# DALTON FIRE DEPARTMENT

**Standard Operating Guideline**

**S.0.G.: FO-17**
**Effective: 02-04-2013**
**Revised: 10-24-2017**
**Reviewed: 10/24/2023**

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**Fire Chief Signature** **DATE**

**Title:** Truck Operations at Working Structure Fires

**Scope:** All personnel

**Reference:** Truck Company Operations 2nd ed.
Fire Officer's Handbook of Tactics 3rd ed.

**Procedure:**

Truck company functions should include, but are not limited to, the following:

- Ventilation (natural or forced) achieved horizontally or vertically. Horizontal ventilation is normally achieved through the use of natural openings, such as windows and doors. Vertical ventilation involves opening the structure above the fire by means of natural openings skylights or attic vents or the creation of an opening (cutting a hole and pushing ceiling).
- Entry (forcible or otherwise) can be made through doors or windows. When forcible entry is required, efforts should be made to minimize damage by using the proper tools to quickly gain access.
- Search and rescue falls into two categories: primary and secondary. Primary search is a time sensitive process that must be completed in an efficient manner. Secondary search is a thorough process which should be completed after the fire is under control and performed by a crew other than those that were involved in the primary.
- Laddering (ground and aerial) is an important function when working on upper floors for establishing means of entry and egress.
- Utility control (electric, gas, water) is normally completed by the outside crew, which provides an element of safety for interior crews.
- Elevated master streams provide a tactical advantage for applying water from above. When an elevated master stream is requested, it will be the responsibility of the truck company to establish and operate.
- Overhaul is the process of checking for extension and removing any hazards. Salvage operations can be used to protect or save property.

**Ventilation/Roof Operations**

Safety must be the primary consideration during every vertical ventilation operation. No personnel shall be allowed on bowstring truss, lightweight metal or tile/slate roofs under fire conditions. Operating above a fire is an extremely hazardous situation. Understanding this policy and practicing it shall help to ensure our firefighters' safety during vertical ventilation operations.

The first arriving company and the Incident Commander should evaluate roof conditions prior to committing resources to the roof. Aerial apparatus should be strategically placed to allow for safe access to and from the roof area. Crews must enter the roof from an established safe area and must have a secondary means of escape. The first personnel to access the roof must quickly evaluate conditions to assure the roof is structurally sound before proceeding. While on the roof, personnel must continually evaluate their escape routes and progress throughout the duration of roof operations.

Bow string truss roofs – **During fire operations, no firefighter shall operate on a bow string truss roof.**

Tile/slate roofs – **During fire operations, no firefighter shall operate on a tile/slate roof.**

Lightweight metal roofs **- During fire operations, no firefighter shall operate on a lightweight metal roof.**

When these roof types/coverings are encountered, vertical ventilation shall only be achieved by working from an aerial ladder.

**Extreme caution should be exercised in conducting roof operations on lightweight wood truss (Type V) roofs and lightweight steel truss roofs with metal decking.** When these roof types are encountered and vertical ventilation is deemed necessary, crews should utilize natural openings and immediately vacate the roof.

Roof operations should always take place utilizing minimal personnel and from as stable a working platform as possible. This includes the use of safety lines, roof ladders, or aerial devices.

The physical placement of apparatus on the fire ground is critical. No more critical placement is made than that of the first arriving truck company. All responding units must consider the placement of the truck (in front of the structure on residential and in the best tactical position for commercial) as a top priority.

**All personnel involved in roof operations shall wear full personal protective equipment including SCBA when operating above a fire. Personnel working/operating from an aerial device will wear ladder belts at all times.**

## Utility Control

Depending upon the type of occupancy, utilities control can be accomplished by one of the following methods:

- Pulling the electrical meter (should be taken to command)
- Individual breakers
- Electrical main/disconnect
- Shunt trips
- Closing control valve on gas meter or LP tank

Dalton Utilities should be notified by the Incident Commander via dispatch.

## Truck Company Responsibilities for Residential and Commercial Fires

### Inside/Interior Truck

- Primary functions: forcible entry, primary search/rescue, and locating/isolating the fire
- Secondary functions: salvage & overhaul

### Outside/Exterior Truck

- Primary functions: utilities, force rear door/windows, ground ladders placement, ventilation (horizontal and/or vertical dictated by conditions/needs/roof construction), vent enter isolate search (VEIS), aerial ladder operations, and roof rescue
- Secondary functions: secondary search, salvage, and overhaul

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# DALTON FIRE DEPARTMENT

**Standard Operating Guideline**

**S.0.G.: FO-12**
**Effective: 07-09-2013**
**Revised: 10-24-2017**
**Reviewed: 10/24/2023**

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**Fire Chief Signature** **DATE**

**Title:** Initial assignments for all structure fires and fire alarms

**Scope:** All personnel

**Reference:** NFPA 1021, 1500, 1710
OSHA 29 CFR 1910.134(g) (4)

**Purpose:** To assist the Incident Commander and company officers in improving efficiency, effectiveness, and safety by establishing a framework for initial assignments at structure fires and fire alarms.

## Procedure:

The first unit to arrive on scene shall give an initial report, conduct a 360 degree size-up, and establish command over the priority radio channel (DFD Main). The Incident Commander will be responsible for ensuring a 360 is completed and communicated on all incidents. Other benchmarks, including fire under control (where applicable), primary & secondary search, and termination of command, shall be communicated over the priority radio channel.

Making obvious rescues and providing care for victims takes priority over all other fire ground operations.

