. Response Considerations

- 2.1. In order to facilitate an efficient, coordinated operation, the driver/operator of the ladder truck should strive to enter the incident block after the first due Engine Company and from the same direction. This is particularly important where street width or parked cars would prevent the engine from passing the ladder truck to reach a desired hydrant. This sequence of arrival will generally provide an easier stretch for the Engine Company as well as unobstructed access to a

hydrant. At the same time, it allows the ladder truck operator to place the apparatus at the best location for access, search, removal of occupants, and venting.

- 2.2. The driver of the ladder truck must be aware of the response patterns of the engine companies. The driver should consult the DFD map book before responding, or the company officer should review it enroute to determine cross streets/intersections and hydrant locations, thus anticipating the travel route and direction of the first and second-due engines.
- 2.3. Whenever possible, the driver of the ladder truck should follow the first due engine when responding. If the ladder truck arrives at the incident before the first due engine, the driver shall report its arrival on scene as per department radio protocol. The first due engine must monitor the two-way radio for this situation. If possible and conditions warrant, the ladder shall leave access for the first-due engine to pass. If not, the first due engine shall take a hydrant prior to the incident block and forward lay. The operating position of any engine on scene shall not obstruct the aerial apparatus operation or the removal of ground ladders from the apparatus.
- 2.4. If the first due Engine Company is approaching the alarm location, the ladder truck should stop, allow the engine to pass, and follow it into the incident block.
- 2.5. The second-due engine to arrive should pause prior to the incident block to make certain the ladder truck is in the block.
- 2.6. For those occasions where the first-due engine and the ladder truck enter the block from opposite ends, the following actions will be taken:
 - a) The ladder truck shall be stopped just short of the hydrant that the first due engine expects to use.
 - b) The engine driver, while using his apparatus to stretch hose, moves to the hydrant and positions his apparatus so that the truck can pass and proceed to the fire building. In some situations this may necessitate placing one wheel of the engine on the sidewalk or shoulder of the road.
- 2.7. Whenever a pump operator elects to use in-line pumping, that operator must be certain that the ladder company and a possible second-due ladder truck have unobstructed access to the front of the incident building.
- 2.8. Occasionally as the ladder truck approaches a scene, hose lines may be stretched in the street. The operator should, if possible, avoid running over the hose line. However, when it is necessary to traverse a charged line, it must be done *SLOWLY*. The driver must insure that no wheel or stabilizing device rests on the hose when positioning or parking the apparatus.

- 2.9. Operators in command of emergency vehicles and members private vehicles shall keep their vehicles from blocking out ladder companies from good ladder positions.

3. Apparatus Positioning

- 3.1. Apparatus radios, mobile radios and portable radios should be monitored while responding and at the scene. Orders or information may be received that will directly effect the placement of apparatus or the unit's operation at the scene.
- 3.2. The ladder truck operator is charged with the responsibility for proper placement of the apparatus. Generally, the apparatus should be placed the proper distance from the building with the turntable aligned with the objective.
- 3.3. The following should be considered for the placement of the ladder truck at the incident:
 - a) In most cases the corners of buildings are considered the strongest with regard to the collapse zone. The ladder truck, as with any apparatus, shall not be positioned within the collapse zone.
 - b) In addition, by positioning at a corner area of most structures, the apparatus will have flexibility to cover more than one side of the building.
 - c) Generally, the preferential order for removal of occupants is via interior stairs, horizontal exits, fire escapes, and then ladders. Occupants may be at windows calling for help or appearing ready to jump when the fire department arrives, or as the operation progresses and search crews may find it necessary to evacuate victims through upper story windows and may require aerial apparatus to be used for removal whatever the reason.
 - d) The ladder truck may be used to perform ventilation, both as access for members to get to the roof for vertical ventilation, and to reach upper level windows and doors for horizontal ventilation.

4. General Procedures

- 4.1. The company officers/crew leaders and truck company crews have many responsibilities that require knowledge, practice, experience, and a unified team effort. A great deal of planning and training of the unit is needed. Frequent practice will lead to proficiency.
- 4.2. The truck driver/operator must have the ability to evaluate a problem and then make a sound decision to cope with it. He/she must have a working knowledge

of the duties and responsibilities of all first alarm companies and how they are likely to execute their assignments under different fire conditions. For this reason, training of the ladder truck driver/ operator must be part of an ongoing program.

