

Tempe Fire Department Policies and Procedures

Driver Training

403.01

Rev 7-23-93

PURPOSE

This driver training program was developed from several programs, adapting portions utilized to our circumstances and needs. This has been done in an effort to improve the safety of our members while on the road.

Operating in traffic is never a static undertaking; conditions are constantly changing. Elements that affect the safe flow of traffic are many: road surface, vehicle condition, speed, weather, visibility, congestion, and road configuration, to name a few. Far and away the most important element affecting traffic flow, however, is the driver.

DRIVING ATTITUDE

As the driver of a Fire Department vehicle you have a tremendous responsibility. The life and safety of everyone on the truck, the life and safety of every person you encounter on the roadway, and the safe and efficient operation of a vehicle weighing 30,000-40,000 pounds all rest with you. Your capacity to meet that responsibility is a function of both your driving skill and your driving attitude. You must have an awareness of that responsibility and be dedicated to meeting its inherent demands whenever you are at the wheel.

Impatience is a large contributing factor to a poor driving attitude. An inability to accept minor or momentary delays can lead to poor driving judgment, irresponsible actions, and unacceptable risks. The road is shared by all types of people; its use is a privilege. Some of those people are aware of their surroundings, are paying attention to their task, understand their vehicles, and have good driving skills. Many, however, do not. Physical limitations, distractions, impairments such as alcohol or drugs, and unfamiliarity with their vehicles are some things that can cause people to drive in a less than efficient manner. Impatience with these people won't change them. As a driver with great responsibility you must recognize the fact that people aren't perfect, that they make mistakes, that they cause delays. Be indulgent and be safe. It is far better to be delayed by someone else's mistakes, poor judgment, or slow driving habits (or merely your perception of same) than not to arrive at all because your impatience results in an accident.

It is possible to become overconfident in your driving abilities and your driving experience. This can lead to complacency which in turn can lead to momentary loss of awareness, a major contributing factor in accidents. You must maintain an awareness of your task whenever you are driving. Circumstances change almost instantly - what was safe a second ago may have changed into a dangerous situation now. Don't become a complacent driver. Be aware of your surroundings.

Experience is a good teacher. It should be supplemented, however, with practical skill building exercises and honest self appraisal. Even the most competent and careful driver, when faced with an emergency situation on the road, might not make the correct response quickly enough to avoid a collision if a response hasn't been practiced until it becomes automatic. Experience, to be valuable, should include practiced judgment and response. Remember, experience has a way of developing bad habits as well as good ones.

Overconfidence can also stem from false ideas about the capabilities of a vehicle and a misunderstanding of the forces that work upon a vehicle in motion. Most people grossly underestimate the distance it takes to stop a vehicle. Vehicle dynamics will be addressed in this policy to help you better understand the capabilities and handling characteristics of your vehicle.

One of the dangers of driving a fire truck is known as the size/power syndrome. The tendency is to believe that people will move away from your vehicle just because of its sheer size. This tendency is magnified during a Code

3 run with the sound of the siren and air horn. Not everyone on the road will see or hear you though, even with your lights, siren, air horn, size, and position in the road. If you assume that they will, you may not leave yourself room to maneuver around that occasional person who doesn't see you until the last second and then makes a totally inappropriate response to your presence, i.e., jerking to the left or panic stopping. Don't allow yourself to fall into the size/power syndrome. Assume people don't see you until they have taken appropriate action and leave yourself plenty of room with someone who obviously hasn't seen you.

VEHICLE DYNAMICS

Vehicle dynamics is the study of the effects of forces on vehicles in motion. It is a complicated analytical and experimental technology requiring the use of advanced mathematical principles to fully explain. The following presentation on vehicle dynamics is a simplified explanation of those forces along with how they affect vehicle handling and operation. An understanding of these principles should help you to respond appropriately in emergency driving situations. The forces we will be looking at are kinetic energy, inertia, centripetal and centrifugal force, friction, and traction.

Kinetic energy or the energy of an object in motion, increases as the velocity or speed of that object increases. But the increase in energy is not merely proportional to the increase in speed; it is proportional to the square of the increase in speed. The formula for kinetic energy is $KE=1/2MV^2$ where M is the mass of the object and V is its velocity. This simply means that if the speed of a given mass is doubled, its kinetic energy is quadrupled. In order to stop an object in motion its kinetic energy must be dissipated. This dissipation of energy can take place rapidly, as in a collision or more slowly as in braking. It is obvious that increased speed, especially when coupled with the large mass of a fire truck, greatly increases braking distance and the potential for damage upon impact.

