Section 20 has information on Emergency Vehicle Driving to include:

1) Motor Vehicle laws pertaining to emergency vehicles.

2) Sample of Operating Guidelines for Fire Departments to use regarding driver qualifications, driving policies, and emergency vehicle operations.

3) Driver training checklist.
5-77-201. Blue light or blue lens cap sales.

(a)(1) It is unlawful to sell a blue light or blue lens cap to any person other than a law enforcement officer or a county coroner.

(2) It is unlawful for a person other than a law enforcement officer or a county coroner to buy a blue light or blue lens cap.

(b) Before selling a blue light or blue lens cap, the seller shall require the buyer to provide identification that legally demonstrates that the buyer is a law enforcement officer or a county coroner.

(c) Any sale of a blue light or blue lens cap shall be reported to the Department of Arkansas State Police on a form prescribed by the department.

(d) A violation of this section is a Class D felony.

(e) As used in this section, "blue light" means an operable blue light that:

(1) Is designed for use by an emergency vehicle, or is similar in appearance to a blue light designed for use by an emergency vehicle; and

(2) Can be operated by use of the vehicle's battery, the vehicle's electrical system, or a dry cell battery.


(a) Due to the time-critical nature of response to the scene of a disaster or major emergency occurrence, the Director of the Arkansas Department of Emergency Management is authorized to designate appropriate vehicles as requested in the staffing patterns of the state and local offices of emergency services and other state agency vehicles with an emergency service response requirement as emergency response vehicles.

(b) Designated state and local government emergency response vehicles under this chapter shall share the same privileges and immunities regarding traffic laws and ordinances as other emergency vehicles as defined by state law.
(c) Emergency vehicles authorized by this chapter shall be identified by a flashing light or rotating beacon which will be green in color.

(d) When responding to an emergency, the designated emergency vehicle shall have flashing lights or rotating beacon activated and must be equipped with and operating a siren device.


22-8-203. Definitions.

As used in this subchapter:

(1) "Automobile" means a motorized vehicle equipped with pneumatic tires used for the transportation of persons, as commonly known and recognized by the Revenue Division of the Department of Finance and Administration, as a pleasure vehicle for licensing purposes as established by § 27-14-601(a)(1);

(2) "Emergency vehicle" means an automobile or pickup truck used in law enforcement or for protection of the public peace and health of the citizens of Arkansas;

(3) "Pickup truck" means a motorized vehicle equipped with pneumatic tires which are regularly and commonly rated as having a load capacity not exceeding three-fourths (3/4) ton, as recognized by the Revenue Division of the Department of Finance and Administration, for licensing purposes for trucks and trailers as established in § 27-14-601(a)(3)(A);

(4) "State agency" means a state agency, board, commission, department, or institution of higher education which derives any financial support from the fund accounts enumerated in §§ 19-5-302, 19-5-304, 19-5-306, 19-5-307, 19-5-1011, 19-6-404, 19-6-411, and 25-4-117;

(5) "State Vehicle Inventory and Control System" means an automated system maintained by the Department of Finance and Administration to record and control the size and composition of the state's vehicle fleet and to accumulate historical data on the costs associated with the vehicle fleet; and

(6) "Vehicle" or "motor vehicle" means an automobile or pickup truck as defined in this section, unless used out of context in implementing the purposes and intent of this subchapter.
27-34-105. Exceptions.

The provisions of this chapter shall not apply when any one (1) of the following conditions exist:

(1) The motor vehicle is being used as an ambulance or other emergency vehicle;

(2) When an emergency exists that threatens:

(A) The life of any person operating a motor vehicle to whom this section otherwise would apply; or

(B) The life of any child who otherwise would be required to be restrained under this chapter; or

(3) If any child who would otherwise be required to be restrained under this chapter is physically unable because of medical reasons to use a child passenger safety seat system or seat safety belt.

27-36-208. Special restrictions on lamps.

(a) Any lighted lamp or illuminating device upon a motor vehicle, other than headlamps, spot lamps, auxiliary lamps, flashing turn signals, emergency vehicle warning lamps, and school bus warning lamps, which projects a beam of light of an intensity greater than three hundred (300) candlepower shall be so directed that no part of the high intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than seventy-five feet (75') from the vehicle.

(b)(1) No person shall drive or move any vehicle or equipment upon any highway with any lamp or device thereon displaying a red, blue, or green light visible from directly in front of the center thereof.

(2) This subsection shall not apply to any vehicle upon which a red light visible from the front is expressly authorized or required by this subchapter.
(c) Flashing lights are prohibited except on an authorized emergency vehicle, school bus, or
on any vehicle as a means of indicating a right or left turn, or the presence of a vehicular
traffic hazard requiring unusual care in approaching, overtaking, or passing.

**History.** Acts 1937, No. 300, § 120; Pope's Dig., § 6780; Acts 1959, No. 307, § 50; A.S.A.


(a)(1)(A) Every motor vehicle when operated upon a highway shall be equipped with a horn
in good working order and capable of emitting sound audible under normal conditions from
a distance of not less than two hundred feet (200').

(B) No horn or other warning device shall emit an unreasonably loud or harsh sound
or a whistle.

(2) When reasonably necessary to ensure safe operation, the driver of a motor vehicle shall
give audible warning with his or her horn but shall not otherwise use the horn when upon a
public street or highway.

(b)(1) No vehicle shall be equipped with, nor shall any person use upon a vehicle, any siren,
whistle, or bell, except as otherwise permitted in this section.

