



SAN DIEGO FIRE-RESCUE DEPARTMENT

TRAINING AND EDUCATION DIVISION

DRIVING POLICIES

Definitions

Commercial Vehicle- Gross vehicle weight rating of 26,001 pounds or more.

Negligence- Legal deficiency or wrong which results whenever a person fails to exercise that degree of care which a prudent person would exercise under similar circumstances. The negligence may be slight, ordinary or gross.

Vicarious liability- Legal liability placed on one person for the acts committed by another person

Driver's License

Commercial Class B

.04 BAC when driving commercial

Can go to traffic school (recent change)

Endorsements

N= Tank

X= Hazmat plus Tank, used for Light & Air or Fuel Tenders

Restrictions

64 Automatic transmission

San Diego Fire-Rescue does not recognize Firefighter "F" Endorsement
(Restriction 50)

California Vehicle Code

SECTION 15210 (k) "Tank vehicle" means any commercial motor vehicle that is designed to transport any liquid or gaseous material within a tank that is permanently or temporarily attached to the vehicle or the chassis, including, but not limited to, cargo tanks and portable tanks, as defined in Part 171 of Title 49 of the Code of Federal Regulations.

This definition does not include portable tanks having a rated capacity less than 1,000 gallons.

Manual Transmission Training After Driver Operator



Cannot train with 64 restriction



You must retest with the DMV



Present new permit to trainers



Test with Certified Equipment Trainer/Fleet services to permanently remove 64 restriction

Speed Limits

The Maximum speed limit in California is 55 mph for the following vehicles (CVC22406):

- Truck or truck tractor having 3 or more axles.
- Vehicle pulling any other vehicle
- A farm labor vehicle transporting passengers
- Any vehicle transporting explosives
- A trailer bus.

For all other vehicles, the maximum speed limit on most California highways is 65 mph. However, for 2-lane undivided highways, the maximum speed limit is 55 mph, unless posted for a higher speed. On some highways, the maximum speed limit is 70 mph, but only if there are signs posted showing 70 mph.

No person shall drive at such a slow speed as to impede or block normal and reasonable movement of traffic, except when reduced speed is necessary for safe operation, for compliance with the law, or when the size and weight of the vehicle or combination makes reduced speed unavoidable.

Left Turns

Left Turns. On a left turn, make sure you have reached the center of the intersection before you start the left turn. If you turn too soon, the left side of your vehicle may hit another vehicle because of off-tracking.

If there are 2 turning lanes, always take the right turn lane. Do not start in the inside lane because you may have to swing right to make the turn. Drivers on your left can be more readily seen. See Figure 2.14.

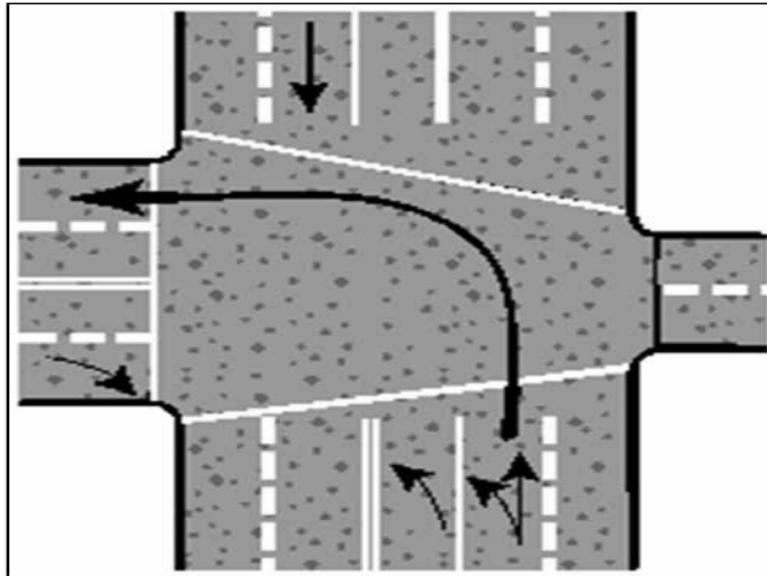


Figure 2.14

Right Turns

Right Turns. Here are some rules to help prevent right-turn accidents:

- Turn slowly to give yourself and others more time to avoid problems.
- If you are driving a truck or bus that cannot make the right turn without swinging into another lane turn wide as you complete the turn. Keep the rear of your vehicle close to the curb. This will stop other drivers from passing you on the right.
- Do not turn wide to the left as you start the turn. A following driver may think you are turning left and try to pass you on the right. You may crash into the other vehicle as you complete your turn.

