



**HOSE Co. 2**

**Priorities for  
First Due Truck  
Company**

# PRIORITIZING TRUCK WORK

With Truck work we always remember the **Acronym – LOVERS \_U**

It helps us refresh our memory on a Truck company's responsibilities:

**L** ADDERS

This helps remembering basic Truck assignments but it **DOESN'T** address – the **TIMING** of these tasks, as it relates to any fire grounds.

**O** VERHAUL

**THIS DRILL WILL HOPEFULLY HELP WITH THAT.**

**V** ENTILATION

**E** NTRY

Whether you are the only Truck or if additional Truck Companies coming into your scene, the timing of truck company operations is determined **more by the fire ground needs**, than who is coming.

**R** ESCUE / SEARCH

**S** ALVAGE

**U** TILITIES

When we think of Truck co's responsibilities we should be thinking in two tiered fashion ( **what is first truck doing and what are the later trucks** )

This will helps **prioritize**: what needs to get done - by who and in what order.

# BASIC TIMELINE OF TRUCK WORK

If you wanted to make a **generalization** to a basic timeline of truck work it, It would look something like this:

- **SIZE UP** ( Always ) the situation from a trucks perspective  
what type of structure, what's burning , where, where is it heading,  
what's the life hazard potential, what recourses do I have and the list goes on...
- **FORCE ENTRY** for searches ( victims and fire ) and engine operations
- **Perform immediate rescue** in conjunction with interior operations.  
Note – a good number of times victims are found upon immediately entering -  
when this happen it tends to immediately change the plan – **be ready for that!**
- **SEARCH** – victims but again also the fire
- **VENTILATION CONTROL** - in most case this means vent for Engine Co and  
for better searching , but it also means closing the door! – Control the Flow Path
- **LADDER** for access, egress, ventilation, VEIS, victim removal ...
- **Opening up or OVERHAUL** for the engine co. This includes salvage – protection  
of property – damaging only what is needed and protecting what can be saved.
- **Securing the UTILITIES** – based on the events needs

# BASIC TIMELINE OF TRUCK WORK

As you can see that is a lot of thing that need to be done!

What's even more obvious is many of these things need to be done simultaneously.

## Factors like:

- number of personnel on the rig ( and even their abilities or capabilities )
- the actual fire grounds needs – immediate rescue , victims out the window(s)...

These will play the biggest part on the **best approach** of determining a plan for the first truck ( listing priorities) , for that specific incident.

If we have 2 people out 2 different windows and fire below them , is a trucks primary objective to get entry for the Engine ? Think!

It very well could be, it may be these victims best chance of survival, get the Engine in and get water on that fire ! ( *this will make conditions better* ) – **along with** ladders to these windows, if even possible ( will ladders reach or need rope off the roof ) all factors.

It's is important to remember not to get lost in that given moment, ( tunnel vision ) we need to see and act on the bigger picture and not on **that immediate seen** need.

**\*\* EVERYONE WANTS THE SEAT – BUT DO YOU HAVE ENOUGH KNOWLEDGE TO MAKE THIS CALL?**

# FIRST – DUE TRUCK WORK

## **DON'T BE FOOLED BY THE TITLE !**

Take a step back and think about how Westbury as most FD in the area operate.

- What Rig usually comes in first?
- How long will it take for that first ladder truck to get on scene, after that first Engine?
- Will that second rig actually be a Ladder or another Engine ?

**So in the not so perfect world we live in, Who will be most likely doing some of this “First due Truck” responsibilities/work ?**

The first due Engine Boss and the Entry position on the first Engine, in a good number of our incidents.

They will be at minimum doing the:

- Initial Size Up
- Forcing Entry
- Initial search /rescue – until taken over by the 1<sup>st</sup> truck – Hopefully/Maybe...

**\*\*\*They will at least be doing some of this! \*\*\***

# FIRST – DUE TRUCK WORK

**If the First Engine has done some of these items:**

Is this a good thing or Bad?