Newton's First Law of Motion states that an object at rest tends to stay at rest and an object in motion tends to stay in motion unless acted upon by an outside force. This property of mass is known as inertia. Inertia for a moving object is directional, meaning that an object moving in a straight line will continue to travel in a straight line unless acted upon by an outside force. Because of inertia it takes more energy to start an object in motion than it does to keep it in motion. Conversely, it takes more energy to stop an object in motion than to keep it in motion. So inertia also impacts stopping distance to some degree but its greater impact on the control and handling of a vehicle has to do with its effect on cornering. Since an object traveling in a straight line tends to continue traveling in a straight line unless acted upon by an outside force, if that outside force (in this case, cornering traction) is not strong enough, inertia will cause the center of gravity of the mass to continue in the original direction. This means that if a vehicle is cornered too fast it will begin a rotation around its center of gravity (which is variable from vehicle to vehicle based on shape and weight distribution) which will continue in a straight line.

Inertia affects the three planes of motion that a vehicle can operate in, namely roll, pitch, and yaw.

Roll is the side-to-side motion of a vehicle that is produced in cornering. Roll is a product of inertia opposing the cornering force and is greatly affected by the center of gravity of the vehicle and cornering technique. The higher the center of gravity, the more roll, and the greater the possibility of actually rolling the vehicle over. The smoother the steering wheel is turned, the less roll will be experienced. Jerking movements of the steering wheel produce more vehicle roll.

Pitch is the movement of a vehicle in the front to back plane produced by accelerating and braking. Rapid acceleration or braking produce greater amounts of vehicle pitch while smooth, gradual acceleration and braking produce only a minor, unnoticeable pitch.

Yaw is rotation around the vehicle's center of gravity in a plane parallel to the road (spinning during a skid). Correction of yaw is also best effected in a smooth and constant manner, never moving the steering wheel faster than the vehicle is spinning.

Centripetal force is the force necessary to overcome inertia in order to change the direction of a vehicle during cornering. It is produced by the traction of tires against the road. Traction is adhesive friction. Friction is the resistance to motion of two objects that touch. As stated, adhesive friction or traction is a non-slipping friction. There are three types of traction related to vehicle operation: driving traction, braking traction, and cornering

traction.

Driving traction is the traction produced by the non-slipping friction of tire against road that pushes a vehicle. Braking traction is that which pushes against the road to slow or stop a vehicle. Cornering traction is the action of tire against road to produce the centripetal force necessary to turn a vehicle. Since driving traction and braking traction are opposing forces, they cannot exist at the same time. Cornering traction, however, can exist at the same time as either driving or braking traction. Traction is a product of tire design, construction, condition, road surface, and environmental factors, and is limited by these factors. If this traction limit is exceeded during straight driving, the tire will spin. If the traction limit is exceeded during braking (the brakes are locked up) the tire will slide. If it is exceeded during cornering, the tire will slide also. It is important to note that when traction forces are combined, the combination of these forces cannot exceed the limits of traction available without causing a resultant loss of control of the vehicle. This means that the more driving or braking force applied in a turn, the less cornering traction will be available. The more cornering force necessary, the less driving or braking force is available. Maximum cornering traction occurs when there is neither driving or braking force being applied, so when maximum cornering traction is needed, stay off the accelerator and brakes and just steer.

As previously stated, driving and braking forces can be taken to the limits of traction. Since these forces work in combination, once the limit of traction is exceeded as in a spinning or sliding tire, it is impossible to produce a cornering force. You can't steer if the wheels are locked up or spinning. Both front and rear tires must provide cornering forces for the driver to maintain directional control.

Centrifugal force is the name given to the inertia of a mass opposed to the centripetal force necessary to change direction during cornering. As with kinetic energy, centrifugal force is related to the square of the velocity. As speed is doubled in a turn, the force opposing that force which makes the turn possible is quadrupled. Centrifugal force also is related to the radius of the turn: the tighter the radius, the more centrifugal force is produced.

All of these forces significantly affect the safe and efficient operation of a vehicle. An understanding of them and their relationships will help you to better operate your vehicle.