- 4.3. The aerial operator should remain on the turntable when members have entered the building by aerial ladder and are in precarious positions such as a floor over a fire or the roof of a building with a heavy fire condition. The operator should keep alert as to the who, when, and where of members using the aerial ladder.
- 4.4. Upon arrival of the team, the officer/crew leader should insure that each firefighter is properly equipped with bunker gear, helmet, gloves, hood, TPASS (activated), and SCBA, before entering a building, or initiating exterior/roof-top operations.
- 4.5. Given the equipment on the truck the Driver, Officer or Incident Commander must chose the operational mode(s) of the truck. First consideration for the use of the truck will be ladder operations. The use of the truck will not be limited to ladder operation but, fire attack will be an option as long as the 9 basic duties are met and man power allows.

5. Truck Company Operations

5.1. There are nine basic duties usually assigned to the Truck Company:

- 1) Rescue
- 2) Ventilation
- 3) Laddering
- 4) Forcible Entry
- 5) Check for fire extension
- 6) Salvage
- 7) Ladder - pipe operation
- 8) Utility Control
- 9) Overhaul

5.2. Except for rescue, the duties may not necessarily be performed in the given order, and it may not be necessary to perform all of the duties at every fire.

5.3. Crews performing the initial duties associated with the Truck Company will be organized into inside and outside teams.

5.4. The inside team shall be responsible for the following:

- Forcible Entry
- Immediate search and rescue of victims

- Assist engine company in locating the fire
- Ventilate as required

5.5. The outside teams shall be responsible for the following:

- Laddering for rescue work and exterior horizontal ventilation
- Vertical ventilation - at the roof
- Where possible – perform a perimeter search of the building for persons who may be trapped or have fallen –from the roof
- Locating the fire – from the roof
- Transmit vital information to the I. C.

5.6. Prior to performing forcible entry on a closed door to an involved or suspected involved area, members will identify an area of safe refuge for protection from roll over and flash over.

5.7. Communications must be maintained with the I.C. to monitor progress of engine company operations and the I.C. shall be kept up to date on the progress of the crew, update should include but are not limited to: difficulty or failure to complete the assignment, the assignment has been completed or the crews position has been changed and the reason why.

6. Ground Ladders

6.1. The main advantage of a ground ladder is its portability. It can be used in positions that could not be reached by an aerial apparatus. The ground ladders can be used for lower story operations, freeing the aerial ladder for upper story work.

6.2. Safety Ladders

6.2.1. Whenever any company/unit is engaged in any type of roof operation, a minimum of one safety ladder will be raised to said roof, thus establishing a secondary means of egress.

6.2.2. The safety ladder(s) will be raised to the roof at a point opposite/diagonal to the point where the electrical service enters the building. If the roof is pitched, an additional roof ladder(s) will be raised to the ridge of the roof.

6.2.3. Generally, it is preferential to raise ground ladders on all sides of the incident building, to reach as many levels as practical, even if no apparent immediate use exists.

6.2.4. The IC or his designee will see to it that a safety ladder is in place if so needed.

7. Pump

General

7.1 All drivers of the Ladder Truck will be trained in the operations of the pump on the truck prior to being certified to drive.

7.1.1 When the Ladder and Pump are in operation 2 Operators are required to operate the truck. 1 to ensure proper operation of the ladder, 1 to ensure the proper operation of the pump.

7.1.2 Single situation use – Ladder or Pump will require 1 Operator driver.

Master stream operations

7.2 The master stream device on the ladder truck will be utilized as necessary for the extinguishments of fire or other duties as assigned by the Incident Commander.

7.2.1 When the master stream device or elevated standpipe is in operation feeder lines will be connected to the pump of the ladder to ensure pressures and safe operations.

7.2.2 In the event of a pump failure the ladder truck is equipped with an independent supply connection for continual delivery of service

Supply Line

7.3 The hose bed of the ladder will maintain 500' of 5" feeder line. It will be utilized in the following manner

7.3.1 For confined areas where apparatus access is limited. The line may be laid to supply the truck

7.3.2 General water supply

Hand Line Operations

7.4 The use of hand lines should be considered if it is not practical for an Engine to effectively operate at the time of response. (Delay in arrival, Limited access or a the incident requires)

7.4.1 The use of or the lack of use of hand lines should not be a substitute for good common sense and best fire fighting practices.

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