TOLEDO FIRE & RESCUE DEPARTMENT

C-26 Driving Procedures

Emergency Manual

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Policy/Procedure

1. All members shall have a valid driver's license and produce such upon request of the Fire Administration.

2. All members shall be seated and wear seat belts while vehicles are in motion.

3. Drivers of all vehicles, when not responding to an emergency they are dispatched to, shall comply with all state traffic regulations.

4. While responding Code-3, all fire department emergency vehicles shall come to a full stop before entering;

- a negative right-of-way intersection (red light, flashing red light, or stop sign),
- a blind intersection,
- or any intersection where hazards are present (such as construction),
- and/or the driver cannot account for all oncoming traffic lanes.

- The emergency vehicle shall not enter the intersection until all approaching traffic has yielded the right-of-way and it is safe to proceed with due regard for public safety.

- The emergency vehicle driver and officer or other front seat member when not an officer, shall ensure that all approaching vehicles in all lanes have yielded the right-of-way before advancing. When the officer or acting officer recognizes or should reasonably recognize a violation of this policy, they have a duty to act to stop the violation.

5. ORC 4511.24 states that "speed limits do not apply to emergency or public safety vehicles when they are responding to emergency calls and are equipped with and operating flashing, oscillating or rotating lights, and sound audible signals by bell, whistle or siren". Departmental policy requires drivers not to

exceed 10 miles over the posted limit except in those conditions that warrant a greater speed without compromising due regard for public safety. (School zones – no more than 20 mph during restricted hours.) This section does not relieve the driver from the duty to drive safely.

6. Traversing one-way streets opposite of the prescribed direction shall be attempted only when the distance to be traveled is no more than one block or when there is no other direct route available. But, in either case, extreme caution shall be exercised and speed reduced accordingly. (ORC 4511.03)

7. Passing of emergency vehicles when responding to emergencies shall NOT be permitted unless a signal is given by the driver of the lead vehicle and it can safely be accomplished.

8. When two emergency units approach an intersection at the same time and there is a traffic signal, the emergency unit with the green light has the right of way. At unmarked intersections, the vehicle on the right has the right of way. If at all in doubt, TFRD drivers shall slow down or stop and give signal to or take signal from the other vehicle.

9. Generally, TFRD apparatus are not designed for off-road use. TFRD Department policy prohibits taking vehicles off-road unless the benefit of doing so outweighs the risk of demobilizing the unit. The Incident Commander shall be responsible for this decision.

10. Siren and air horn use shall be restricted to emergency response or where traffic conditions warrant an audible warning to other drivers. They are not to be used frivolously. Decibel levels sirens and air horns produce can cause physical harm to TFRD members and passers-by on the street. Members shall exercise discretion in the use of these devices.

11. The emergency vehicle driver shall be responsible for ensuring that the rig is fully secured before moving, such that compartment doors are shut and no equipment has been left unsecured or outside the vehicle.

See Also:
ORC 4511.03

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