



Taylors Bridge Fire Department, Inc.  
Standard Operating Guidelines

Procedure: **SOG-803**  
Date: **06/15/04**  
Page: **1 of 4**  
Revision: **A**

## Vehicle Fires

	TABLE OF CONTENTS	PAGE
1.0	Purpose	2
2.0	Scope	2
3.0	Apparatus Approach and Positioning	2
4.0	Safety Perimeter	2
5.0	Potential Hazards	3
6.0	Fire Attack	3

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## 1.0 Purpose

- 1.1. The purpose of this procedure is to assure the efficient extinguishment of fires involving automobiles and other light duty vehicles while maintaining the highest level of safety for all responding personnel.

## 2.0 Scope

- 2.1. This guideline shall apply to all motorized vehicles or any non-motorized that are reported to be on fire. For the purposes of this procedure the absence of smoke or flame shall not constitute sufficient evidence that a fire condition does not exist.

## 3.0 Apparatus Approach and Positioning

- 3.1. Apparatus responding to a vehicle fire shall be positioned (as far as conditions permit):
  - 3.1.1. Uphill from the involved vehicle to prevent burning fuel from running toward the apparatus.
  - 3.1.2. Upwind from the involved vehicle to minimize smoke exposure to the apparatus and the apparatus operator.
  - 3.1.3. At least 75 feet from the involved vehicle to provide a safety zone around the involved vehicle.
  - 3.1.4. Park diagonal in roadway to stop traffic, protecting personnel from approaching traffic. May reposition the apparatus after fire is extinguished to allow traffic flow to resume.

## 4.0 Safety Perimeter

- 4.1. A safety perimeter shall be established around the involved vehicle. The area of the safety perimeter shall be an area within a 75-foot radius of the vehicle. All personnel operating within the safety perimeter shall be in full protective clothing and SCBA.

 <p>Taylors Bridge <b>FIRE RESCUE</b> Sampson County NORTH CAROLINA</p>	Taylors Bridge Fire Department, Inc. Standard Operating Guidelines	Procedure: <b>SOG-803</b> Date: <b>06/15/04</b> Page: <b>3 of 4</b> Revision: <b>A</b>
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## 5.0 Potential Hazards

- 5.1. All personnel shall operate with an awareness of the following potential hazards:
  - 5.1.1. Shock absorbing bumpers that may explode and separate from the vehicle.
  - 5.1.2. Multiple or auxiliary fuel tanks.
  - 5.1.3. Sealed drive shafts that may explode when heated.
  - 5.1.4. Multiple batteries (especially on diesel vehicles).
  - 5.1.5. Propane or LNG fuel tanks (especially on utility company vehicles).
  - 5.1.6. High-pressure hoses connected to air conditioning equipment that may separate or burst releasing oil and pressurized gases.
  - 5.1.7. Hood springs that may be weakened by exposure to fire (hood should be propped open with an appropriate tool).

## 6.0 Fire Attack

- 6.1. The initial attack shall be made with a line capable of flowing at least 100 GPM. As soon as possible, the initial line shall be backed up with a second line also capable of flowing at least 100 GPM (optional, depends on the size of the fire).
- 6.2. If possible the vehicle should be approached at a 45° angle so that firefighters are not in a direct line with the front or rear bumpers. When approaching an well-involved vehicle a wide spray pattern will provide maximum protection for personnel.



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Standard Operating Guidelines

Procedure: **SOG-803**  
Date: **06/15/04**  
Page: **4 of 4**  
Revision: **A**

- 6.3. Any fire exposing the fuel tank(s) should be controlled first. Exposed fuel tanks should be cooled to minimize internal pressure and the possibility of rupture. After all fire around the fuel tanks has been controlled move to the passenger and engine compartments.
- 6.4. Use extreme caution when opening the passenger and engine compartments. Fire may flash outward when the compartment is ventilated. Always have charged hose lines available before the compartment is opened and all personnel should stand to the side when a compartment is opened.
- 6.5. The electrical system should be secured as soon as possible by disconnecting or cutting the battery cables. Always disconnect the negative or ground cable first.
- 6.6. All vehicle compartments shall be verified that no fire is present. It does not matter if the area shows any burning or not.
- 6.7. Foam shall always be used when involving apparatus transporting flammable fuels and/or when a major fuel leak is present. Apply a blanket of foam completely cover the area to reduce ignition. Call for additional resources as needed.