DAILY MAINTENANCE CHECK

It is the responsibility of every apparatus driver to do a daily maintenance check on the truck at the beginning of each shift and to complete the Daily Maintenance Sheet located in the cab. The paperwork is not only a guideline for what needs to be checked but is also documentation that will be reviewed in case of an accident. The purpose of the maintenance check is to insure that the truck is safe and ready to operate.

A brief synopsis of each category on the Daily Maintenance Sheet, what to look for, and what to do in each category includes:

Radiator: Check coolant level. Keep filled to within an inch of the top with a 50/50 mixture of water and antifreeze.

Oil: Check level, make sure oil is above low mark. The truck should sit for at least an hour before adding oil for a true reading on the dipstick. Overfilling can cause heating problems and adding oil without first allowing time for the oil to drain into the pan can give a false reading leading to overfilling. When in doubt, slightly underfill rather than overfill.

Fuel: Check level. Don't allow fuel to go below a half tank. Tank is to be filled anytime the gauge reads lower than three-quarters.

Water Tank: Make sure tank is full at all times.

Battery: Check water level, every cell. Water should be maintained at the level of the split ring. Use clean water.

Tires: Check air pressure. The proper tire pressure is listed on the flat surface inside the driver's door.

Make sure you check the inside duels. If one of the duels is flat, the other is taking too much weight. If it were to blow out it could cause an accident.

Also check for cuts, damage, imbedded objects, and visible wear bars. Notify the Maintenance Division of any of the above conditions.

Emergency Lights and Siren: Check operation. Check all lights, replacing any that aren't operating.

Electric Switches: Make sure any electrical equipment that is switched is operating correctly.

Equipment In Place: The entire inventory must be checked daily. Use the inventory list in the cab - don't rely on memory. Note any missing equipment on the back of the sheet and notify your officer.

Air System: Make sure the air tanks are full. The air system must have 100 psi for the brakes to be fully operational. Don't drive with less than 60 psi in the tanks.

Fan Belts and Hoses (Saturday): Check for condition and tightness. If a belt has more than one-inch play, report this to the Maintenance Division - don't tighten the belt.

Bleed Air System (Saturday): This removes condensation from the system.

Brakes: While watching the air gauge, push on the brake pedal. If the air pressure drops more than 10 psi, notify the Maintenance Division. The brakes need adjustment and the braking action they provide will be minimal.

Relief Value (Saturday): Run the pump pressure to 125-150 pounds and set the relief value. Then run the pressure up and make sure that it relieves. The spring can develop a memory if the check is always at the same pressure, so vary the pressure from week-to-week. Keep the relief value turned all the way in when not pumping.

Also, open all discharges once a week to free them from mineral accumulations and insure that they will operate when needed.

Changeover Value (Saturday): Run the pump up to 125-150 psi and change from pressure to volume two or three times. When in volume, the pressure should drop to approximately half if the valve is operating.

Dry Chemical Extinguisher: Daily make sure that the extinguisher is pressurized, that the seal is not broken, and that the nozzle is clean. Weekly, turn it upside down and tap it on the floor to keep the powder from becoming packed.

Automatic Transmission Level: Check with the engine at operating temperature, on a level surface, with the transmission in neutral. Add as necessary.

The oil level in the primer pump reservoir must also be checked.

NOTES FROM THE MAINTENANCE DIVISION

Instrument Panel - Be familiar with the instrument panel layout of any vehicle you drive. This makes you more efficient and safer, allowing you to reach controls without taking your eyes off the road for very long.

After starting the engine and before moving the truck, check to make sure that you have oil pressure. The pressure should be at least 10 psi at idle before pulling forward and should register 50-60 psi under load. Monitor your gauges on a regular basis. (If your vehicle loses oil pressure, shut it down and notify the Maintenance Division.)

Also check the water temperature gauge frequently. During the hot months, diesel engines will operate in the 200°-210° range. If the temperature exceeds 220°, however, notify the Maintenance Division. If you are pumping and the temperature approaches 200°, take measures to cool the engine.