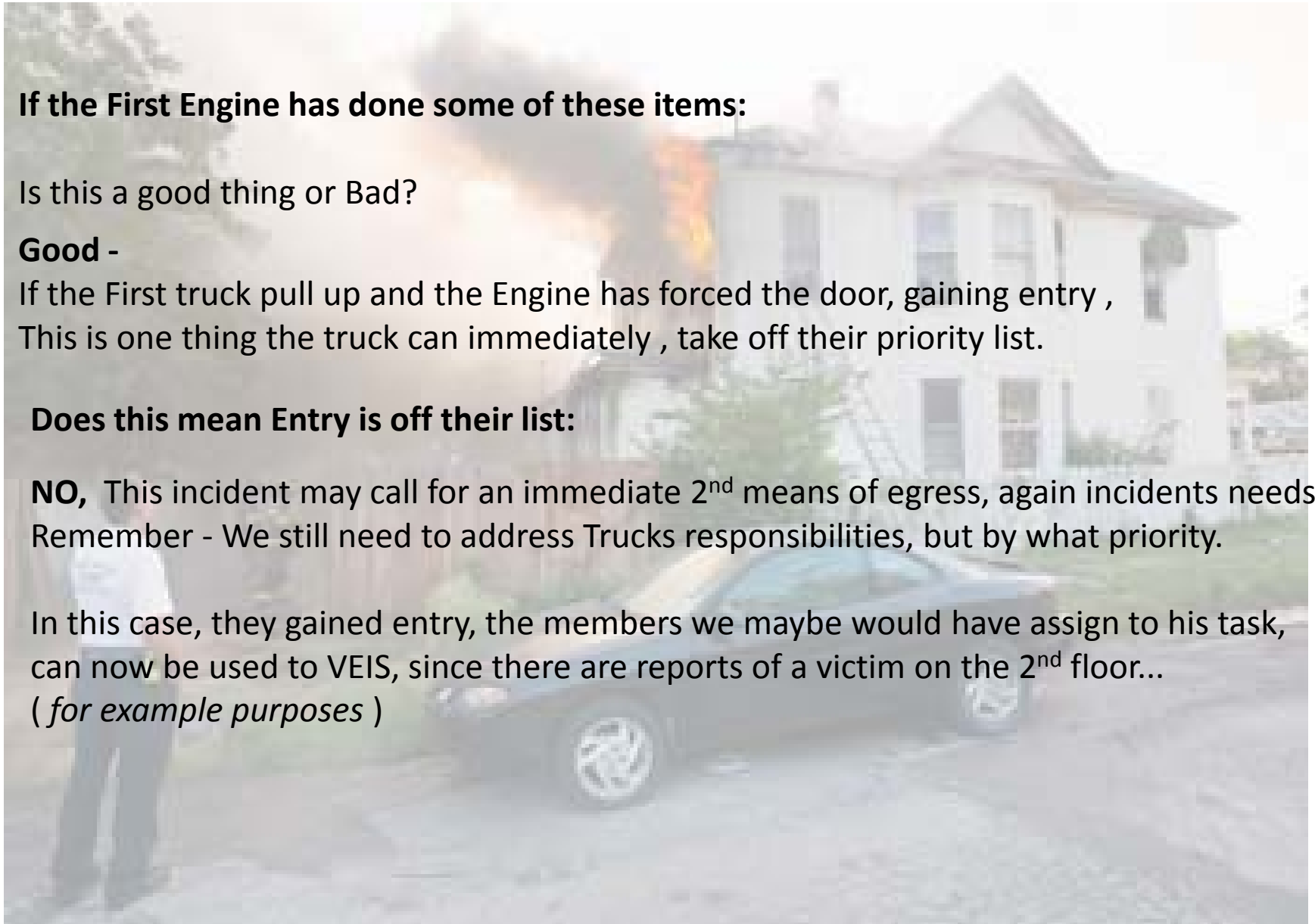
**Good -**

If the First truck pull up and the Engine has forced the door, gaining entry ,  
This is one thing the truck can immediately , take off their priority list.

**Does this mean Entry is off their list:**

**NO,** This incident may call for an immediate 2<sup>nd</sup> means of egress, again incidents needs.  
Remember - We still need to address Trucks responsibilities, but by what priority.

In this case, they gained entry, the members we maybe would have assign to his task,  
can now be used to VEIS, since there are reports of a victim on the 2<sup>nd</sup> floor...  
( *for example purposes* )



# SIZE – UP from the Trucks Perspective

While overall fire ground size up ( what you have and what's happening **right now** ) is very important information – all arriving companies **should be** getting some of this information via the IC's initial report . - if this wasn't important and needed, then chief's could just ride the rigs.

\*\*This info will allow arriving personnel's thought process to start – thinking of what may be needed prior to arrival, giving arriving members a head start.

**When the apparatus is first in, this boss will have a responsibility for the initial size up and this broadcasting of the initial report.**

What is also important is that all rigs boss do their own size up from a perspective of that rig responsibilities – Engine or Truck

In this case since were talk truck co. so **FROM A TRUCK Co. PRESPECTIVE.**

The first due truck co size up needs to determine: ( right away )

- if forcible entry is needed
- If there is an obvious rescue

These 2 key issues will determine the immediate action for a good portion of the crew

# SIZE – UP from the Trucks Perspective

In addition to those issue,

- The first truck co must size up the **primary** search operation ( victims and fire location ) this also needs to be done as quickly as possible.
- Initial ventilation concerns should be considered **if the fire has self – vented** , this is not so much a concern and can be addressed by later arriving truck co's

As you can see, this size up is setting the first due trucks companies priorities  
- addressing what needs to be addressed immediately and what can wait,

**Remember** – utilizing the personnel you have available on **your rig**. ( quantity/quality)

Setting an item to a later priority is not saying it **not important** or immediately needed, your just saying these items are **more important** and you can only do these items with the crew you have immediately available to you, now.

**This other items still need to be addressed !**

**Also Note** – Most of these Truck priorities will be done in conjunction with the Engine Co. fulfilling their immediate priorities. ( water to rig, water on fire )



# Forcible Entry

First due forcible entry operations can be real simple or really complicated, depending on the types of structure and the area it's located.