(2) It is permissible, but not required, that commercial vehicles may be equipped with a theft
alarm signal device which is so arranged that it cannot be used by the driver as an ordinary
warning signal.

(3)(A) Every authorized emergency vehicle shall be equipped with a siren, whistle, or bell
capable of emitting sound audible under normal conditions from a distance of not less than
five hundred feet (500') and of a type approved by the department.

(B) The warning device shall not be used except when the vehicle is operated in response
to an emergency call or in the immediate pursuit of an actual or suspected violator of the
law; in which event, the driver of the vehicle shall sound the warning device when
necessary to warn pedestrians and other drivers of the approach thereof.

(c)(1) Every authorized emergency vehicle shall be equipped with signal lamps in addition
to any other equipment and distinctive markings required by this subchapter. These lamps
shall be mounted as high and be as widely spaced laterally as practicable. The vehicle shall
be capable of displaying to the front two (2) alternately flashing red lights located at the
same level and to the rear two (2) alternately flashing red lights located at the same level.
(2) These lights shall have sufficient intensity to be visible at five hundred feet (500') in normal sunlight.

(d) A police vehicle, when used as an authorized emergency vehicle, may, but need not, be equipped with alternately flashing red lights specified in this section.

(e) The use of the signal equipment described in this section shall impose upon drivers of other vehicles the obligation to yield right-of-way and to stop as prescribed in § 27-51-901.


(a)(1)(A) Every motor vehicle when operated upon a highway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than two hundred feet (200').

(B) No horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle.

(2) When reasonably necessary to ensure safe operation, the driver of a motor vehicle shall give audible warning with his or her horn but shall not otherwise use the horn when upon a public street or highway.

(b)(1) No vehicle shall be equipped with, nor shall any person use upon a vehicle, any siren, whistle, or bell, except as otherwise permitted in this section.

(2) It is permissible, but not required, that commercial vehicles may be equipped with a theft alarm signal device which is so arranged that it cannot be used by the driver as an ordinary warning signal.

(3)(A) Every authorized emergency vehicle shall be equipped with a siren, whistle, or bell capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet (500') and of a type approved by the department.

(B) The warning device shall not be used except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law; in which event, the driver of the vehicle shall sound the warning device when necessary to warn pedestrians and other drivers of the approach thereof.
(c)(1) Every authorized emergency vehicle shall be equipped with signal lamps in addition to any other equipment and distinctive markings required by this subchapter. These lamps shall be mounted as high and be as widely spaced laterally as practicable. The vehicle shall be capable of displaying to the front two (2) alternately flashing red lights located at the same level and to the rear two (2) alternately flashing red lights located at the same level.

(2) These lights shall have sufficient intensity to be visible at five hundred feet (500’) in normal sunlight.

(d) A police vehicle, when used as an authorized emergency vehicle, may, but need not, be equipped with alternately flashing red lights specified in this section.

(e) The use of the signal equipment described in this section shall impose upon drivers of other vehicles the obligation to yield right-of-way and to stop as prescribed in § 27-51-901.


(a) The prima facie speed limitations set forth in this subchapter shall not apply to authorized emergency vehicles when responding to emergency calls when the driver thereof is operating the vehicle's emergency lights and is also operating an audible signal by bell, siren, or exhaust whistle if other vehicles are present.

(b) This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the street, nor shall it protect the driver of any emergency vehicle from the consequence of a reckless disregard of the safety of others.

(c) For purposes of this section, "emergency calls" means legitimate emergency situations which call for the operation of an emergency vehicle, including a police vehicle.


27-51-204. Maximum and minimum speed limits - Exceptions.

(a)(1) The State Highway Commission shall determine, based upon studies of the engineering and traffic characteristics thereof, the maximum and minimum desirable speeds for all traffic facilities in the state highway system.
(2) These regulatory speeds shall be effective when appropriate signs giving notice thereof are erected.

(b)(1) The maximum and minimum speed limits posted shall apply to all vehicles using the facility except authorized emergency vehicles on emergency trips, such as police vehicles on duty, fire vehicles on calls, and ambulances; oversize/overweight vehicles moving under special permit issued by the Arkansas State Highway and Transportation Department or its lawfully delegated agents; and other specific vehicles for which special limits may be posted in particular situations or under particular conditions.

(2) This exemption shall not relieve any driver of an authorized emergency vehicle from his lawful responsibility to drive with due regard for the safety of all persons upon or using the highway facility, nor shall it protect the operator of any such vehicle from the consequence of a reckless disregard for the safety of others.

**History.** Acts 1971, No. 61, § 2; A.S.A. 1947, § 75-601.2.


(a) Upon the immediate approach of an authorized emergency vehicle, when the driver is giving audible signal by siren, exhaust whistle, or bell, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the highway clear of any intersection and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(b) Upon the approach of an authorized emergency vehicle, as stated in subsection (a) of this section, the motorman of every streetcar shall immediately stop the car clear of any intersection and keep it in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(c) This section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

**History.** Acts 1937, No. 300, § 74; Pope's Dig., § 6732; A.S.A. 1947, § 75-625.
Personal Firefighter’s Vehicles

As many issues have evolved over the issue of the volunteer firefighter’s ability to exceed the speed limit posted and to use dash-mounted lights, the following are excerpts from the “Arkansas Motor Vehicle and Traffic Laws and State Highway Commission Regulations, 1997 Edition.” This book is published by Michie and is issued by the authority of the Arkansas State Highway and Transportation Department and the Department of Finance and Administration. This is the book that the State Police and all local departments use for traffic law.