Braking/Down Shifting - All TFD apparatus have either a Jacob's engine brake (jake brake) or a Telma retarder to enhance braking capability. The jake brake is a decompression system that is activated when your foot is removed from the throttle. It works most efficiently when the engine is down- shifted while slowing. The recommended procedure is to remove your foot from the throttle, listen for operation of the jake brake, then shift to the next lower gear. When you notice the gears shift, downshift once more, then apply the brakes as necessary to stop. Jake brakes give a better braking action and extend the life of the brakes without adversely affecting the engine or transmission. There is a jake brake switch located on the dash of all vehicles equipped with a jake. It should be kept on high unless the roads are wet or slippery, in which case it should be turned off. Operation of the jake brake can cause the truck to skid on a wet road and turning off the switch is the way to correct this type of skid. Since this would not be a natural first reaction to a skid, it is recommended by our maintenance division that the jake be turned off if the roads are wet. Switching the jake brake off will increase the stopping distance of your truck. The wet roads will also increase your stopping distance. Consequently, if the roads are wet or otherwise slippery, you must be sure to decrease your speed proportionally in order to properly maintain control of the vehicle.

Some of the older trucks have a dry road/slippery road switch on the dash. This is an air metering device that regulates the proportion of air going to the rear brakes in relation to the air going to the front brakes. This switch should be left in the "dry road" position at all times. The newer trucks automatically regulate this proportion.

A Telma retarder is, an electromagnetic device that slows the drive shaft to assist braking. The Telma is activated by the brake pedal. There are four indicator lights on the dash indicating how much of the available retarding capacity has been activated (25%, 50%, 75%, or 100%). The harder the brakes are applied, the more the Telma is activated. Note that there will be no automatic retarding of speed with removal of your foot from the throttle as with jake brake equipped trucks. Also, trucks with a Telma retarder should not be downshifted to assist in slowing.

Idling Before Shutdown - If it is hot and your truck has been driven hard, it is necessary to allow it to idle for three minutes before shutting down. This allows the turbocharger, which is powered by exhaust and builds up tremendous heat, to cool down. Neglecting to do this can result in engine failure.

As you enter the apparatus room to park your truck, never shut off the engine while the truck coasts to a stop. This puts unburned fuel in the cylinders, removing lubrication, and can lead to costly repairs.

CODE 3 DRIVING

Most accidents are attributable to drivers (85%) rather than equipment or conditions. Most accidents are avoidable if a driver will: 1) anticipate conditions and, 2) make correct responses to those conditions. Anticipation is a function of awareness and vision. Correct responses are a function of practiced actions.

Proper visual habits can be developed and practiced like any other skill. Visual perception is a prime determinant in safe vehicle operation. With proper visual habits and good perception a driver can anticipate changing conditions and avoid potential crisis situations by taking appropriate action. Get into the habit of watching a long way down the road. This lets you see what is developing in your approach area so you can anticipate necessary actions. It also helps you guide your vehicle because your vantage point is off center and aiming high helps put the position of your vehicle in proper perspective.

Don't focus on the car in front of you. This can produce a tunnel vision effect. Be aware that an increase in speed can also reduce your visual field. The range at which your eyes focus is a narrow three degrees from straight ahead. To eliminate tunnel vision and get a complete view of your surroundings you need to use your peripheral vision (normally 180°) as well. Peripheral vision gives information on objects moving into your focal vision. Peripheral vision also gives an impression of speed; yours as well as others. In order to use peripheral vision effectively, you can't remain focused on any one object. The more you focus or stare, the less your

peripheral vision works. So keep your eyes moving to better perceive information introduced by your peripheral vision and avoid tunnel vision. Watch down the road, check oncoming traffic, check your mirrors often, check your gauges.

Vision and Hearing - Perception Limitations

The senses of vision and hearing are complex. To understand why some people don't hear or see a vehicle as large and loud as a fire truck with its lights and siren on, it helps to know a little about these senses and their limitations.

The eye has two sets of specialized cells, rods and cones, that function in different ways. Cones function in daylight and see color. Rods function in reduced light and do not register color. Cones see a sharper image than rods. As light fades and the rods come into play, red is the first color of the spectrum to be lost to perception and the last to return. In reduced light, a bright red fire truck is perceived only as a dark object. Also important for night driving is a phenomenon known as glare recovery time. When an approaching vehicle is passed at night it takes 7-10 seconds for the eyes to readjust to the dark. This adjustment time increases with age. At 50 mph, a vehicle travels 75 feet per second, so during the glare recovery time your truck could travel 750 feet in the time it takes your eyes to fully readjust to the dark.

The ability to locate the direction or source of a sound is affected by the functioning of the ear. Because of a phenomenon known as the "zone of confusion," the farther away the source of a sound, the more difficult it is to determine its direction. This effect decreases as the sound source nears and using alternate siren pitches helps to reduce its severity.

