TOLEDO FIRE & RESCUE DEPARTMENT

C-82 Rapid Intervention Team - RIT

Emergency Manual

Date Revised: 03/03/2022

Last Modified: 09/27/2024 10:00

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PURPOSE

The mission of RIT is to assist interior crews in locating and rescuing lost, trapped, or injured firefighters at fires or other emergencies. RIT is considered part of the Safety Sector.

STAFFING

A RIT team shall be comprised of a minimum of four firefighters who have received training in RIT techniques and procedures.

DISPATCH

A unit will be designated as the RIT on initial dispatch to all working fires, or when RIT is requested by an Incident Commander (IC) at any emergency. When the RIT crew arrives, they must announce their staged location and that they are assigned RIT. If the IC reassigns a unit initially dispatched as RIT, they shall immediately assign another unit to RIT duties, if needed.

OPERATIONS

RIT is an active safety measure designed to enhance overall scene safety. It is important for the officer and their crew to discuss and make assignments each morning. Be prepared for RIT before being called to act.

The TFRD **expects RIT to be mentally proactive and engaged in the incident at hand**. They will also be expected to be able to either effect a rescue, assist interior crews with one or aid exteriorly as they can within the scope of their operations if needed. Any time RIT is required to make entry for the rescue of a firefighter, Mayday C-66 shall be followed.

Upon arrival, the RIT officer shall report to the IC at the command post. The IC shall convey crew

assignments, locations and any pertinent safety information. The RIT crew shall gather tools and equipment while the RIT officer then conducts a 360 Survey.

1. The 360 Survey - shall be completed as per the 360 Survey Procedure C-120 with the following additions:

1. Observe structure and fire flow with a focus on crew locations and how best to get them out should that need arise.

2. This is to include ways in and out of the structure, window configurations, fire escapes, airing decks, porches and the feasibility for placement of a ground ladder at a window as an additional means of egress.

2. Additional Means of Egress – if applicable, the RIT officer will direct the location based on the information gained through their 360, to place a 24ft extension ladder for rescue or escape purposes.

1. The location of interior crews nearest the main body of fire should be a guiding factor in deciding placement.

2. This may include laddering multiple sides of the structure.

3. One RIT firefighter should be responsible for staying with the ladder for quick response should it be needed.

4. Knowing what we know now of fire flow path:

    1. If the RIT officer believes fire conditions and the threat to interior crews is low, leave the window in place.

    2. Should conditions change and the RIT officer believes a threat exists to interior crews, the firefighter at the ladder can go up to the window, break it and use a hand light to help crews evacuate.

5. The location of the egress ladder shall be announced over the radio by the RIT officer, when raised. To pinpoint the exact window, the actual side the ladder is on should be stated first, and then refine as to which corner on that side. (“All crews, additional means of egress Division 2 Alpha side porch roof and Charlie side, Delta corner window.”)

3. The RIT Bag - shall be staged for immediate RIT team use at all working fires.

1. The RIT bag contains a **1 hour** SCBA fitted with a transfill hose, an SCBA mask, an additional 20ft transfill hose and a Mega Mover. The Mega Mover allows for more versatility and usability than a stokes basket.

4. The RIT Line – implementing dual pumping allows us the flexibility of employing a RIT line.

1. If there is smoke, fire and crews operating interiorly, a RIT line shall be pulled. It can be flaked out and staged uncharged, ready for use.

2. A RIT line in place allows us to act immediately and make a difference should something thermal in nature occur unexpectedly to interior crews.

3. It can also be used to assist with firefighter rescue.

5. Soften the Structure – the RIT officer needs to consider removing hazards to crews that may impede or outright block a firefighters' means of emergency exit.

1. This includes boarded up doors and security bars on windows.

2. May also include obstacles to safe egress and ingress of the structure.

3. Based on information gained during the 360 and from monitoring radio traffic, the RIT officer should be constantly re-evaluating the scene and anticipate potential problems and add the tools needed to overcome those problems. Such as…

    1. A roofing ladder can overcome holes in the floor.

    2. A K12 can be utilized if there are bars on the window.

4. The RIT team shall note the location of additional equipment and resources on scene should they be needed.

DEPLOYMENT ONCE SET UP

Ultimately, it is the RIT officer's responsibility to place personnel as they see fit based on the structure and conditions.

Immediately upon the officer completing the 360-scene survey, the team shall:

1. Review the identified 360 survey critical factors.

2. Deploy additional means of egress ladder(s), if applicable.

3. Deploy a RIT line, if applicable.

4. Handle any softening deemed necessary.

5. Be positioned in a manner that all four sides of the fire building can be monitored.

Once the team is in position and staged with the RIT bag, the benchmark ("Command. RIT Ready.) shall be transmitted.

Each RIT member shall be responsible for constantly monitoring the building, smoke and fire conditions, operating crews' locations and be alert for a Mayday declaration or PASS device activation. It's also imperative to listen critically to all fire ground radio traffic for phrases that signal potential safety issues such as; "flashover," "fire below us," "ceiling collapse," and "low air" to name a few.

ADDITIONAL RESCUE EFFORTS

During a rescue, the RIT officer's task is to coordinate RIT operations in a safe manner. The officer has the authority to request additional staffing to facilitate rescue operations.

The RIT officer must consider the following:

1. How to approach and assess the downed firefighter.

2. How to supply air to the downed firefighter.

3. How to extricate the downed firefighter.

4. Whether the path to the downed firefighter is clear.

5. Whether the means of egress is clear.

RIT is expected, in conjunction with the IC and Safety Officer, to recognize when the event becomes a technical rescue and adapt accordingly.

See Also:

Permanent link:
https://www.tfrdpolicies.com/dokuwiki/doku.php?id=c_manual:c82

Last update: **09/27/2024 10:00**