LIGHTS 27-36-304 Fire department vehicles and ambulances.
A. All state, county, city, and municipal or privately owned fire departments, funeral homes, or ambulance companies shall install, maintain, and exhibit red rotating or flashing emergency lights upon all fire department vehicles, automobiles used by fire fighters, and ambulances which are equipped with emergency lighting and operated within Arkansas. Fire fighters shall be allowed to use portable dash mounted red rotating or flashing emergency lights on their privately owned automobiles when responding to a fire or other emergency.

B. Emergency medical technicians certified by the Department of Health may install, maintain, and exhibit red rotating or flashing emergency lights upon a vehicle when responding to an emergency.

VEHICLE 27-49-219 Vehicles
B. “Motor vehicles” means every vehicle which is self-propelled and every vehicle which is propelled by electric power and obtained from overhead trolley wires but not operated upon rails.

D1. “Authorized emergency vehicle means authorized emergency vehicles which shall include:

D1b. Motor vehicles used by state, county, city, or municipal fire departments, motor vehicles owned and used by volunteer fire fighters while engaged in official duties, motor vehicles used by emergency medical technicians certified by the Department of Health or privately owned fire departments, and ambulances used solely for ambulance purposes which are approved as ambulances in accordance with state and federal highway safety standards, all of which shall be equipped with red rotating or
flashing emergency lights. *Flashing emergency lights shall be used by volunteer firefighters solely while engaged in the performance of duties as volunteer fire fighters* and by emergency medical technicians solely while engaged in the performance of duties with an ambulance service licensed by the Department of Health or an organized rescue squad or team;


A. Upon the immediate approach of an authorized emergency vehicle, when the *driver is giving audible signal by siren, exhaust whistle, or bell*, the *driver of every other vehicle shall yield the right-of-way* and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the highway clear of any intersection and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

B. Upon the approach of an authorized emergency vehicle, as stated in subsection (a) of this section, the motorman of every streetcar shall immediately stop the car clear of any intersection and keep it in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

C. This section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

**LIMITS 27-51-201** Maximum and minimum speed limits-exceptions

2B1. The maximum and minimum speed limits posted shall apply to all vehicles using the facility *except authorized emergency vehicles on emergency trips*, such as police vehicles on duty, *fire vehicles on calls*, and ambulances; ...(rest if for overweight/oversize vehicles)

2B2. *This exemption shall not relieve any driver of an authorized emergency vehicle from his lawful responsibility to drive with due regard for the safety of all persons upon or using the highway facility, nor shall it protect the operator of any such vehicle from the consequence of a reckless disregard for the safety of others.*

**N/A 27-51-202** Restrictions not applicable to emergency vehicles.
A. The prima facie speed limitations set forth in this subchapter shall not apply to authorized emergency vehicles when responding to emergency calls and the drivers thereof sound an audible signal by bell, siren, or exhaust whistle.

B. This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the street, nor shall it protect the driver of any emergency vehicle from the consequence of a reckless disregard for the safety of others.

(c) For purposes of this section, "emergency calls" means legitimate emergency situations which call for the operation of an emergency vehicle, including a police vehicle.


The 2001 amendment by No. 1415, substituted the present language for the former language which read: "The prima facie speed limitations set forth in this subchapter shall not apply to authorized emergency vehicles when responding to emergency calls and the drivers thereof sound an audible signal by bell, siren, or exhaust whistle" in (a).

HORNS 27-37-202 Horns and warning devices – Flashing lights on E.V.

3A. Every authorized emergency vehicle shall be equipped with a siren, whistle, or bell capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet (500’) and of a type approved by the department.

3B. This warning device shall not be used except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law; in which event, the driver of the vehicle shall sound the warning device when necessary to warn pedestrians and other drivers of the approach thereof.

STOPPING 27-49-109 Drivers of authorized emergency vehicles.

A. The driver of any authorized emergency vehicle when responding to an emergency call upon approaching a red or stop signal or any stop sign shall slow down as necessary for safety but may proceed cautiously past the red or stop sign or signal. At other times, drivers of authorized emergency vehicles shall stop in obedience to a stop sign or signal.
B. No driver of any authorized emergency vehicle shall assume any special privilege under this act except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law.
APPARATUS DRIVING AND OPERATIONS

- The firefighter will demonstrate a general knowledge of the requirements to drive and operate fire apparatus safely.

- Describe the general requirements and process to become a driver of fire apparatus.

- Identify the elements of a fire apparatus driver program.

- Identify the documentation requirements associated with a fire apparatus driver program.

- Describe the need to re-evaluate fire apparatus drivers.
This drill is not intended to replace an emergency vehicle operation training program. It is designed to provide an overview of a program to manage drivers of emergency vehicles in both an emergency and a non-emergency mode.