Is it a Residential in a good part of town vs. the bad with lots of break ins  
Commercial on Main St vs. Industrial Area

Is it a Front door vs. Rear door...

What's it protecting?

Shoe Repair Shop vs. Bank

Restaurant vs. Big Box Store... All important in your size up

**Each presents different challenges for the entry team**

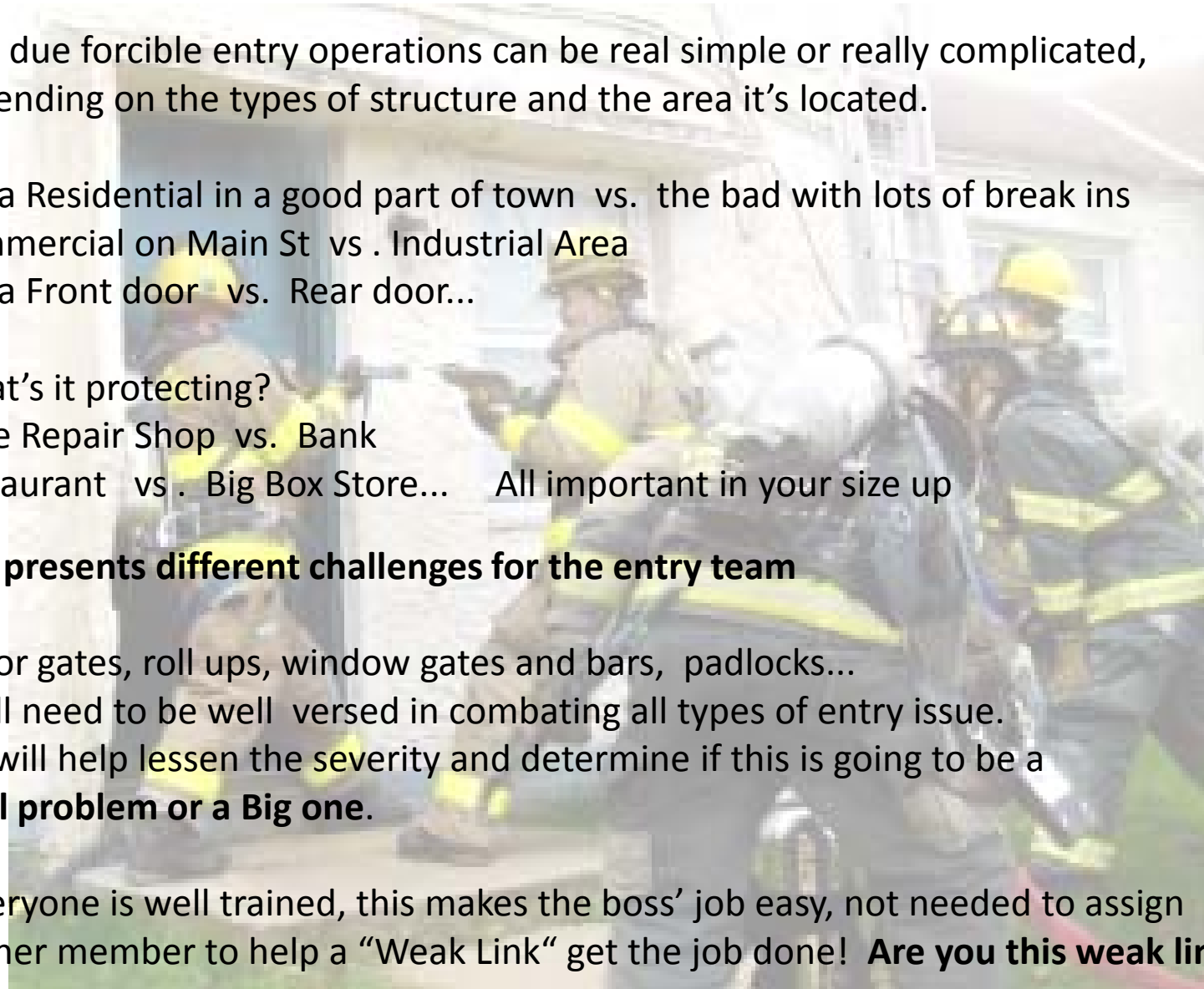
Scissor gates, roll ups, window gates and bars, padlocks...

we all need to be well versed in combating all types of entry issue.

This will help lessen the severity and determine if this is going to be a

**Small problem or a Big one.**

If everyone is well trained, this makes the boss' job easy, not needed to assign another member to help a "Weak Link" get the job done! **Are you this weak link?**



# Forcible Entry

No Matter what the challenge is, always remember the basics!

This starts with your basic forcible entry tools:

Set of Irons - Halligan/ Flat axe **but better** Halligan/ Maul – forcible entry purposes

Know what else is available to you for that specific event:

K- Tool – commercial setting ( framed glass doors )

Power saws

Bolt Cutters

Don't over think the problem.