Right Turns

- If you must cross into the oncoming lane to make a turn, watch out for vehicles coming toward you. Give them room to go by or to stop. However, do not back up for them, because you might hit someone behind you. See Figure 2.13.
- Upon a highway having an additional lane or lanes marked for a right turn by appropriate signs or markings, the driver of a vehicle may turn right from any lane designated and marked for that turning movement. CVC 22100(3)

Right Turns

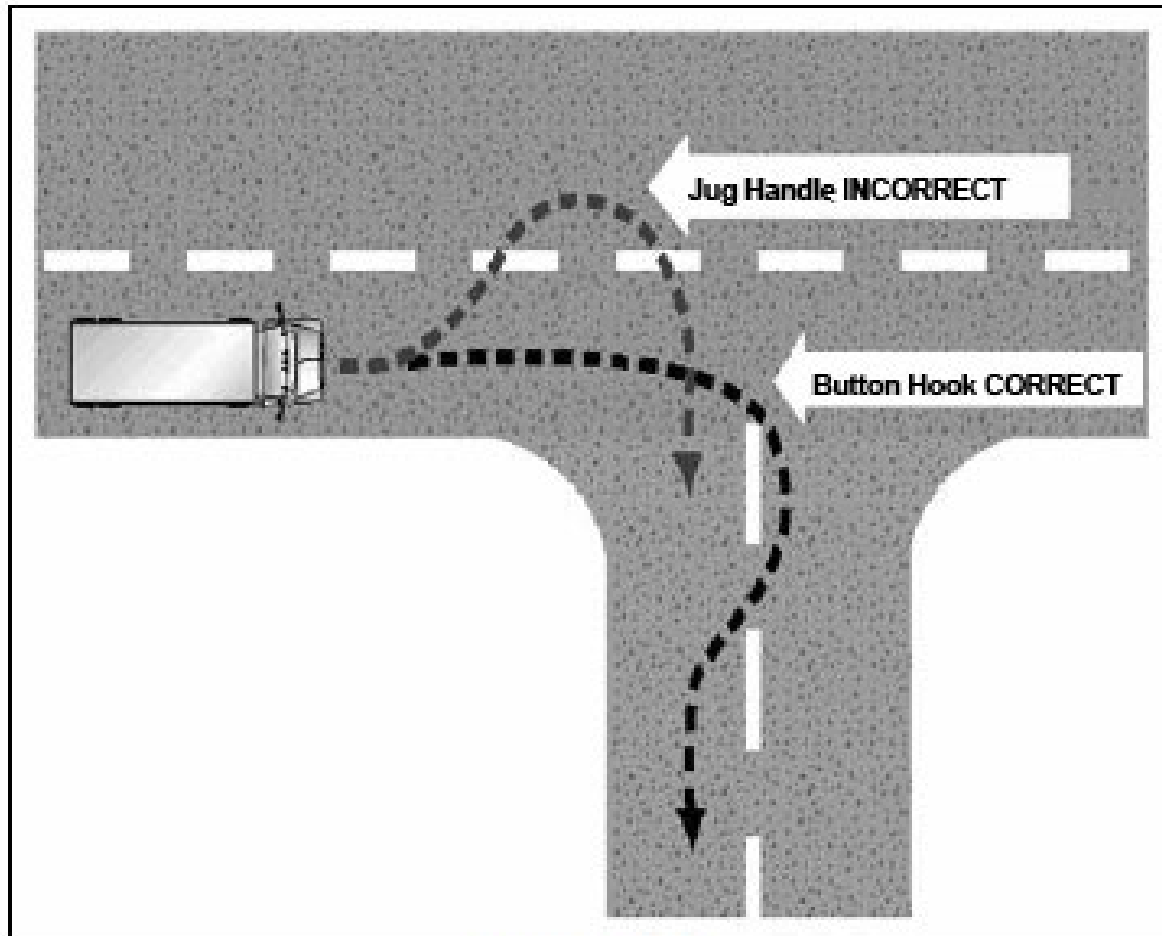


Figure 2.13

Response Policies

Accountability

1. Emergency response does not absolve the driver of the responsibility to drive with due regard.
2. Drivers will be help personally responsible for their actions.
3. Drivers are directly responsible for the safe operation of emergency vehicles.
4. Company officers are ultimately responsible for the safe operation of emergency vehicles.

Response Policies

CVC 21055 – Exemption of Authorized Emergency Vehicles

”The driver of an authorized emergency vehicle is exempt from the rules of the road under all the following conditions:

1. “ If the vehicle is being driven in response to an emergency call or while engaged in rescue operations or...is responding to, but not returning from a fire alarm...”
2. “If the driver vehicle sounds a siren as may be reasonably necessary and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians”.

Response Policies

CVC 21055-To legally function as an emergency vehicle:

1. The vehicle must be responding to an emergency incident.
2. A red lighted lamp is visible from the front of the vehicle from a distance of 1000’.
3. A siren is sounded as is reasonably necessary as a warning to other drivers and pedestrians.

Response Policies

CVC 21056-Effect of Exemption

- Section 21055 does not relieve the driver of a vehicle from the duty to drive with due regard for the safety of all persons using the highway or protect them from the consequences of an arbitrary exercise of the privileges granted in that section.

Response Policies

Due Regard (defined):

How a reasonably careful person performing under similar circumstances would act.

Due Regard:

SDFD Vehicles responding Code 3 are to be operated with 'due regard' for safety or with the normal flow of traffic when favorable conditions exist.

Response Policies

CVC 21806- Right of Way

“Upon the immediate approach of an authorized emergency vehicle which is sounding a siren, and which has at least one lighted lamp exhibiting red light...the surrounding traffic shall, except as other wise directed by a traffic officer, do the following.