I. DRIVER QUALIFICATIONS/SCREENING

a. Introduction

1. Fire apparatus operators are responsible for safely transporting firefighters, apparatus, and equipment to and from scene of an emergency or other service call
2. When the operator is under the direct supervision of an officer, the officer is accountable for actions of operator
3. Operator guidelines are found in NFPA 1500, Standard on Fire Department Occupational Safety and Health Program, and NFPA 1002, Standard on Fire Apparatus Driver/Operator Professional Qualifications

b. Skills and Physical Abilities Needed

1. Reading Skills
   a. Read maps
   b. Review manufacturer’s operating instructions
   c. Study prefire plans
   d. Review printed computer dispatch instructions
   e. Read and work on a mobile dispatch terminal

2. Writing Skills
   a. Maintenance reports
   b. Equipment repair requests
   c. Fire reports
   d. Accident reports

3. Mathematical Skills
   a. Hydraulic calculations
   b. Aerial ladder placement and operation

4. Physical Fitness
   a. No impairment of the use of foot, leg, arm, or fingertips, or any other structural defect or limitation likely to interfere with safe driving
b. Not have diabetes mellitus to a degree presently requiring the use of insulin for control

c. No heart condition likely to cause loss of consciousness or sudden death

d. No respiratory ailment likely to interfere with safe driving

e. No arthritic, rheumatic, muscular or vascular condition which interferes with the ability to drive safely

f. Not have epilepsy or any other condition likely to cause sudden loss of consciousness or loss of ability to control a vehicle

g. No mental, nervous, organic, or functional disease, or any psychiatric condition likely to interfere with safe driving

h. Meet the following minimum vision requirements: At least 20/40 (Snellen) in each eye and in both together, with or without glasses; at least 70 degrees side vision in each eye; the ability to distinguish red, green, and yellow (or amber)

i. Meet hearing requirements by perceiving a forced whisper at five feet with the better ear, or meet specified requirements as measured by a testing device, with or without a hearing aid

j. Evaluate medication (if taken) to determine if any chemical impairment would result and interfere with their ability to operate an emergency vehicle

k. Not be diagnosed as an alcoholic

c. Selection

1. Required time in service
2. Written or performance tests
3. Combination of service time and tests
4. Based on skill and ability rather than seniority or position

II. EMERGENCY VEHICLE OPERATIONS TRAINING

A. Driver Training Program

1. Classroom Orientation
   a. Collision statistics and causes
   b. Driving regulations
   c. Starting the vehicle
   d. Operating the road transmission
   e. Cruising with the vehicle
   f. Stopping the apparatus
   g. Engine idling
   h. Engine shutdown
   i. Driver attitude
   j. Apparatus rider safety
   k. Backing the vehicle
1. Defensive driving techniques including anticipating other drivers’
   actions, visual lead time, braking and reaction time, weight transfer,
   and combating skids
m. Auxiliary braking systems
n. Warning devices and clearing traffic
o. Adverse weather
p. Traffic control devices
q. Pre-response preventive maintenance inspection
r. Driver exercises and evaluation

2. Vehicle Motor Vehicle Laws Summary

   a. Park or stand as needed
   b. Pass a red or stop signal, a stop sign, or a yield sign, but only after
      slowing down, as necessary for safety
   c. Exceed any maximum speed limit, but only so long as the driver does
      not endanger life and property
   d. Disregard any traffic control device or regulation governing direction of
      movement or turning in a specific direction
   e. A vehicle is not considered an emergency vehicle unless it is so
      licensed or authorized, is responding to an emergency, and is utilizing
      audible and visual warning devices
   f. An emergency vehicle may not overtake a school bus that is stopped
      and operating warning devices
   g. Drivers of emergency vehicles are expected to operate vehicles in a
      safe and prudent manner

3. Written test

   a. State and local driving regulations for emergency and non-emergency
      situations
   b. Departmental regulations
   c. Hydraulic calculations
   d. Specific operational questions regarding fire pump or aerial device
   e. Department standard operating procedures

4. Practical driving range exercises

   a. Serpentine exercise
   b. Stall parking (alley dock) exercise
   c. Lane change (opposite alley) exercise
   d. Turning around (turnabout) exercise
   e. Diminishing lane clearance exercise
   f. Vertical clearance judgment exercise (if prop available)
   g. Left/right lateral evasive maneuvering exercise
   h. Controlled braking exercise
B. Licensing

1. While these are national guidelines, each state has authority to alter them as it deems necessary for its jurisdiction.

2. Some states require a fire apparatus operator to obtain a commercial driver's license (CDL). As an example, Maryland does not require a CDL to drive and operate fire apparatus. They have two different tracks that can be followed. One is based on the CDL program by issuing a specific license based on the weight class of the vehicle but non-commercial. The other is specific licensing authorization that can vary from county to county.

3. If a member should have his license suspended or revoked or have restrictions placed on it, member must not be allowed to operate fire department apparatus.

C. Operating Policies and Practices

1. Department emergency response SOPs should include following guidelines:
   a. Knowing maximum apparatus speed during response
   b. Approaching and entering intersections safely
   c. Crossing railroad grade crossings safely
   d. Operating in school zones or passing school buses properly
   e. Using audible and visual warning devices properly
   f. Providing right-of-way for other responding apparatus appropriately
   g. If situation occurs that requires rearward movement of vehicle, then one and preferably two firefighters with portable radios should be assigned to direct driver/operator
   h. Knowing policies include safe driving practices, adhering to all local and state traffic laws, and defensive driving techniques
   i. Being familiar with issues such as correct rearward movement of the apparatus, correct parking techniques, and unsafe practices such as standing while the apparatus is in motion
   j. In event that a department apparatus is involved in a collision, operator must be familiar with protocol for reporting such an event

2. Apparatus is under the care and control of operator, who is ultimately responsible for its operation.

3. Scene Placement Guidelines

   a. Company officers and apparatus operators must be trained in general guidelines for safe and effective apparatus placement
   b. Placement guidelines may be in department's standard operating procedures manual or in incident management plan
c. Proper positioning of apparatus provides a safety barrier that protects scene, victims, and emergency personnel
d. When positioning apparatus, operators must allow for adequate parking of additional fire department apparatus
e. Where possible, operators should position apparatus at a 45-degree angle into curb
f. At intersections or where incident may be near the middle of street, two or more sides of incident may need to be protected
g. During pump operation, pump panel should be positioned at curbside if possible
h. When laying hose and positioning at a water source, operator must take necessary steps to warn motorists of these operations
i. For safety considerations, operator must not position apparatus under overhead power lines, too close to a potential structural collapse/fire spread, or in access or egress path of other apparatus
j. Operator should chock apparatus wheels when vehicle is parked at incident scene
k. Operator must ensure that all persons on apparatus are seated and belted
l. Visual warning devices must be turned off while returning to quarters