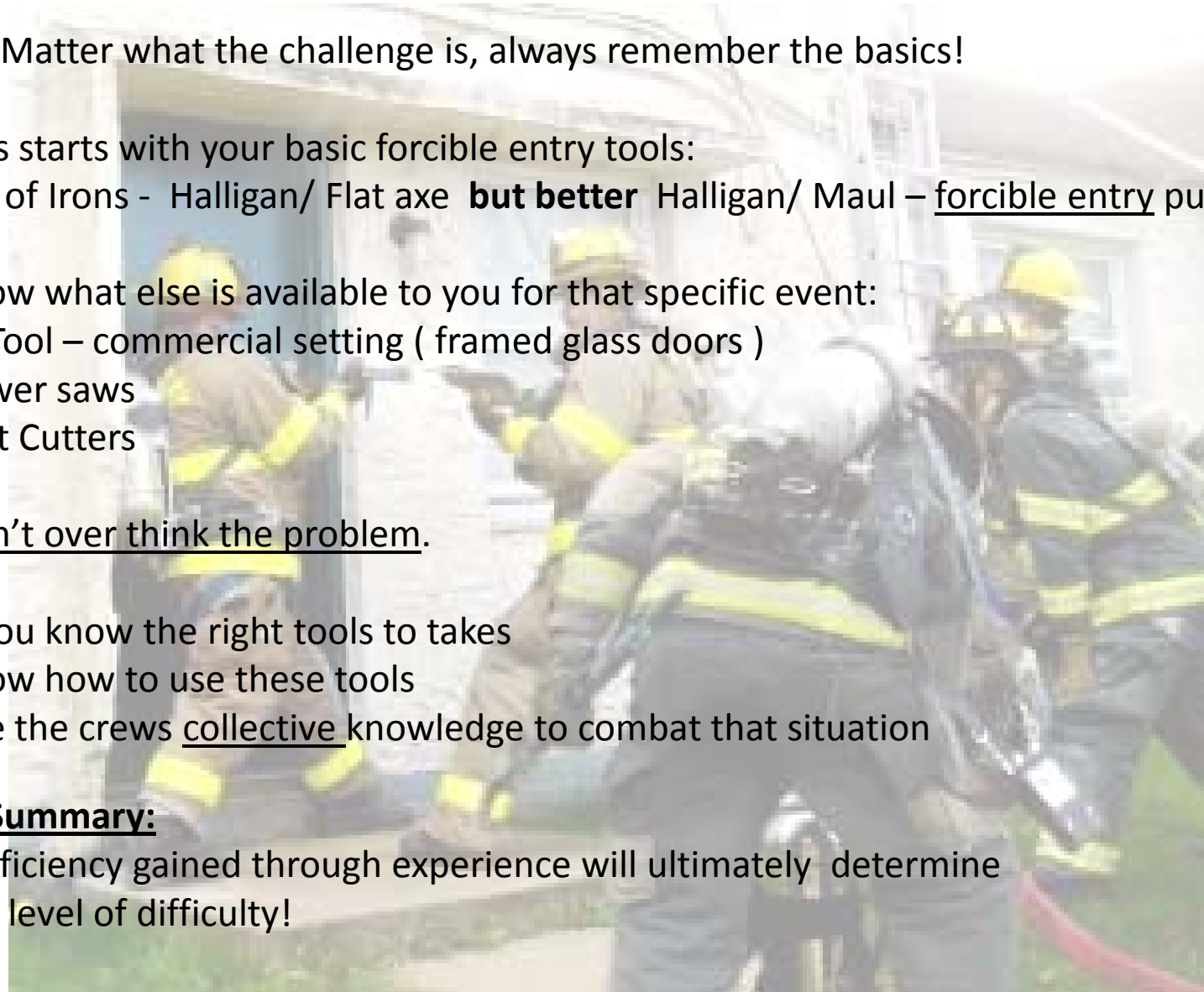
If you know the right tools to takes

Know how to use these tools

Use the crews collective knowledge to combat that situation

## In Summary:

Proficiency gained through experience will ultimately determine the level of difficulty!



# SEARCH – and Rescue

Whether we forced the door, engine forced the door or door was open upon arrival, Search will always need to be done for one or two reasons:

Locate any victims

Locate the fire – especially at its lowest source.

If the truck finds the fire in that attic of a balloon frame home and its later learned the fire is also in the basement, did the truck do their job properly - NO

In some cases the fire location may be obvious, especially if visible from outside. This may lessen the priority to search for fire, but doesn't lessen the overall search priority, And it will probably only change the locations of initial search.

These incident the Engine can typically commit to fire sooner, ( not waiting for Truck to locate the fire ) keeping the fire CONTAINED to a specific area as search are conducted elsewhere throughout the structure, making searches quicker and safer.

# SEARCH – and Rescue

When searching – your **search size up** should always consider:

- Where's the fire
- Where are the occupants likely to be located – that time of day
- Where are the conditions worst inside

## As general rules:

- Occupants that are closer to the fire need to be access quicker for better chance for survival.
- there are 2 locations that need to be quickly targeted as soon as possible:
  1. Area directly around the fire
  2. Area directly above the fireIdeal situation – both searched simultaneously ( search team & VEIS )  
or the crew with the engine – searches that area as other search team proceeds above

Obviously the more personnel or proficient crew you have on the rig,  
the more the truck can accomplish.