- “The driver of every other vehicle shall yield the right-of –way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed”

Response Policies

- The use of sirens and lights does not give you the right of way to drive an emergency vehicle. You are only asking for the right of way from drivers, based on your presence.
- **You must make every effort to make your presence and intended actions known to other drivers.**
- Assume other drivers do NOT hear your siren
- REQUEST right of way from other drivers
- Account for ALL lanes of traffic before proceeding through an intersection

Response Policies

CVC 21807 - Effect of Exemption

“The provisions of Section 21806 shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons and property.”

Response Policies

CVC 22350 Basic Speed Law

- “No person shall drive a vehicle upon a highway at a speed greater that is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”
- During inclement weather or hazardous road conditions, you shall drive at reduced speeds and at no time exceed the speed limit.
- Drivers must realize the posted speed limits may be too fast for current conditions.

Response Policies

Liability

CVC 17004: A public employee is not liable for civil damages on account of personal injury to or death of any person or damage to property resulting from the operation, in the line of duty, of an emergency vehicle while responding to an emergency call....

Response Policies

Personal Liability

CVC 17004, 21055, & 21056

Does not protect the driver or a supervisor from criminal charges or conviction of driving without the due regard and safety for others or negligent vehicle operation.

Response Policies

Personal Liability

Criminal

- Judged on the letter of the law
- Penalty = Jail/Prison/Probation

Civil

- Can be held liable for a percentage of negligence for the incident.
- Penalty = Monetary

Code 3 Operations

Emergency Warning Devices

- Preemption devices (opticom) are to be used only *with all warning devices operating*. The driver shall turn the device off once at scene. Modern vehicles cancel when parking brake is set.
- This device is not required for Code 3 responses. However, if it is not working, be extra cautious at intersections.

Code 3 Operations

Emergency Warning Devices

- A siren will be sounded as is reasonably necessary as a warning to other drivers and pedestrians.
- During a “no code” response, the vehicle is to be driven in a routine, non-emergency manner. No warning devices, including traffic preemption devices, shall be utilized.