D. Good driving practices

1. Remember that speed is less important than arriving safely at the destination
2. Slow down for intersections and stop when faced with a red light or stop sign; anticipate the worst possible situation
3. Drive defensively and be aware of everything that is happening or likely to happen 360 degrees around the apparatus
4. Expect that some motorists and pedestrians will neither hear nor see the apparatus warning devices
5. Be aware of the route’s general road and traffic conditions and adjust this expectation with the season, weather, day of the week, and time of day
6. Remember that icy, wet, or snow-packed roads increase braking distance
7. Do not grind the gears on manual transmission vehicles
8. Do not use the clutch pedal as a footrest
9. Do not exceed 10 mph when leaving the station
10. Do not race the engine when the apparatus is standing still as it is unnecessary and abuses the engine
11. Always use low gear when starting from a standstill because using second or third gear and slipping the clutch damages the clutch and causes unnecessary, rapid wear
12. Keep the apparatus under control at all times
13. Take nothing for granted

III. DOCUMENTING APPARATUS SAFETY

A. Driving Range Exercise

1. Do not let candidate go on the road until this portion is successfully completed
2. If the candidate does not perform successfully, it should be documented
3. Indicate pass date and instructor signature when each item is successfully completed
4. A separate evaluation should be conducted for each piece of apparatus that the individual is being trained to drive

B. Road Test - Have at least 15 miles of driving experience in traffic to demonstrate the following during the road test segment of the training:

1. Road tests
   a. Four left and four right turns
   b. Straight section of urban business street or two-lane rural road at least one mile in length
   c. One through intersection and two intersections where a stop must be made
   d. Railroad crossing
   e. One curve, either left or right
   f. Section of limited access highway that includes a conventional on-ramp, off-ramp, and is long enough to allow for at least two lane changes
   g. Downgrade that is steep enough and long enough to require gear changing to maintain speed
   h. Upgrade that is steep enough and long enough to require gear changing to maintain speed
   i. One underpass, low-clearance bridge

2. Items to consider during the road test
   a. Leaving the curb
   b. Speed control
   c. Smoothness of operation
   d. Shifting gears
   e. Anticipates traffic problems
   f. Obeys traffic laws
   g. Signals properly
   h. Allows sufficient passing room
   i. Passes cautiously and smoothly
   j. Uses mirrors
k. Signals well in advance
l. Turns from proper lane
m. Looks all around before turning
n. Turns at proper speed
o. Turns into proper lane
p. Yields right-of-way
q. Document any deficiencies and retraining recommendations
r. Indicate pass date and instructor signature when each item is successfully completed
s. A separate evaluation should be conducted for each piece of apparatus that the individual is being trained to drive

IV. CONTINUOUS TRAINING & EDUCATION

A. Why Re-Evaluate

1. Individual may not have driven and/or operated a particular piece of apparatus in a reasonable timeframe
2. Replacement apparatus
3. Individual may have undergone some medical treatment
4. Individual may have been involved in a motor vehicle accident
5. Automatic requirement on a periodic basis
6. May help to control or reduce vehicle insurance rates
7. May be required due to an excessive number of motor vehicle accidents
8. Conducted anytime there is concern about the driver’s ability to drive and operate the apparatus

B. What Is Involved

1. As a minimum, the individual should be required to demonstrate proficiency in driving and operating the particular piece of apparatus
2. A written test may also be included
3. Hydraulic calculations may be included for engine drivers
4. Aerial device or pump operations may be included
5. Any re-evaluation should be documented
6. A separate evaluation should be conducted for each piece of apparatus that the individual is qualified to drive
7. In addition to re-evaluating apparatus driving and operation, the driver should have a periodic physical examination to make sure that there are no changes that may impact on the ability to drive
REVIEW:

APPARATUS DRIVING AND OPERATIONS
- Qualifications/Screening
- Emergency Vehicle Operator Training
- Documenting Apparatus Safety
- Need for Continuous Training and Education

REMOVTION: While the thrill of driving a piece of apparatus with the lights blaring and the siren whaling may raise the adrenalin level, it also places an extra burden on the driver to keep in mind the responsibility of the driver and the need to arrive at the destination safely. The driver is responsible for the crew on the apparatus as well as the general public and himself or herself and must operate the apparatus accordingly.
| Apply the Drill | Select one topic that was covered in the course you have just completed: driver selection, emergency vehicle driver training, documenting apparatus safety, or the need for continuous training. Design a one-hour training module to present this subject to inexperienced fire apparatus drivers in your department. The module you design should be adapted for your state’s emergency driver regulations and your department’s SOPs. You can supplement this with material from the training video *Vehicle Safety: Apparatus Driving & Operations*. |
# Street / Highway / Off Road Driving Evaluation

