



PUYALLUP EXTRICATION TEAM

Vehicle Extrication

Initial Actions: First Due Engine Company at an MVA

Reference: NFPA 1670 Ch.6, NFPA 1006

Performance Objective: While operating under the direction of the company officer, the 1st arriving crew quickly and efficiently achieves the following benchmarks: safe positioning of the apparatus, scene lighting, initial size-up and scene survey, hazard detection and fire protection, patient contact, initial vehicle stabilization, equipment staging.

Conditions: Given a staged vehicle accident, with assigned crew and equipment normally carried, a recommended method is:

	Objectives	OIC's Initials	Date
1.	Driver positions engine in angled position to protect the work area.		
2.	Officer gives initial 'windshield survey' over radio.		
3.	Driver places engine in pump and chocks rig's wheel. He then extends light mast and places cones to divert traffic. Driver pulls protection line and places near crashed vehicle. Driver stages any additional equipment as needed. Driver stages cribbing bag and step chocks at crash area. Driver contacts officer for re-assignment.		
4.	3 rd FF takes dry chemical extinguisher to do rapid 360 survey of crash scene (inner circle survey).		
5.	3 rd FF performs inner circle survey, chocking wheels of involved vehicles to prevent movement. 3 rd FF checks for number of patients and hazards.		
6.	Officer performs an outer 360 survey- consideration of T.I.C. and flashlight. Officer provides update to dispatch and instructions to arriving units.		
7.	Additional assignments: Refer to SHADE acronym. See attached.		
8.	After completion of inner and outer 360 surveys- an extrication plan "A" needs to be identified to all involved in the extrication.		
	Recommended benchmark time for steps 1-6 is 2:00 or less.		

Crew Members: _____

Meets Awareness/Operations Level NFPA 1670 Ch.6 Vehicle Rescue