Remembering if you simply don't have enough people to perform all the functions,  
Then functions need to be prioritized base on the final outcome desired.

Those are just the facts!

# Initial Ventilation

When it comes to ventilation there is all kinds of opinions, theories, debates and even techniques... No matter what you believe, ventilation is done for 2 reasons:

1. for fire
2. for life

The type of ventilation ( fire or life) depends on your position, your function and the fire ground you are confronted with.

**Venting for Fire** – *through the eyes of the first due truck* , a self vented fire means that the engine can make their push without committing a truck guy to venting opposite the attack ( but not 100% )

This is great because it allows the truck to check one thing off their to do list and allows them to move on to another needed initial priority.

But if the fire isn't self vented, vertical ventilation needs to get done allowing for engines more ease of advancement to the fire. The Engine may be able to get to fire without it , but getting that vertical vent also allows the smoke to lift up and away from any victims on the floor, giving them a fighting chance.

# Initial Ventilation

**Venting for Life** – venting to assist the search operation ( all interior operations ) is a big part of the 1<sup>st</sup> due truck.

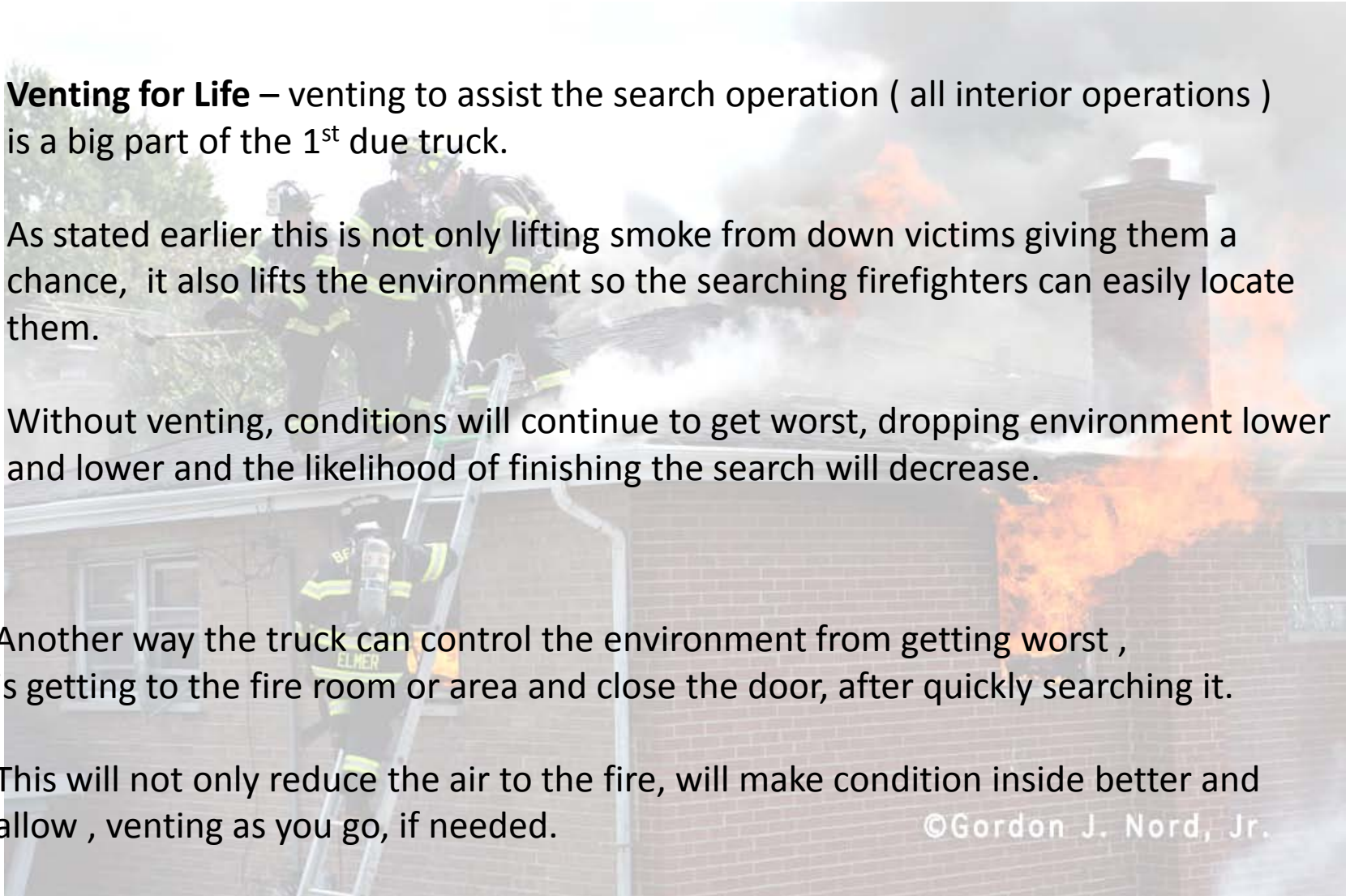
As stated earlier this is not only lifting smoke from down victims giving them a chance, it also lifts the environment so the searching firefighters can easily locate them.