## Driver / Vehicle Information

<table>
<thead>
<tr>
<th>Driver’s name:</th>
<th>Date of evaluation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluator’s name:</td>
<td>Number of miles driven:</td>
</tr>
<tr>
<td>Vehicle number:</td>
<td>License number:</td>
</tr>
<tr>
<td>Start time:</td>
<td>Finish time:</td>
</tr>
<tr>
<td>Weather conditions:</td>
<td>Road surface:</td>
</tr>
<tr>
<td>Driver’s license number:</td>
<td>Expiration date:</td>
</tr>
<tr>
<td>Restrictions:</td>
<td></td>
</tr>
<tr>
<td>Type of evaluation:</td>
<td>☐ Pre-Response ☐ Emergency ☐ Non-Emergency</td>
</tr>
</tbody>
</table>

* S – Satisfactory  NI – Needs Improvement  U – Unsatisfactory  N/A – Not Applicable

## Pre-Response

<table>
<thead>
<tr>
<th>Conduct pre-response inspection (according to department guidelines)</th>
<th>S</th>
<th>NI</th>
<th>U</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete documentation (according to department guidelines)</td>
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<td></td>
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<tr>
<td>Conduct walk-around (Circle of Safety)</td>
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<tr>
<td>Adjust cab features</td>
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<tr>
<td>Mirrors, seat, seat belt</td>
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<tr>
<td>Secure seat belt - driver</td>
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<tr>
<td>Secure seat belt - crew</td>
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<tr>
<td>Start engine properly (according to department guidelines)</td>
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<tr>
<td>Check braking systems</td>
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<tr>
<td>Test service and parking</td>
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<tr>
<td>Build full pressure in air tanks</td>
<td></td>
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<tr>
<td>Check instruments for normal readings</td>
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<tr>
<td>Receive signal before moving</td>
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<tr>
<td>Start unit moving smoothly</td>
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<tr>
<td>Proper gear</td>
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<tr>
<td>Use clutch properly</td>
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</tbody>
</table>

## Recommendations

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### Non-Emergency Driving

Complete the following:

- Four left and four right-hand turns
- Straight section of urban business street or a two-lane rural road at least 1 mile (1.6 km)
- One through intersection and two intersections where a stop has to be made
- One railroad crossing
- One curve, either left or right
- Section of a limited highway that includes a conventional ramp entrance and exit
- Section of road long enough to allow two lane changes
- Downgrade steep enough and long enough to require down-shifting and braking
- Upgrade steep enough and long enough to require gear changing to maintain speed
- One underpass or low clearance or bridge

Proper speed maintained
- According to posted limits
- Weather conditions
- Retarder adjusted for road conditions (according to department guidelines)
- Cautionary areas
- Highway/road conditions
- Pedestrian traffic

Proper following distance maintained
- Under 40 mph – 4 sec. Rule

Lane change
- Signal correctly
- Use mirrors
- Pause before change to check blind spots
- Accelerate into lane change

Intersection – uncontrolled (direction of travel)
- Decelerate and cover the brake
- Scan intersection for potential hazards
- Proceed through with caution

Intersection – controlled (direction of travel)
- Decelerate and cover the brake
- Scan intersection for potential hazards
- Come to a complete stop
- Confirm other vehicles have stopped
- Have partner communicate that the right side is clear

Backing
- Position to avoid if possible
- Give audible notice
- Spotter used
- If no spotter, conduct Circle of Safety
- Check front corners
- Maintain speed control
### Non-Emergency Driving Continued

<table>
<thead>
<tr>
<th></th>
<th>S</th>
<th>N</th>
<th>U</th>
<th>N/A</th>
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</thead>
<tbody>
<tr>
<td>Parking</td>
<td></td>
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<tr>
<td>Spotter used</td>
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<tr>
<td>Park without hitting objects or vehicles</td>
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<tr>
<td>Park correct distance from curb</td>
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<tr>
<td>Secure unit (according to department guidelines)</td>
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<tr>
<td>Carefully enter traffic from parking position</td>
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<tr>
<td>Railroad Crossings</td>
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<tr>
<td>Slow down and cover the brake</td>
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<tr>
<td>Complete stop – unguarded crossings</td>
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<tr>
<td>Proceed through with caution</td>
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<tr>
<td>Departing Scene</td>
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<tr>
<td>Conduct walk-around</td>
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<tr>
<td>Secure seat belt - crew</td>
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<tr>
<td>Secure patient</td>
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<tr>
<td>Night Driving</td>
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<tr>
<td>Do not exceed speed limit</td>
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<tr>
<td>General Driving</td>
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<tr>
<td>Braking</td>
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<tr>
<td>Apply ABS and air brakes properly (do not pump brakes)</td>
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<tr>
<td>Reduce speed and brake/downshift before curves</td>
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<tr>
<td>Shifting</td>
<td></td>
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<tr>
<td>Downshift and change gears properly</td>
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<tr>
<td>Proper Hand Position (10 and 2) (9 and 3 with air bags)</td>
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<tr>
<td>Adverse Conditions</td>
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<tr>
<td>Reduce speed</td>
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<tr>
<td>Driver Awareness</td>
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<tr>
<td>Alert and aware</td>
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<tr>
<td>Take most efficient route to destination</td>
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</table>

### Off Road Driving

<table>
<thead>
<tr>
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<th>S</th>
<th>N</th>
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<th>N/A</th>
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<tbody>
<tr>
<td>Place vehicle into all-wheel drive before going off-road</td>
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<tr>
<td>Proceed slowly</td>
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<tr>
<td>Drive straight up hill</td>
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<tr>
<td>Proceed at angle to avoid “bottoming out” when crossing a ditch</td>
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<tr>
<td>Follow existing paths or trails</td>
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<tr>
<td>Use scout where visibility is limited</td>
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<tr>
<td>Proper hand placement (thumbs outside)</td>
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<tr>
<td>Set emergency brake if vehicle stalls</td>
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</tbody>
</table>
**Off Road Driving Continued**