Code 3 Operations- Speed of Response

While responding Code 3 on City Streets you are to drive the posted speed limit, or only what is safe for the conditions.

Code 3 Driving

While responding Code 3 on a highway or freeway, the posted speed limit **may be exceeded** if favorable conditions exist.

Favorable conditions mean:

- **Light traffic**
- **Good roads**
- **Good visibility**
- **Dry pavement / roadway**

Under these conditions, a **maximum of 10 mph** over the speed limit is authorized per the Basic Speed Law.

Code 3 Driving

Exempt Privileges

Can drive in any lane

Drive against traffic

May stop or park anywhere

Turn from any lane

Pass vehicles on right

Code 3 Driving- Controlled Intersections

WHAT ARE CONTROLLED INTERSECTIONS?

- Red Light or Yellow Traffic Light
- Stop Sign
- Yield Sign

SDFD Policy

All emergency vehicles shall come to a **complete stop at all controlled intersections.**

Code 3 Driving- Controlled Intersections

All emergency vehicles shall not exceed the posted speed limit when entering intersections with a **GREEN LIGHT.**

Blocked/Heavily Congested Intersections



You must be prudent and have due consideration for all road and traffic conditions.



Avoid forcing civilian vehicles into an intersection against the right of way.



Leave the warning light on but discontinue siren use until the light changes or drivers voluntarily yield



If drivers voluntarily clear a route, then resume Code 3 response

Code 3 Operations

Assume other drivers do **NOT** hear your siren

Avoid passing on the right

REQUEST right of way from other drivers

Account for **ALL** lanes of traffic before proceeding through an intersection

Code 3 Operations

Emergency vehicle drivers must drive defensively, and be prepared for unexpected, inappropriate actions of others.

Code 3 Driving- Inclement Weather

During inclement weather or hazardous road conditions, vehicles shall drive at reduced speeds as appropriate, and at no time exceed the posted speed limit. Be aware that the posted speed limit may be too fast for current conditions.

Code 3 Driving



When emergency vehicles must travel into oncoming traffic lanes, the maximum permissible speed is 15 mph.

Code 3 Driving

Firefighters may drive the fire apparatus Code 3 while an Engineer is on the apparatus. The firefighter must be properly licensed and certified on the particular apparatus.

Firefighters in an Out of Class Assignment have all the responsibility and authority of an engineer.

Lane Placement



Drivers will routinely use the lane closest to the center of the street, in the direction of travel.



Position emergency vehicles so other vehicles in the path do not expect to be passed on the right.



Vehicles in the path of an emergency vehicle shall be given adequate time and distance to move to the right and yield the right of way.

Traveling In Center Or Oncoming Lanes

Civilians do not expect to see a vehicle going the wrong way on their side of the road.

When practical, units will avoid traveling against traffic.

When there is no reasonable way to proceed with the flow, travel against traffic is acceptable with extreme caution and at

15 mph MAXIMUM.

Traveling In Center Or Oncoming Lanes

Travel in the # 1 lane of the oncoming lanes, as close to the center divider as possible.

Return to normal traffic lanes as soon as possible.

When using the center median or oncoming lanes to approach a controlled intersection (stop sign, traffic signal), the driver **MUST** slow the vehicle.

If necessary, bring the vehicle to a complete **STOP** to prevent vehicle contact with property or pedestrians.

Passing On The Right

If a vehicle stops in the path of an emergency vehicle, it may be passed on the right once it is reasonably established that:

THE VEHICLE IS COMPLETELY STOPPED AND WILL NOT MOVE TO THE RIGHT.

You, as the driver, will allow sufficient clearance and proceed at a speed that will allow the vehicle to maneuver or stop if necessary.

Code 3 Driving- Canceled en-route

Emergency vehicles cancelled en-route, shall reduce code when it is safe to do so.

Reducing code should take place once the emergency vehicle is clear of intersections or past traffic that has yielded the right of way.

Code 3 Driving- Freeway Responses

Freeway responses shall be “NO CODE” unless in the opinion of the company officer a “code 3” response would be advantageous or more appropriate.



