

This guideline provides North Zone Fire Agencies procedures for operating at rescue vehicle traffic collisions involving extrication. The purpose of this guideline is to assure safe and efficient operations with the accident scene, vehicles, and the complete removal of all occupants from entrapment. For additional information on vehicle extrication, please refer to the Truck Module Training Manual Section 900.00.

Personnel Protection:

Full Structural Protective clothing, including eye and ear protection, are to be worn by all personnel while operating on a rescue vehicle traffic collision.

Apparatus Placement:

All fire department apparatus on scene of a rescue vehicle traffic collision incident should position in a way that provides the highest safety for all emergency workers and the public. Additionally, apparatus should be placed close enough to deploy a pre-connected hose line, while leaving room for the truck company or rescue/extrication apparatus.

All apparatus should be positioned to protect firefighters from oncoming traffic, downed power lines, leaking flammable liquids, and/or anything that may pose a hazard to firefighters.

Incident Commander/ Company Officers Approach and Considerations:

All company officers should use a systematic approach when dealing with rescue vehicle traffic collisions involving extrications. This will ensure safe and effective operations for all accident scene personnel and occupants within the vehicles. The North Zone Fire Agencies have adopted the acronym **S.H.A.D.E.** as a guideline to cover all the important areas for dealing with extrication incidents.

- S-** Size-Up/Windshield (Report on Conditions)/360 degree view of the scene.
- H-** Hazard Control/Assessment (Apparatus Placement/Scene Safety)
- A-** Access Patients (External/Internal Observations)
- D-** Disentanglement (Plan A and B are recommended)
- E-** Extricate (Removal of the occupants)

Size-up:

The size up process begins at the time of dispatch which can include information received from dispatch, time of day, location, weather, and any special information. As the Fire Officer approaches the scene, he/she shall make the best attempt to view the 360 degrees of the scene which will increase his/her overall situation awareness and decision making process. It is the responsibility of the first-in fire officer to determine the number of vehicle(s) and

occupants so that he/she can make additional resource requests as needed. Size-up actions will include: Report on conditions, make assignments, order resources and consider establishing I/C.

North Zone Technical Rescue Resources:

San Marcos Fire Department
Vista Fire Department
Carlsbad Fire Department
Encinitas Fire Department

Hazard Control/ Assessment:

Scene safety is the most important step to ensuring overall safety for firefighters. Scene safety considerations will begin and end the incident with proper apparatus placement. The vehicles 12 volt electrical system must be shut down in this phase.

Hazard Control/Assessment actions:

- Protect scene with apparatus
- Use Traffic warning devices (flares, cones)
- Deploy a charged pre-connect hose line
- Stabilize vehicles
- Scan the dashboard and determine if the vehicle is a Hybrid. If it's a Hybrid, then follow the **Procedures #1 and #2 in Section 903.00 page 4 of 13.**
- De-energize vehicles. This includes disconnecting the 12v battery and ensuring the vehicle engine and headlights are off. 4-way hazards are to be turned on to alert if battery power still exists. This is a vital component when dealing with hybrids
- Assess and control fluid leaks as warranted

Accessing Patients:

As firefighters enter the vehicle for patient access, they must observe external and internal hazards that may injure firefighters and the occupants within the vehicles. All personnel must maintain the 5-10-20 rule (5" from side air bag, 10" from driver's air bag and 20" from front passenger air bag) near airbag zones. Additionally, personnel should observe the numbers of patients, their configurations within the vehicle, potential injuries, access issues, and any information that will assist in the patient removal strategy. Patient comfort and covering will also take place during this phase and firefighters should maintain patient contact.

Disentanglement:

The company officer in charge of the extrication operation will evaluate the vehicle (pillars, rails, and doors), the position of the vehicle, the scene, and the overall configuration of the

incident to develop an extrication plan. The extrication plan must be clearly communicated with the Paramedic assigned as patient-person, and those working in close proximity to the vehicle itself. It will be important for each officer in charge to anticipate challenges during extrication incidents, and develop alternative strategies for extrication. One of the plans may include the use of hand tools as opposed to hydraulic tools. The original plan may begin on the driver's of the vehicle and then the next plan may be switched to the passenger side of the vehicle. Disentanglement Actions: Try before you pry, "Peel-N-Peek", establish tool cache, establish control zone, and glass management practices.

Extricate:

The extrication process is the process of removing the patient from the vehicle(s). The firefighter attending the patients should develop an extrication plan based on the mechanism of injury and configuration of the vehicle(s). The plan may include the path of removal of the patient(s), the equipment needed for patient removal (backboard, KED device, etc.).