<table>
<thead>
<tr>
<th>Complete the following: (according to department policies, procedures and vehicle design limitations)</th>
<th>S</th>
<th>NI</th>
<th>U</th>
<th>N/A</th>
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</thead>
<tbody>
<tr>
<td>Travel on loose or wet soil</td>
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<tr>
<td>Steep grade (30 percent fore and aft)</td>
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<tr>
<td>Limited sight distance</td>
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<tr>
<td>Blind Curve</td>
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<tr>
<td>Vehicle clearance obstacles (height, width, undercarriage, angle of approach, angle of departure)</td>
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<tr>
<td>Limited space for turnaround</td>
<td></td>
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<tr>
<td>Side slopes (20 percent side to side)</td>
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</tbody>
</table>

**Emergency Response**

<table>
<thead>
<tr>
<th>Lights and sirens used correctly (according to department guidelines)</th>
<th>S</th>
<th>NI</th>
<th>U</th>
<th>N/A</th>
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</thead>
<tbody>
<tr>
<td>Speed according to posted limits or reduced at the following:</td>
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<tr>
<td>Intersections</td>
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<tr>
<td>Congested highways</td>
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<tr>
<td>Schools</td>
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<tr>
<td>Weather conditions</td>
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<tr>
<td>Passing other vehicles</td>
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<tr>
<td>Cautionary areas</td>
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<tr>
<td>Maintain a safe following distance</td>
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<tr>
<td>4 second rule-under 40 mph</td>
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<tr>
<td>Intersections – uncontrolled (direction of travel)</td>
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<tr>
<td>Lights/sirens used correctly</td>
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<tr>
<td>Decelerate and cover brake</td>
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<tr>
<td>Scan for hazards</td>
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<tr>
<td>Proceed through with caution</td>
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<tr>
<td>Intersections – controlled (direction of travel)</td>
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<tr>
<td>Lights/sirens used correctly</td>
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<tr>
<td>Decelerate and cover brake</td>
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<tr>
<td>Avoid using opposing lane if possible</td>
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<tr>
<td>Complete stop before entering intersection</td>
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<tr>
<td>Treat each lane of crossing traffic as a separate intersection</td>
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<tr>
<td>Apparatus placement</td>
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<tr>
<td>Position vehicle to protect personnel and scene (according to department guidelines)</td>
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<tr>
<td>Shut down excessive emergency response lights</td>
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<tr>
<td>Place safety cones for traffic flow</td>
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BLACKWOOD FIRE COMPANY OPERATING GUIDELINE

4.3 FIRE APPARATUS DRIVER TRAINING POLICY

4.3.1 Scope and Purpose: The purpose of this policy is to provide and require consistent training requirements and procedures for all eligible members of the Company who desire to become certified Fire Apparatus Drivers. All Fire Apparatus Drivers shall be trained and certified in accordance with the procedures and methods as established in this policy.

4.3.2 Eligibility:

4.3.2.1 Candidate selection

Eligible driver training candidates shall meet the following minimum criteria:
1.) Minimum 21 years of age. Note: members between the age of 18 and 21, who meet all other qualifications, may train as a restricted driver on Staff vehicles IAW 4.9
2.) Possess a valid New Jersey Drivers License which shall be subject to review through police department and/or NJ-MVC records for current status as well as prior violation and accident history. A candidate may be excluded from driver training if a poor driving history is noted.
3.) The physical examination received at entry into the Company shall be reviewed for physical defects in the candidate which might affect the prospective driver in his duties. A candidate may be excluded from driver training if physical problems are of sufficient magnitude to warrant same.
4.) Satisfactory completion of all probation and membership requirements of the Company.
5.) Satisfactorily complete an emergency vehicle operations class such as Coaching the Emergency Vehicle Operators class (CEVO).
6.) Receive approval of the Chief or Driver Training Officer to begin Driver training based on candidates attitude, progress of training in other phases of F.D. operation, and ability.

4.3.2.2 Instructor selection

Instructors will be designated by the Chief on the basis of their experience with fire apparatus, their driving history, and their ability to instruct. In addition, instructors shall possess a
minimum of 1 year of qualified driving experience for the apparatus on which they will be training members. Exception shall be for apparatus which has been in service for less than 1 year. In that case, examiners shall have a combined total of 1 year experience on the current apparatus and the one it replaced.

4.3.2.3 Examiner selection

Examiners shall meet all qualifications listed under 4.3.2.2. In addition, Examiners shall possess a minimum of 3 years qualified driving experience on the apparatus on which they will be qualifying members. For new apparatus, the same exception shall apply as outlined in 4.3.2.2, except the combined total shall be 3 years.

4.3.3 Training Methodology

1.) Approved candidates for Driver training will be assigned to an Instructor by the Chief or designated Driver Training Officer.
2.) Instruction will be given to the trainee by the Instructor in accordance with the format further described.
3.) The instructor shall be present during, and supervise all training. The trainee will be required to complete three (3) levels of Driver training and demonstrate satisfactory performance in a road and operation test.

NOTE: The described levels of training contained and outlined within this policy coincide with those general areas listed on the Fire Apparatus Operator Certification Report (see 11-2) in addition to the outline provided for the specific apparatus. The Instructor must note and instruct the trainee on the applicable specific information contained within the Fire Apparatus Certification Report form.