**First Arriving Engine Company**

The first arriving engine company is responsible for the initial hoseline stretch and fire attack. A dedicated water supply may be established by this company, but is not mandatory. The second due engine company should be notified immediately if the initial arriving engine company establishes their own water supply.

Fire attack should be initiated when there is an immediate life safety issue or when the officer determines that an interior fire attack will make a dramatic impact on the spread of the fire. If there is no life safety issue or an interior attack will not greatly affect the outcome, the first arriving engine should prepare for fire attack but not enter the building without a rapid intervention team (RIT) established and in place.

## Second Arriving Engine Company

The second arriving engine company is responsible for establishing a dedicated water supply (if not achieved by first arriving engine) for fire suppression operations.

Once a water supply is secured, the second arriving engine company should deploy a backup line (if not already in place) and establish a Rapid Intervention Team (RIT) to include a dedicated equipment cache.

The RIT officer will report directly to the Incident Commander. He or she will monitor all radio traffic while crews are actively working, and will complete continual 360s of the involved structure where possible.

## Third Arriving Engine Company

The third arriving engine company will report to Command/Staging for assignment.

In the event of a working fire where an active suppression system and/or standpipe system is present, the third arriving engine will be responsible for water supply to the suppression system and/or standpipe.

At the discretion of the Incident Commander, the supply lines to the suppression system may be left uncharged until initial recon reports are received, identifying the need for the system.

## First Arriving Truck Company

The initial truck functions of forcible entry and primary search shall be conducted with utmost priority, regardless of the order of arrival.

For the purposes of this guideline, it is assumed that Squad 1 will act as a complement to the initial arriving truck company.

Truck company functions on single family, multifamily, and commercial structure fires should include, but are not limited to, the following:

Forcible entry – priority function
Primary search – priority function
Rescue and/or extrication
Ventilation (natural or forced)
Laddering (ground and aerial)
Utility control
Salvage and overhaul
Scene lighting
Elevated master streams

The most efficient and effective way to accomplish these tasks is through the formation of interior and exterior elements of the truck company. The formation and assignment of these teams shall be at the discretion of the truck company officer based on observed conditions and tactical needs of the scene.

**Notes**

All truck company operations should be performed in accordance with DFD SOG FO-17, *Truck Operations at Working Structure Fires*.

All operations on the fire ground should be performed with firefighter safety as the primary goal. As always, overarching incident priorities are life safety, incident stabilization, and property conservation.

The assignments included in this guideline are meant to serve as a framework for initial operations and are subject to modification by the Incident Commander.

Task and tool assignments are outside the scope of this guideline and shall be at the discretion of the company officer.

If dispatch has advised that the incident is a confirmed structure fire, the OIC may consider having additional units dispatched, depending on the structure.

# DALTON FIRE DEPARTMENT

**Standard Operating Procedure**

**S.0.P.: SCBA-01**
**Effective: 11-06-1992**
**Revised: 10-23-2017**
**Reviewed: 10/24/2023**

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**Fire Chief Signature** **DATE**

**Policy:** SCBA Testing and Maintenance

**Scope:** All Personnel

**Procedure:**

Function tests and maintenance shall be performed on the first Saturday of each month. If an unforeseen event (training, holiday, staffing shortage, incident, etc.) prevent these tests from being performed, it is the on-duty shift's responsibility to reschedule testing and maintenance within one week of the original date.

All air-paks shall undergo a yearly function test according to manufacturer's specifications and in accordance with NFPA 1852.

Fit testing shall be performed annually for all personnel required to wear an SCBA. Personnel shall be able to pass this fit test at any time while on duty. No facial hair shall touch the rubber seal of the face piece. Sideburns shall not extend below mid ear and shall not cause interference with the seal of the face piece.

Monthly function tests shall include:

Visual inspection of the complete respirator for worn or aged rubber parts, worn or frayed harness webbing, or damaged components

Visual inspection of cylinder for dents or gouges in metal or in fiberglass/carbon wrapping. Cylinders which show exposure to high heat or flame, such as paint turned brown or black, decals charred or missing, gauge lens melted or elastomeric bumper distorted, shall be removed from service and emptied of compressed air.

Check hydrostatic test and manufacture date to ensure they are current

Hydrostatic test requirements:

- Aluminum cylinders 5 years
- Carbon cylinders manufactured or tested prior to 7/01 3 years
- Carbon cylinders manufactured after 7/01 5 years
- All other cylinders 3 years
- Cylinder service life 15 years

Check cylinder pressure gauge for “full” indication. If cylinder pressure shows less than “full”, replace with a fully charged cylinder

Check to ensure reducer hose coupling is hand tightened to the cylinder valve outlet

Check that the breathing regulator purge valve (red knob on regulator) is closed (fully clockwise and pointer on knob upward)

Fully depress the center of the donning switch on the top of the regulator and release

Slowly open the cylinder valve fully; the Vibralert alarm shall actuate and then stop and the PASS device should power up and give an audible confirmation chirp

Allow the air-pak to remain motionless until the PASS device goes into alarm to ensure proper function, then reset pass and manually activate to ensure proper function

Fully close the cylinder valve and open the purge valve slightly to vent residual air pressure from the system. The Vibralert shall actuate as the pressure drops below ¼ or 1/3 cylinder pressure mark on the remote gauge, depending on the SCBA manufacture date. When air flow stops, return the purge valve to the fully closed position (pointer on knob upward) and deactivate PASS device.

WARNING

If any pak alarm does not activate properly, the apparatus shall be removed from service and repaired by Scott certified personnel.

If any other issues or discrepancies are found when using the above listed procedures, the breathing apparatus shall be removed from service, tagged, and repaired by Scott certified technicians (NO EXCEPTIONS)