City Streets, Highway, and Freeway Emergencies



CHP is IC (AHJ - authorities having jurisdiction)



CHP can direct you to move your rig



Once patient contact has been made and treatment is necessary, CHP cannot make you leave

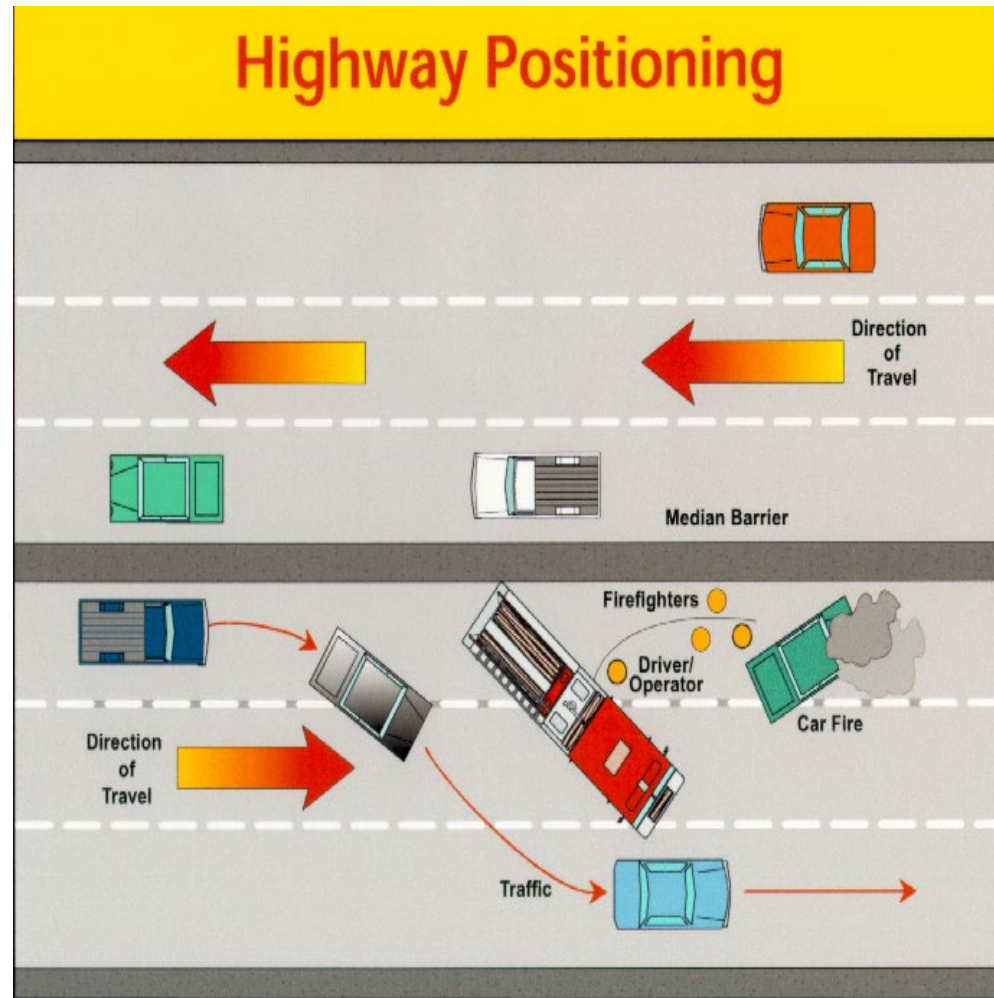


CHP cannot direct medical care, unless they have greater qualifications

City Streets, Highway, and Freeway Emergencies

Where practical, emergency vehicles should be parked off the roadway to allow normal traffic flow and access for other emergency vehicles.

Where necessary, an emergency vehicle should be placed to protect the scene, patients, and emergency personnel.



City Streets, Highway, and Freeway Emergencies

Emergency Vehicles should be positioned so as to afford maximum protection for the work zone, and visibility to oncoming traffic based on environment and physical road conditions.

Company Officers should consider requesting additional resources as necessary to ensure maximum protection.

