

BLACKWOOD FIRE COMPANY OPERATING GUIDELINE

1.9 INCIDENT RESPONSE - VEHICLE FIRES

- 1.9.1 Members staffing SCBA equipped positions shall don same prior to apparatus response, or immediately upon arrival at the scene, IAW OG# 7.2.1.
- 1.9.2 Apparatus shall be placed uphill and upwind at least 75' from the involved vehicle.
- 1.9.3 The IC shall coordinate with the PD to ensure a safe work zone has been established prior to the initiation of suppression operations.
- 1.9.4 When possible, the first due engine shall be positioned to provide a safe work zone for the crew. This is generally accomplished by stopping short of the fire, positioning the apparatus in a blocking position, and utilizing the front bumper line for attack.
- 1.9.5 The IC shall attempt to locate the driver/operator of the involved vehicle(s) to obtain the following information:
- Whether there are any occupants in the vehicle
 - How the fire started
 - Whether there are any hazardous materials or other dangerous substances in the vehicle
 - Whether the vehicle is powered by an alternate fuel system
 - Any other information that could affect the suppression efforts and/or the safety of the crew
- 1.9.6 If fire conditions permit, wheel chocks shall be utilized to prevent movement of the involved vehicle. This task is generally the responsibility of the Company Officer.
- 1.9.7 All personnel engaged in suppression operations and exposed to smoke shall be equipped with SCBA and on air until the fire has been extinguished and the smoke no longer presents a hazard.

- 1.9.8 A minimum of one (1) 1 3/4" hose line shall be placed in service when there is any significant involvement of a vehicle.
- 1.9.9 A dry chemical extinguisher should be brought forward and placed in a position of readiness in the event of a flammable liquid fire. An SCBA equipped firefighter should be assigned to the extinguisher if sufficient staffing exists.
- 1.9.10 Additional suppression devices, including the Foam Pro and/or a foam suppression line should be placed in service when conditions warrant.
- 1.9.11 Personnel involved in suppression activities should consider the various hazards inherent to a burning vehicle (shock absorbing bumpers, seat belt pre-tensioners, alternative fuels, running flammable liquid fire, etc...) when planning their approach to the vehicle.
- 1.9.12 The second arriving engine should be positioned in a manner which contributes to the safe work area. The apparatus operator should be prepared to supply the first engine with a 3" supply line if it appears additional water will be needed. For commercial vehicle fires consideration should be given to establishing a water supply from a hydrant or initiating a water shuttle operation.
- 1.9.13 The crew of the second arriving engine should bring the hydraulic spreader forward, and should be prepared to assist with forcing entry to the engine compartment or trunk if needed. The crew should also be prepared to deploy a backup line if warranted.
- 1.9.14 The electrical system(s) of involved vehicles should be de-energized as soon as safely possible.
- 1.9.15 Vehicle fires involving hazardous materials shall be handled IAW OG# 1.16.

1.9.16 If a Fire Marshall has not responded to the scene, the IC shall attempt to obtain as much of the following information as possible and ensure same is recorded on the Incident Report:

- Operator name, address, and phone number
- Owner name, address, and phone number
- Vehicle registration number and state
- Vehicle Identification Number (VIN)
- Insurance carrier and policy number
- Brief description of vehicle (year, make and model)

1.9.17 Refer to the most recent edition of the NJ 42 / 55 / I-76 / 676 / 295 Incident Management Task Force Policy and Procedures Manual for additional information regarding Vehicle Fires on Limited Access Highways.

1.9.18 Refer to OG# 5.1 for situations warranting the response of a Fire Official.

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