



WASHINGTON COUNTY VOLUNTEER FIRE & RESCUE ASSOCIATION STANDARDS MANUAL

Title: Driver Training Standard

Effective Date: 01/01/2008

Approval: 10/18/2007

Number of Pages: 8

Revision Date(s):

Review without revision:

SOG Number: 1-2

1.0 Purpose:

To establish a driver training program, that meets NFPA 1451(Standard for Fire Service Vehicle Operations Training Program) NFPA 1002 (Standard for Fire Apparatus Driver/Operator), NFPA 1500 (Standard on Fire Department Occupational safety and Health Programs) and local, state and federal driving regulations. This policy will set the minimum criteria required for a driver/operator to function in such role, on emergency apparatus.

2.0 Applicability:

This policy applies to all member company driver/operators, of the WCVFRA, that operate emergency apparatus in both emergency and non-emergency modes.

3.0 Qualifications:

With state law changes in October 2003, apparatus operators are no longer required to obtain a valid Non Commercial class B or higher driver's license. It was decided by the WCVFRA that any driver/operator wishing to drive an emergency vehicle of 26,001 pounds or greater would still be required to obtain a minimum of a MD class B non commercial or higher driver's license. The following is the minimum acceptable qualifications:

- A. Be a minimum of 18 years of age
- B. Have a minimum of 2 years legal driving experience in a MD class C license vehicle or equivalent
- C. Obtain a MD non commercial class B or higher drivers license
- D. Any out of state member will be required to obtain his or her states equivalent license
- E. All licensing will be in compliance with the Department Of Transportation's (DOT) title 49-CFR-383 regulations
- F. Completed medical physical, to comply with frequency set by the health care provider, or DOT regulations that pertain to CDL license
- G. Have a good driving record that is acceptable by the Washington County Government



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3.1

Any member that wishes to drive emergency apparatus less than 26,001 pounds will be required to:

- A. Be a minimum of 18 years of age
- B. Have a minimum of 2 years legal driving experience in a MD class C license vehicle or equivalent
- C. Have a minimum of a MD class C drivers license or equivalent
- D. Any out of state member will be required to obtain his or her states equivalent license
- E. Completed medical physical, to comply with frequency set by the health care provider
- F. Have a good driving record that is acceptable by the Washington County Government

3.2

The minimum formal training requirements to drive/operate emergency apparatus insured by the Washington County Government will be as follows:

- A. Emergency Vehicle Operators Course (EVOC)
- B. Pump Operators Course*
- C. Fire Fighter I or Protective Envelope and Foam (PEAF)**
- D. Aerial Operator***
- E. Hazardous Materials Operations
- F. Blood Born Pathogens
- G. CPR

* Indicates that Pump Operators Course only applies to apparatus equipped with a pump

** Indicates Firefighter I or PEAFF does not apply to drivers of ambulances, utility vehicles, or duty vehicles

*** Only applies to driver/operators of aerial apparatus



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4.0 General Knowledge

4.1

All driver/operators shall have a knowledge base of all federal, state, county and departmental regulations governing the operation of emergency apparatus.

4.2

Driver/operators will have an understanding of general apparatus operations and limitations such as liquid surge, braking reaction times, brake fade, use of engine retarders on slippery roads, principles of skid avoidance, weight and height limitations for both bridges and roadways, and recognition of roadway hazards.

5.0 Driver Training Requirements

5.1

Along with the formal training, a certain amount of station level “hands on training” is needed to ensure that the appropriate level of knowledge, skills and abilities are present, and that an adequate amount of drivers training experience has been allotted, allowing the potential driver/operator time to be familiar, with each piece of emergency apparatus that will be operated. Each driver/operator trainee will be required to obtain a minimum 8 hours of documented drivers training time. The driving time will be broken down as follows:

- A. Six (6) daylight driving hours
- B. Two (2) night time driving hours

5.2

Driver/operators while performing actual driving time will have to accomplish the following maneuvers, while abiding to all local, state, and departmental laws, rules and regulations.

- A. Four left and four right turns
- B. A straight section of urban business street or two-lane rural road at least 1 mile in length
- C. One through-intersection and two intersections where a stop has to be made



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- D. One railroad crossing
 - E. One curve either left or right
 - F. A section of limited-access highway that includes a conventional ramp entrance and exit, and a section of road long enough to allow two lane changes
 - G. A downgrade long enough and steep enough to require down-shifting and braking
 - H. An upgrade steep enough and long enough to require gear changing to maintain speed
 - I. One underpass or a low clearance or bridge

5.3

Apparatus that is equipped with special equipment/features such as pumps, aerial ladders, winches, PTO systems, generators, ETC, it is required that a skill evaluation period be performed to cover the appropriate operation of each. Training should include operations to the manufacturer's specifications, and departmental SOP's. All functions of the equipment such as pumping, drafting, routine maintenance, operations of relief valves or pressure governors, stabilizers, positioning for aerial ladders, emergency overrides and back ups ETC, will be practiced to a competent level as required by NFPA 1002 chapter 2 subsection 2-3.7.