The "median plane of sound" is another limiting effect. If the sound is coming directly from the front or rear, neither ear is affected more than the other and direction is difficult to determine. The direction of an emergency vehicle approaching from the front or rear may be difficult to interpret because of this effect, not inattention or recklessness.

It is also possible that the person operating the car in front of you that doesn't seem to know you're there is partially or completely deaf. Also internal noises (radio, air conditioning, etc.) and car soundproofing can keep people from hearing your siren.

While driving Code 3 and approaching someone that apparently is unaware of your presence:

1. Change the siren selection.
2. Sound the air horn to assist in determining direction.
3. Position your vehicle for optimum visibility in the car's mirrors.
4. Remain patient and cautious - he probably isn't intentionally ignoring you.
5. Do not pass until you are convinced the driver is aware of your presence and has committed to some form of action to clear your way, i.e., slowing, stopping, or moving to the right. Make eye contact in the driver's mirror if at all possible.

When driving Code 3, be aware that there may be other emergency vehicles responding to the same address as you. There may be other fire units as well as police vehicles and ambulances all coming from different directions. If you arrive at an intersection at the same time as another fire unit, allow the first due unit to proceed first. If you arrive at an intersection at the same time as a responding police vehicle, if the incident is essentially their jurisdiction (i.e., a crime scene in which we have been called to provide EMS), allow them to proceed first. If the call is a fire call, PD should allow us to go first but don't automatically take the right of way in this situation - make eye contact with and be sure the officer is going to yield before proceeding. Ambulances should yield to fire vehicles in intersections but, once again, don't expect that this will automatically happen. At intersections with Opticom, obey the signal.

When driving in the same direction as other emergency vehicles traveling Code 3, never pass without the knowledge and consent of the vehicle in front of you.

As you approach the emergency scene, proceed with extreme caution. Slow down a block or so away. This will give the officer a chance to size up the situation. Avoid watching the emergency - all the other drivers on the road will be watching it.

Code 3 driving is a cooperative effort between the driver and the company officer. The officer has responsibilities while responding (i.e. route selection) but should assist in watching the road especially at intersections. Every officer and every driver is different. Find out what the officer feels responsible for and what is solely your job. If you feel that you need the officer to watch intersections more closely for you, communicate that. Officers, when you have a driver that you are unfamiliar with, talk about your expectations. The time to clarify responsibilities is before, not during, a Code 3 run. The officer should operate the siren so the driver can watch the road and keep both hands on the wheel at all times.

Do your best to maintain a steady speed that will allow you to drive through intersections with a green light. This is more efficient than rapidly accelerating and driving fast and hard from red light to red light. It also causes less wear and tear on the truck.

Finally, to avoid the ultimate in confusion, if you are canceled during a Code 3 run, don't shut down your red lights and siren just before entering an intersection. If you are approaching an intersection, drive through the intersection as if you were still responding to the call. When you have cleared the intersection, then shut down.

POSITION - SEAT, HANDS, MIRRORS

Seat Adjustment - In order to have maximum control of your vehicle, you must properly adjust the seat to maintain a good sitting position. The seat should be as far back as possible while allowing your feet to comfortably reach the pedals. Your back should rest against the seat back. Don't lean forward or support your body with your hands and arms because this affects your ability to steer.

Hand Position (Steering) - Place your hands at the nine and three o'clock positions on the wheel. You shouldn't feel cramped and your arms should be away from your body with the elbows slightly flexed. This position allows you to turn the wheel 180° in either direction very quickly without releasing it. It will become evident during the practical portion of the driver training class that in many emergency situations this is all that will be necessary to avoid a problem. If it is necessary to turn the wheel more than 180°, use the hand-over-hand method, releasing your grip naturally as the wheel passes 180°. When cornering, steer out of a turn as deliberately as you turn in, not allowing the wheel to spin freely. An unbalanced grip, such as a ten and two o'clock hand position, may cause you to pull the steering wheel to one side or the other as the motion of the vehicle pushes your body to one side (in a quick steering situation such as an evasive maneuver), resulting in unwanted steering input.

Don't lean into a turn as you steer - sit straight up. Leaning can cause a viewing perspective that your brain has trouble interpreting, leading to a short turn.

While driving, keep your arms relaxed and don't grip the wheel too tight. Monitor your grip regularly and relax it if you notice it becoming tight or strained. A tight grip increases the stress on your body which can affect your ability to effectively operate the vehicle. It can also add to your fatigue.

