HAND SIGNALS MANUAL

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REScue Ladder hand signals

PURPOSE
In order to facilitate aerial operations on the fire ground and other emergency, as well as non-emergency situations, it is suggested that our department incorporate a method of communication between the apparatus aerial operator and the guide man directing him to the target location. Many times voice communication is impractical because of noise, distance and radio traffic. It is for this reason that the following hand signals are suggested as an adjunct to voice communication. The hand signals suggested are familiar to many already as standard for crane operations. Six new signals were developed for directing movement. They were designed to prevent confusion with boom operations.

All lateral movements should be made with the arm extended to the side of which motion is desired, whether the flagman is facing the operator or the objective. The same is true for nozzle movements.

MOVE AERIAL LEFT

RAISE AERIAL

EXTEND THE LADDER

STOP ALL MOVEMENT

MOVE AERIAL RIGHT

LOWER AERIAL

RETRACT THE LADDER

MOVE NOZZLE LEFT

OPEN STREAM (FOG)

RAISE THE NOZZLE

MOVE NOZZLE RIGHT

STRAIGHTEN THE STREAM

LOWER THE NOZZLE
APPARATUS BACKING PROCEDURES

Drivers of apparatus will not back the apparatus until at least two employees, designated as flag persons, can assist with the backing maneuver.

The flag person in the driver's side mirror will be the backer using hand signals to guide the driver. The driver and flag persons should look at the following areas before backing the apparatus:

- where they will be backing
- overhead obstructions
- under the apparatus
- traffic

The Officer may use hand signals to assist the driver at the front of the apparatus when verbal communication is not possible.

The officer-in-charge of an apparatus will be equally responsible for an accident involving backing when the officer remains in the apparatus.

The officer will be positioned at the front of the apparatus drivers window, or at the front right side of the apparatus, the swing of the apparatus will dictate where he should be positioned.

The driver side window down sufficient enough to hear any audible commands from Officer. The officer will watch the sweep of the apparatus and have a visual of the backer positioned at the back.

If at any time, the backing procedure must halt, the driver can be notified by hand signal of the backer and or voice communication from the officer positioned outside the window.

Apparatus with four personnel shall have two personnel at the back of the rig and the officer at the front of the rig where needed. When backing is done at night, the flag persons should give the backing signals with a flashlight, and wear a reflective traffic vest.

When backing an apparatus to or near a barrier (fence, parked vehicle, overhead door, etc.), the flag person shall signal for the driver to stop when any part of the apparatus is within 3 feet of the obstruction or barrier. The apparatus driver shall immediately stop if they lose site of the flagman. The Driver will immediately stop and not proceed if the signal to stop is communicated.

Employees will wear the reflective traffic safety vest to improve their visibility to others when backing apparatus on a roadway, directing traffic, or working on or beside a highway. This includes backing into a station during the day or night. You should have your safety vest and or bunker coat on.

The above procedure applies in all situations where the apparatus requires backing.

EXCEPTIONS to the above policy:

1. When a piece of fire apparatus has only one firefighter assigned, i.e., brush pumper, tank pumper, tanker, or Air One, and there are no additional fire department personnel immediately available to use as a flag person. The operator will use extreme caution while backing the apparatus.

2. If the apparatus needs to be moved during an emergency, and there are no fire department employees immediately available to use as a flag person, the driver must use extreme caution while backing the apparatus.

3. Employees driving vehicles not assigned to fire stations must check the clearance around the vehicle and use caution when backing.

4. Vehicles with back up cameras should be included as part of their visual when backing. This gives the driver another tool making contact with the backer.
OKLAHOMA CITY FIRE DEPARTMENT - HAND SIGNALS FOR BACKING VEHICLES

START BACKING

STOP

TURN RIGHT

TURN LEFT
DAYLIGHT HAND SIGNALS

To be used only in daylight and not given with flashlights and lanterns after darkness.

**EXCEPTION TO THE ABOVE RULE:** Danger signal may be given after darkness with flashlights or lanterns.

**NOTE:**

A. Persons giving signals be sure to be in good vision of person receiving signal.
B. Be sure to have their attention, before giving the signal.
C. Give signal until they return signal back in recognition.
D. All signals are given right-handed.

**SPECIAL NOTE:** Person receiving signal, MUST WITHOUT FAIL, return the recognition signal, when they understand it.