5.4

The following safety and training objectives will be:

- A. Drivers training will be provided as often as needed for each member, but not less than twice a year
- B. Annual drivers training will include hands on exercises
- C. Training will be provided for all new procedures and technology, before being placed in service
- D. Defensive driving skills will be practiced for both emergency and non-emergency driving
- E. Training on the procedures to perform a pre-emergency response inspection of each unit operated
- F. All drivers shall be trained in inclement weather operations
- G. All drivers shall be trained on off road driving procedures
- H. A complete record will be kept on file, documenting all training activities for each driver



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5.5

It is understood that a state of readiness is required by all emergency apparatus, there for training will be provided on the proper procedure for pre-emergency response inspections as stated in section 5.4, letter E. The driver operator will be instructed on what routine preventive maintenance items can be performed in house, and what general repair issues should be performed by a licensed, insured, and certified repair facility. Prior to operating any fire/rescue/EMS department apparatus, the driver/operator shall be able to perform the appropriate test, inspections, and preventive maintenance as required by NFPA 1002 2-2 Preventive Maintenance.

5.6

The following apparatus components will apply to section 5.5

- A. Battery (ies)
- B. Braking system
- C. Coolant system
- D. Electrical system
- E. Fuel
- F. Hydraulic fluids (If Applicable)
- G. Oil
- H. Tires/rims
- I. Steering system
- J. Belts/hoses
- K. Windows/mirrors
- L. Suspension system
- M. Tools, appliances, and equipment
- N. Compartment doors and body
- O. Hose loads (If Applicable)
- P. All external mounted equipment is properly secured(If Applicable)
- Q. Communications
- R. Functional safety restraints

5.7

The trainee shall be instructed on the proper documentation that must be completed in accordance with local, state and federal regulations.



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5.8

The driver/operator will be instructed on when to place an unsafe piece of apparatus out of service after completing the pre-emergency response inspection.

6.0 Emergency Response

6.1

Driver/operators shall be instructed of the dangers of emergency response with emphasis being placed on coming to a complete stop, and not proceeding until deemed safe to do so when faced with but not limited to the following situations:

- A. Any “stop” signal or traffic control devise (i.e. sign, light or traffic officer ETC)
- B. Blind intersections.
- C. Intersections when all lanes of traffic cannot be accounted for
- D. A stopped school bus with activated red warning lights
- E. All railroad crossings
- F. Negative right of way intersections
- G. When other intersection or roadway hazards are present

6.2

Driver/operators will be instructed on the proper traveling distance that is at least equal to the minimum distance required to stop the apparatus to avoid a collision.

6.3

Driver/operators will be instructed that maintaining a safe speed, and driving with due regard to safety will be practiced at all times in both emergency and non emergency modes.

7.0 Apparatus Positioning

7.1

Driver/operators will be instructed on the proper apparatus positioning at all the various types of incidents, to allow room for in coming units and also provide scene safety.



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8.0 Driver/operators responsibility

8.1

Driver/operators will be informed of his or her responsibility in regards to personnel safety while on the apparatus. The driver, before moving the apparatus will ensure the following:

- A. All personnel are seated and secured with a safety restraint.
- B. That the number of personnel riding the apparatus is limited by the number of seats with safety restraints.
- C. That no member is riding on any tail board, side step or any un-approved riding position.
- D. Personnel providing emergency medical care will be seated and restrained when ever reasonably possible as long as patient intervention is not compromised.

8.2

The driver/operator will be instructed on the proper procedure for reporting and documenting an accident that occurs while operating emergency apparatus in either an emergency or non-emergency fashion.

9.0 Grand Fathering Period

9.1

To effectively and fairly adopt the Drivers Training Policy, a certain amount of “grand fathering” time will be needed for all companies to prepare, train, and comply. It is decided that effective January 1, 2008 the Driver Training Policy will be enacted as a “Standard Operating Guideline” and will allow all existing driver/operators the opportunity to obtain the minimum training required to function in such role. During the time period of January 1, 2008 to December 31, 2008 the Driver Training Policy while acting as a Standard Operating Guideline can be evaluated with all changes being recommended between January 1, 2009 and January 31, 2009. All changes will be made and the final document of the Drivers training Policy will be voted on by May 31, 2009. If approved, effective June 1, 2009 the Drivers Training Policy will no longer be treated as a Standard Operating Guideline, and will become a Policy enforced to its intent.



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Any driver/operator that was cleared to operate in such role on emergency apparatus prior to January 1, 2008 will only have to meet the Emergency Vehicle Operators Course (EVOC) or Emergency Vehicle Operator Refresher of the formal training portion of the Drivers Training Policy (section 3.2). It should be understood, the intent of this policy to define a driver/operator is specific to a piece of apparatus meaning, a driver/operator will only grandfather on each specific type of apparatus that he/she was cleared to drive/operate prior to January 1, 2008. Any driver/operator that is cleared to function in such role on emergency apparatus after January 1, 2008 will be required to meet all formal training requirements, outlined in the Driver Training Policy (section 3.2).

10.0 Conclusion

10.1

The intent of this policy is not to set a specific drivers training program, but to specify the minimum criteria that each departments drivers training program must cover. Each member company is responsible to establish its own program, which must meet or exceed this policy. All drivers training programs must comply with the intent of NPFA 1002, NFPA 1451, and NFPA 1500.