Mirrors - Make sure your mirrors are adjusted before you drive any vehicle. Adjust the outside mirrors so there is as little of your vehicle showing as possible, with the horizon in the middle of the mirror. Use the side of your vehicle as a reference point for the relation of other vehicles to your own. Be aware of your blind spots. Convex mirrors help to eliminate blind spots but distort the image and make other vehicles look farther away than they are.

DRIVING EXERCISES

The practical portion of the driver training program consists of four exercises developed by professional drivers at General Motors Proving Grounds (GMPG). These exercises simulate driving emergencies that occur frequently as the cause of accidents. The objective of this accident avoidance training is to teach you to respond as quickly and correctly as possible in an emergency situation.

Serpentine

The serpentine exercise is not directly related to an emergency maneuver. However, it is included because it helps develop smoothness, timing and rhythm, and helps to familiarize you with the 9-3 hand position. This exercise also develops throttle and steering coordination because to successfully complete it you must vary throttle pressure while steering. The course consists of two sets of cones set in straight lines, one set spaced 60 feet apart and the other spaced 50 feet apart. You will drive both sets at a speed given to you by your instructor and maintain that speed as you steer your vehicle on alternate sides of the cones. Stay as close to the cones as possible without striking them. A successful pass will consist of maintaining the 9-3 hand position on the wheel, maintaining a constant speed (± 2 mph), striking no cones, and controlling the vehicle in a smooth and consistent manner.

Evasive Maneuver Exercise

Many obstacles in the road which could be avoided are not. The objective of this exercise is to demonstrate that less distance is needed to steer around an object than is required to panic stop before striking it. You will drive down a lane of cones toward a barrier. An exit lane is provided on either side of the barrier. As you approach the barrier at a given speed you will be given a cue to go either left or right. A correct response will be to enter the lane at the correct speed, release the throttle, steer in the given direction, avoid the barrier, and not strike any cones in the exit lane. As you progress, your approach speed will increase and your cue time will be shortened. The 9-3 hand position is maintained and it will be necessary to turn the steering wheel approximately 180° both ways to successfully complete the exercise. No braking is allowed in this exercise.

Controlled Braking Exercise

Many emergency situations require braking. The fastest stop can be made by braking to the point of impending slide which occurs just before the wheels lock up. By avoiding a lock-up you also maintain the ability to steer the vehicle. The purpose of the controlled braking exercise is to develop the ability to achieve maximum braking and still be able to control the direction of the vehicle (braking and steering simultaneously). The layout is similar to the evasive maneuver exercise. You will approach an obstacle while driving at a given speed down an approach lane. When cued by your instructor you will apply the brakes and steer around the obstacle. As you go around the obstacle you will be approaching another barrier representing oncoming traffic. It will then be necessary to steer back into your original lane, straighten the vehicle, and stop before entering a simulated intersection. If you apply the brakes too hard, the wheels will lock up and you will lose the ability to steer. When you feel the vehicle start to slide, ease up on the brakes until you once again have steering control. A successful pass is one in which the 9-3 hand position is maintained, the cue is not anticipated, the wheels don't lock, no cones are hit, the vehicle is returned completely to the driving lane and stopped before or even with the last cone. Once again, as you become more proficient, your speed in the approach lane will increase.

Skid Control

A skid is initiated when the limits of traction between the tires and the road have been exceeded (see Vehicle Dynamics section). If your vehicle is skidding you have momentarily lost control of it and that control must be regained. There are three types of skids; braking, cornering, and power. A braking skid is caused by locking the wheels and sliding. A cornering skid is caused by taking a corner too fast and sliding. A power skid is caused by applying excessive power and spinning the wheels resulting in lost traction.

The purpose of the skid control exercise is to teach how to stop a skid and regain directional control of the vehicle as soon as possible after the skid is initiated. The course is a slick area 60 feet wide by 250 feet long. You will drive across the skid course in a curved path. When you sense a skid beginning, ease off the throttle and at the same time steer in the direction that the rear of the vehicle is moving. Don't use the brake. The speed with which the steering wheel is turned should match the severity of the skid. A successful pass occurs if you steer in the direction the rear of the vehicle is heading, maintain firm control of the steering wheel, regain directional control, ease off the throttle, and don't brake.

RELATED POLICIES & PROCEDURES

Rules and Regulations	103.00, Article 38
Code 3 Driving	211.01
Fireground Safety	205.07