Do not block lanes if you don't have to.

City Streets, Highway, and Freeway Emergencies

When responding to emergencies on freeways and city streets, ambulances should park in front of the engine or truck companies to provide maximum protection for the work zone.

Company Officers shall make every effort to coordinate scene protection with law enforcement officials.

Good communications with ambulance personnel can greatly improve compliance

School Buses



When responding Code 3 and approaching a school bus displaying red lights or stop sign clapboard, on either side of an undivided roadway, emergency vehicles will come to a complete stop.

Once the driver has made visual contact with the bus driver or can be reasonably assured that it is safe to pass, the emergency vehicle may do so at 15 mph.

When approaching a school bus displaying red lights on the opposite side of a divided or multi-lane highway, a driver must pass with due caution.

Railroad Crossings

At no time shall any SDFRD vehicle be driven through or around a railroad crossing when crossing gates and/or alarms are activated.

Notify metro of the delay!



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Safe Driving Practices

All SDFRD employees are required to use seat belts at all times when operating emergency and non-emergency vehicles.

Personnel riding in the rear of an ambulance and actively providing patient care are exempt from seatbelt usage. If sitting for a prolonged period of time, seat belts will be used.

Prior To Apparatus Movement

Prior to Apparatus Movement Company Officers/Supervisors and Drivers will insure:

All crew members are seated with seat belts fastened.

All equipment is secured.

All compartment and cab doors are secured.

Backing Procedures

BACKING SHOULD BE AVOIDED

Standardized hand signals shall be used for backing (reference Drill Manual).

Emergency vehicles that are backing shall utilize code 3 warning lights and sound a horn twice to signify the beginning of movement.

All crew members will assist the Driver throughout the backing process.

Backing Procedures

Crew members will be at the rear of the apparatus, on the ground, on either side, and will utilize the back-up buzzer if so equipped.

The Captain/supervisor will be on the ground in a position to ensure a safe backing operation.

If the driver loses sight of the backer, they shall immediately stop until contact is re-established.

Company Officers, Drivers, and Crew Members can and will be held responsible for backing accidents.

Personnel on foot are to refrain from entering traffic lanes at any time when backing into stations.

Chock Block Usage

City of San Diego Administration Regulation 75.92

All SDFRD personnel, operating any vehicle other than an ambulance, passenger car or sport utility, are required to use a chock block when the vehicle is parked or left unattended.

Supervisors will be accountable for the proper use of chock blocks.

Chock Block Usage

Fire apparatus when parked inside of a fire station, are exempt from wheel chock usage if:

- The vehicle is not running.
- A parking brake device is operational and in use in conjunction with SDFRD approved “rack” with the left rear tires cradled within it.



Engine 9 Rear Door

Chock Block Usage

Chock Blocks at Emergency Incidents

- Engine companies may chock either driver's side front or rear tires.
- Truck companies must chock the driver's side front tires only.
- During aerial operations, both front tires are to be chocked to prevent movement of the truck.
- All other vehicles will typically chock the left rear tire.

Review



Review



WHAT IS THE MAXIMUM SPEED WHILE DRIVING INTO ONCOMING TRAFFIC?



15 MPH

Review

CVC 21055 (a) – To legally function as an emergency vehicle:

- The vehicle is being driven in response to an emergency call.
- A siren is sounded as is reasonably necessary.
- A red lighted lamp is visible from the front of the vehicle for 1000’.

Review

TO FUNCTION AS AN SDFRD
EMERGENCY VEHICLE:

All available warning
devices operating

And using a siren as
reasonably necessary

Review

WHAT IS THE MAXIMUM SPEED OF
RESPONSE IN A 35 MPH ZONE?



Review

**BACKING SHOULD
BE AVOIDED WHEN?**

Whenever Possible

Review

Is an Opticom an emergency warning device?

NO! Traffic preemption device

Review

WHAT IS THE SDFD DEFINITION OF A CONTROLLED INTERSECTION?

Red Light

Yellow Flashing Light

Stop Sign

Yield Sign

Review

When can we drive around railroad crossings with arms down or alarms activated?

NEVER