

Campbell County Fire Department Standard Operating Procedure		
Operations	Vehicle Fires	403.01

I. PURPOSE:

To assure the efficient extinguishment of fires involving automobiles and other light duty vehicles while maintaining safety for responding personnel.

II. SCOPE:

This procedure applies to all Campbell County Fire Department (CCFD) firefighting personnel.

III. PROCEDURE:

1. Apparatus Approach and Positioning: Apparatus responding to a vehicle fire should be positioned (as conditions permit):
 - 1.1. Uphill from the involved vehicle to prevent burning fuel from running toward the apparatus.
 - 1.2. Upwind from the involved vehicle to minimize smoke exposure to the apparatus and the apparatus operator.
 - 1.3. At least 100 feet from the involved vehicle to provide a safety zone around the involved vehicle.
 - 1.4. Between working firefighters and approaching traffic to protect personnel from traffic.
2. Safety Considerations and Hazards
 - 2.1. Safety Perimeter - A safety perimeter should be established around the involved vehicle, as conditions warrant.
 - 2.1.1. The area of the safety perimeter should be an area within a 100 foot radius of the vehicle.
 - 2.1.2. All personnel operating near the vehicle shall be in full protective clothing and self contained breathing apparatus.
 - 2.2. Potential Hazards - All personnel shall operate with an awareness of the following potential hazards:
 - 2.2.1. Shock absorbing bumpers that may expose and separate from the vehicle. • Multiple or auxiliary fuel tanks.
 - 2.2.2. Sealed drive shafts that may explode when heated.
 - 2.2.3. Multiple batteries (especially on utility company vehicles).
 - 2.2.4. Propane, LPG, CNG or Methanol fuel tanks (especially on utility company vehicles).
 - 2.2.5. High pressure hoses connected to air conditioning equipment that may separate or burst releasing oil and pressurized Freon gas.

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- 2.2.6. Hood springs that may be weakened by exposure to fire (hood should be propped open with an appropriate tool).
- 2.2.7. Air bag propellant cylinders may explode when exposed to heat.
- 2.2.8. Trucks with large unidentified cargoes may be carrying hazardous materials and may require entirely different tactics and more extensive resources.
- 2.2.9. Gasoline-electric hybrid vehicle battery packs.

3. Fire Attack:

- 3.1. The initial attack on a *significant* fire should be made with a line capable of flowing at least 150 GPM. The initial line may be backed up with a second line also capable of flowing at least 150 GPM.
- 3.2. If possible the vehicle should be approached at a 45 degree angle so that firefighters are not in a direct line with the front or rear bumpers.
- 3.3. Prior to approach use a straight stream to cool bumpers and fuel tanks (if exposed) by deflecting water under the vehicle.
- 3.4. When approaching a well involved vehicle, a wide spray pattern will provide maximum protection for personnel.
- 3.5. The wheels of the involved vehicle should be blocked to prevent movement during fire suppression operations if there is a risk of the vehicle rolling.
- 3.6. 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.
- 3.7. After all fire around the fuel tanks has been controlled, move to the passenger and engine compartments.
 - 3.7.1. Use extreme caution when opening the passenger and engine compartments. Fire may flash outward when the compartment is ventilated.
 - 3.7.2. Always have charged hose lines available before the compartment is opened and all personnel should stand to the side when a compartment is opened.
 - 3.7.3. The electrical system should be secured as soon as possible by disconnecting or cutting the battery cables.
 - 3.7.3.1. Always disconnect the negative or ground cable *first*.
 - 3.7.3.2. It may also be necessary to disconnect the positive cable as well.