4.3.4 Training Progression

All Driver training shall begin with the staff vehicles (845, 847, 848 and 849). When training on this vehicle(s) is satisfactorily completed, training may progress in the following manner:

At the discretion of the Chief or Driver training officer, members will progress to E-841/842. Six months after qualifying to drive the engines, the trainee will be eligible to train on R-84. One year after qualifying to drive R-84, the trainee will be eligible to train on L-84. Successful completion of the Basic Tower Operator’s Class is a pre-requisite for
tower drivers. Time intervals will be altered only by the Chief, or designated Driver Training Officer.

4.3.5   Level I: Vehicle Orientation

Training at this level should take place at the fire station and shall consist of:

1.) Review Power Point Presentation where applicable
2.) Cab control functions/emergency warning devices.
3.) Fire department equipment.
4.) Fire department procedures.
5.) New Jersey state law governing operation of emergency vehicles.
6.) Vehicle handling characteristics.

Minimum training time - Level I: 1 hour for E-841/842 and L-84. ½ hour for R-84. ½ hour for staff vehicles

4.3.6   Level II: General Driving Performance

Driver training at this level is divided into two (2) phases to allow the trainee to practice and receive specific instruction under varying road and weather conditions.

4.3.6.1  Level II - Phase 1:

Training at this level shall occur during daylight and on roadways of little or no traffic flow (preferably private property, large parking areas, etc.). During training at this phase, the Instructor will drive the apparatus to the area selected for instruction. The Instructor shall decide when to begin the trainee at Level II - Phase 2 instruction, but only after the trainee demonstrates proficiency within those skills outlined below for Level II training.

1.) Placing the apparatus in operation.
2.) Familiarization of handling characteristics.
3.) Braking, slowing, and stopping.
4.) Turning (left, right, U turns, K turns).
5.) Backing (straight, turning, alley dock).
6.) Serpentine
7.) Parallel parking.

Minimum training time - Level II Phase 1: 2 hours for E-
841/842 and L-84. 1 hour for Rescue 84. ½ hour for staff vehicles

4.3.6.2 Level II - Phase 2:

Training at this level shall occur on general public roadways and streets during daylight and night (dark) hours. Instruction shall be given within those skills as further outlined within this policy and specifically described on the Fire Apparatus Operator Certification Report. It is the responsibility of the Instructor to refer to and use a copy of the Fire Apparatus Operator Certification Report form as a guide for instruction of the trainee.

1.) Placing the vehicle in operation.
2.) Operating the vehicle in traffic and while passing other vehicles.
3.) Turning the vehicle in traffic.
4.) Typical placements for given incidents.
5.) Hydrant and sprinkler connection placement (where applicable).

Minimum training time Level II Phase 2: 4 hours for E-841/842 and L-84. 2 hours for Rescue 84. ½ hour for staff vehicles

4.3.7 Level III: Fire Department Operating Performance

Training at this level shall emphasize instruction and practice within the following outlined areas, as well as those applicable areas specifically described on the Fire Apparatus Operator Certification Report form.

1.) Pumper operation.
2.) Hose and coupling use.
3.) Aerial apparatus use.
4.) Vehicle mounted systems such as winches, generators, Rescue equipment, Power tools, etc.
5.) Miscellaneous.

Training at this level is at the discretion of the Instructor. Training can begin at this level, when in the opinion of the Instructor, the trainee has completed training at Level I and has demonstrated proficiency within those skills as outlined in Level II.

Minimum training hours - Level III: 4 hours for E-841/842 and
L-84. 2 hours for R-84. Driver / Operator candidates for R-84 will also complete the Chauffeur Qualification Check sheet and attach to the Driver / Operator Qualification form.

4.3.8 Current Qualified Drivers – Alternate Policies

There are 2 basic scenarios where the training program may be modified:

When new apparatus is purchased the Chief will develop training requirements. Personnel who were trained and qualified on the apparatus that was replaced will generally receive training from the manufacturer and a specified time of practice before becoming qualified.

When a member joins the company who is a documented qualified driver operator on a similar apparatus type the Chief may review the member’s qualifications and contact his previous Chief for reference. This member may be allowed to qualify in an abbreviated manner by completing 1 hr in each Phase and then completing the testing phase.

4.3.9 Testing:

The trainee will be eligible for a road and operation test only after:
1.) Completed Driver/Operator training at all levels as described.
2.) Completing minimum training hour requirements.
3.) Has demonstrated satisfactory performance to the Instructor of those skills necessary for operation of the particular apparatus. The trainee must demonstrate satisfactory performance during a road and operation test given to evaluate his performance according to the format outlined on the Fire Apparatus Operator Certification Report. This road and operation test will be given by an Examiner different from the Instructor, as designated by the Chief.

4.3.10 Records and Reports:

It is the responsibility of the Instructor to complete a NFIRS Activity Report upon completion of each training session with the trainee. The Activity Report should indicate the appropriate level of training, the beginning and ending time of the training session, the identity of the trainer and trainee, and
any applicable comments. A Driver Training Log form located in the trainee's driver training folder shall be completed after each training session indicating level completed, the date, hours logged in, report type/number and the trainers/examiners name. The Examiner administering the road and operation test shall complete the Fire Apparatus Operator Certification Report form upon completion of the road and operation test. All Activity Reports, Driver Training Log and the Fire Apparatus Operator Certification Report for each trainee shall be compiled for the examiner to review before the road and operation test. In addition, this report package shall be forwarded to the Chief for records review and approval before the trainee will be qualified to drive the apparatus.

Revised February 2010