Without venting, conditions will continue to get worst, dropping environment lower and lower and the likelihood of finishing the search will decrease.

Another way the truck can control the environment from getting worst , is getting to the fire room or area and close the door, after quickly searching it.

This will not only reduce the air to the fire, will make condition inside better and allow , venting as you go, if needed.

©Gordon J. Nord, Jr.



# Initial Ventilation

Are there incidents where Ventilation is a truck co's top priority?

We arrive to that taxpayer with the blackened windows, smoke puffing from the building as if the building is breathing...

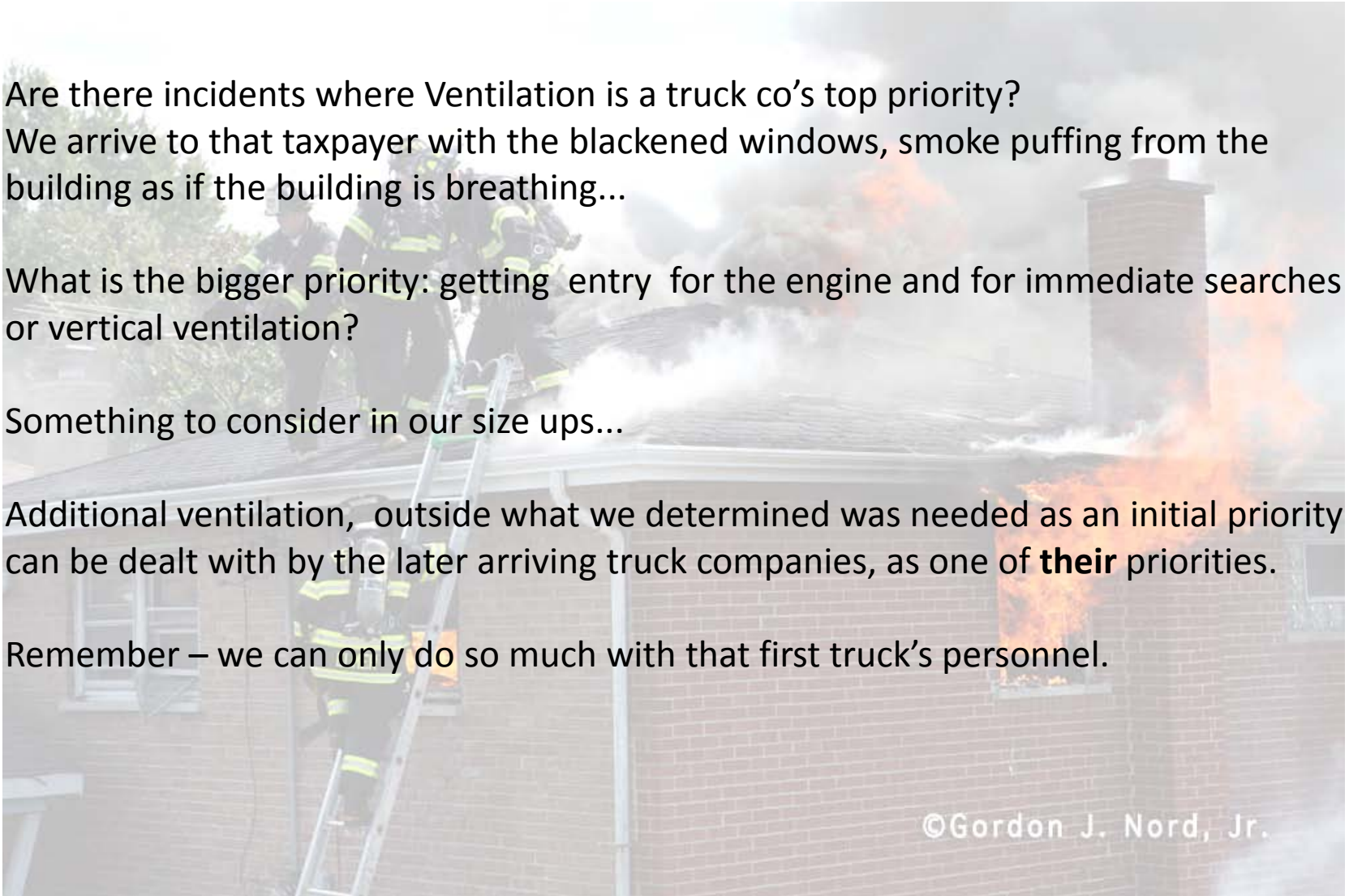
What is the bigger priority: getting entry for the engine and for immediate searches or vertical ventilation?

Something to consider in our size ups...

Additional ventilation, outside what we determined was needed as an initial priority, can be dealt with by the later arriving truck companies, as one of **their** priorities.

Remember – we can only do so much with that first truck's personnel.

©Gordon J. Nord, Jr.



# Laddering

Laddering is one of those things on the fire ground where there never seems to be enough personnel on scene to get this done.

This is not really a truth, its more a fact that members have not learning how to multi –task or are just lazy and like to pass the buck off to someone ?

