

Texas Fire Chiefs Association  
**DOCUMENT SUBMISSION FORM**

Candidate Department: Coppel Fire Department

Best Practice Standard: 10.05  
(insert the Best Practice Standard you are working on - example "1.01")

**Proofs of Compliance Submitted:**  
Copy of apparatus response policy

<b>Submitted By:</b> Gregg Loyd	<b>Date:</b> 10/1/2013
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**Evaluator's Review**

**Evaluator:**

**Date Accepted:**

## Coppell Fire Department Standard Operating Guidelines

<b>SOG# 02-08 – Emergency Driving Procedures</b>	<b>Effective Date:</b> 10/31/2005
<b>Fire Chief:</b> 	<b>Revised Date:</b> 10/1/2013



**Purpose:** To ensure personnel and public safety during emergency responses

**Scope:** This policy applies to all members of the Fire Department.

### Directions:

1. Members will operate their apparatus with due caution and due regard for all traffic laws.
2. Emergency vehicles will only operate at speeds that are appropriate for the existing weather and road conditions.
3. Seatbelts will be worn by each member on an apparatus at all times while the apparatus is in motion. The only exception is when members are working and moving around in the rear of an MICU, at which time seatbelts are not required. However, if the member is not moving around the patient compartment, then they are to utilize the seatbelts.
4. All calls for service will be classified as emergency or non-emergency. Further, emergency responses will be classified as Code 1 or Code 3 responses and will utilize the appropriate warning devices based on the call classification.
5. Emergency response warning devices include the utilization of both audible and visual warning devices. Headlights should be used any time the vehicle is in motion.
6. Anytime during an emergency or non-emergency response, officer's discretion may be used to reclassify the call based upon safety concerns. The officer may also elect to utilize or discontinue the use of warning devices based upon the criteria set by this policy. The reclassification of the call should be relayed to dispatch immediately.
7. All apparatus will come to a complete stop when entering an intersection against a stop device. The apparatus will only continue once the right of way has been given to the apparatus by the other vehicles operating in that intersection.
8. Emergency warning devices will be discontinued whenever an apparatus is unable to move due to extremely heavy traffic. Another unit should be considered to be

dispatched to continue the response. Continued use of the Opticom™ in this circumstance is considered appropriate.

9. All apparatus will observe and obey active school zones, loading and unloading School buses and school crossing guards.
10. On multiple unit responses, each unit will notify the other responding units of its location as it approaches common intersections, if another unit's location is not exactly known.
11. On multiple unit responses from the same location, all units should travel along a common response route.
12. Do not pass other emergency vehicles while responding to an incident unless that pass is part of a tactical plan and well communicated prior to the maneuver.
13. Passing or overtaking of vehicles should be accomplished to the vehicle's left whenever possible.
14. Enter all intersections with due regard to other traffic and be prepared to yield to unexpected driver's reactions.
15. Emergency responses should be accomplished in the farthest left lane whenever possible.
16. Emergency response against flow of traffic is highly discouraged, unless imminent life safety situation exists. If the emergency response is required to go against the flow of traffic, the responding unit(s) should stay in the most inside lane as possible and the unit's speed reduced.