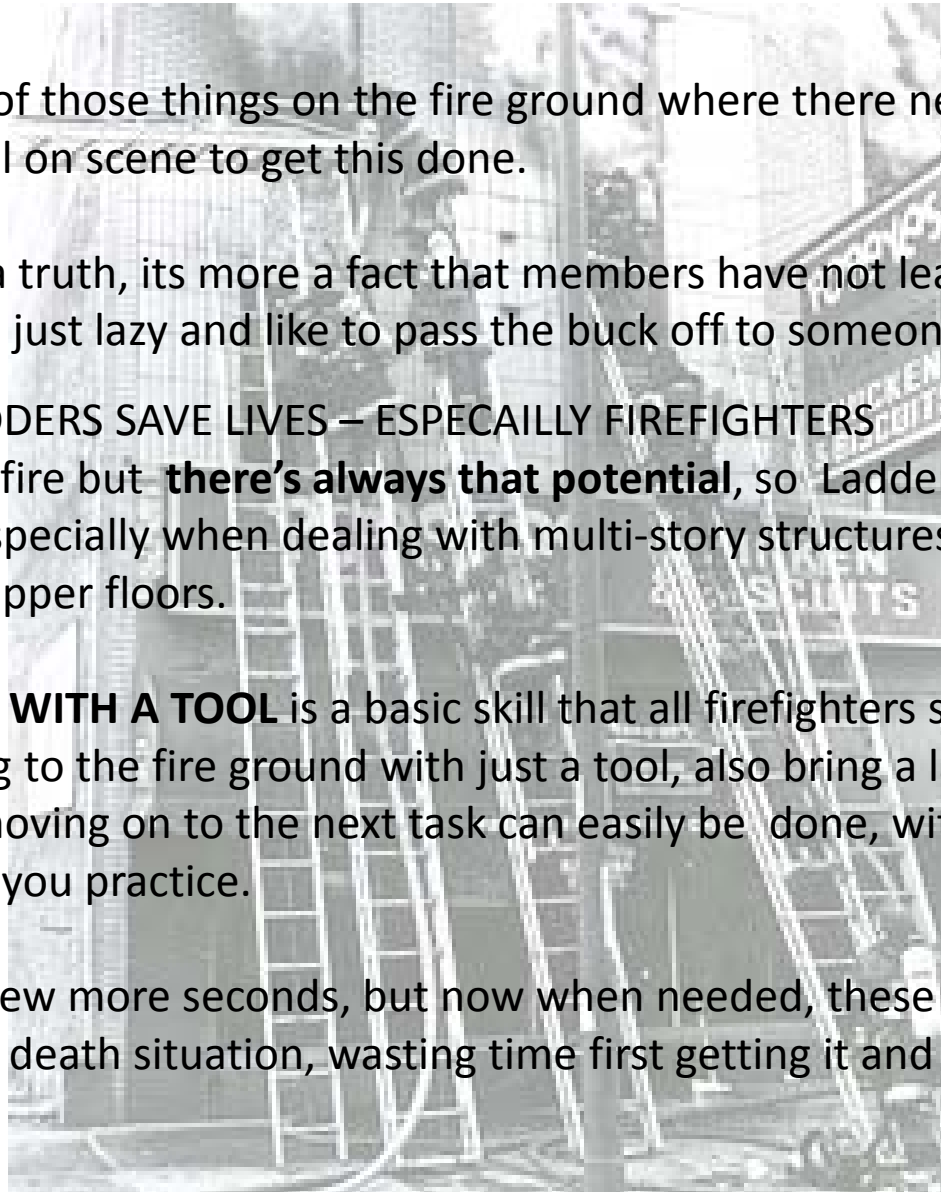
The Reality is LADDERS SAVE LIVES – ESPECAILLY FIREFIGHTERS

Maybe not every fire but **there's always that potential**, so Laddering should never be overlooked, especially when dealing with multi-story structures where ladders can reach these upper floors.

**Carrying a ladder WITH A TOOL** is a basic skill that all firefighters should know.

Instead of walking to the fire ground with just a tool, also bring a ladder, throw it to a window **before** moving on to the next task can easily be done, with little time and effort wasted – if you practice.

Doing so takes a few more seconds, but now when needed, these few seconds aren't effecting a life or death situation, wasting time first getting it and then throwing it!





# Laddering

Know your ladders,

Know where they are located on all rigs – Not just the truck

Know each ladders capabilities

Know your limitations – can you carry or throw that ladder by yourself

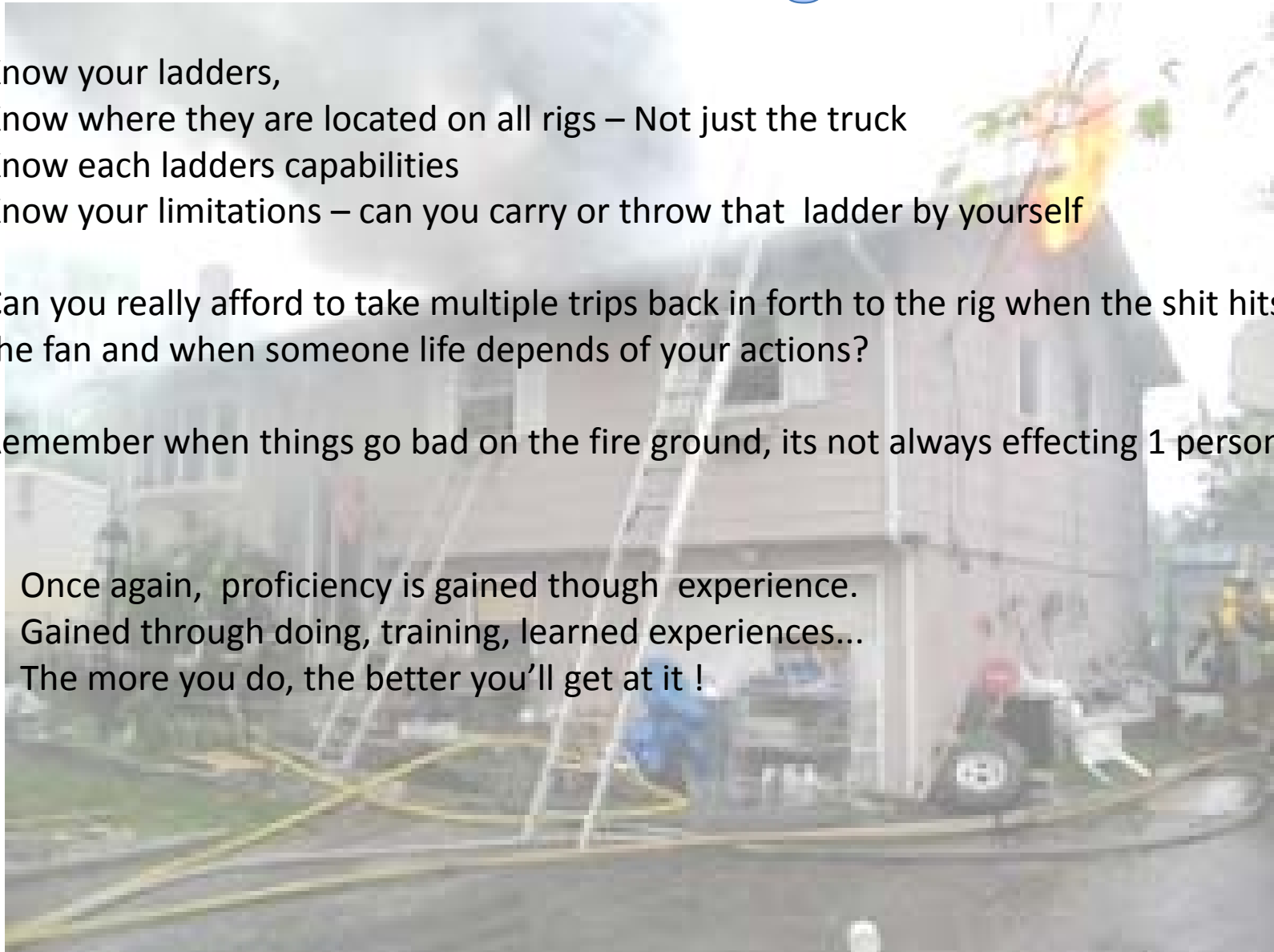
Can you really afford to take multiple trips back in forth to the rig when the shit hits the fan and when someone life depends of your actions?

Remember when things go bad on the fire ground, its not always effecting 1 person!

Once again, proficiency is gained though experience.

Gained through doing, training, learned experiences...

The more you do, the better you'll get at it !



# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
<b>O</b>	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
<b>1</b>	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
<b>2</b>	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
<b>3</b>	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
<b>4</b>	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

**WHO IS DOING WHAT ?**

# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
<b>O</b>	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
<b>1</b>	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
<b>2</b>	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
<b>3</b>	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
<b>4</b>	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

**What's Chauffeur responsibilities ?**

# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
1	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
4	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

**What's Officers responsibilities ?**

# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
<b>O</b>	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
<b>1</b>	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
<b>2</b>	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
<b>3</b>	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
<b>4</b>	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

**What's Hook/Can responsibilities ?**

# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
1	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
4	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

**What's Forcible Entry responsibilities ?**

# Plugging in to Westbury FD Op's



## WESTBURY FIRE DEPT.

### Truck Co. - Riding Positions & Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
1	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio 8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES
4	Roof Position 2		Assist Roof Position 1

**What's Roof Teams responsibilities ?**

# FINAL NOTE

Achieving success on the fire ground is a combination of knowing  
how to perform,  
why to perform  
and when to perform.

No matter who you are – Probie, member, officer ... It's **your ability**  
Applied to the needs of that event,  
that will make, you, your crew  
and actual fire scene safer, for all involved  
and will also make it a more successful outcome.

The 1<sup>st</sup> step is to learn how to do - Training  
*Without it there is no successful step two.*  
2<sup>nd</sup> step - we learn **why** we do what we do  
Then - just as important is **when**.

**BE THE BEST YOU CAN BE –  
NOT JUST FOR YOURSELF BUT FOR EVERYONE !**

*Thanks to : Fire Training Network for assistance w/ this Training*