

- 1. Who does the ultimate responsibility for the actions of the driver/operator and the apparatus crew members lie with?**
  - a. The Fire Chief
  - b. The Company Officer
  - c. The head of apparatus maintenance
  - d. The Assistant Chief
  
- 2. The company officer must also ensure that all members are?**
  - a. Dressed for the job
  - b. On the apparatus before it leaves the station
  - c. Seated and belted within the apparatus riding compartment
  - d. The driver/operator knows where they are going
  
- 3. During the response, the company officer must be constantly observing traffic conditions, road conditions, incident radio traffic, and other factors to assist the driver/operator to ensure a safe, appropriate response is made.**
  - a. True
  - b. False
  
- 4. What is the most likely place for a crash involving all types of emergency vehicles?**
  - a. Apparatus backing operations
  - b. Excessive speed
  - c. Intersections
  - d. Negotiating curves
  
- 5. What are some problems associated with excessive speed?**
  - a. The vehicle is unable to negotiate a curve in the road
  - b. The vehicle is unable to stop before hitting another vehicle or object
  - c. The vehicle is unable to stop before entering an intersection
  - d. A weight shift occurs when the vehicle is slowed, causing it to skid
  - e. All of the above
  
- 6. What lessons were learned from case study #7 about the apparatus rollover?**
  - a. Operate the apparatus at a safe and prudent speed at all times
  - b. Keep the apparatus' wheels on the road surface at all times
  - c. All apparatus occupants must wear their seat belts at all times when the vehicle is in motion.
  - d. All of the above
  
- 7. The United States Fire Administration (USFA) shows that for the past twenty or so years, deaths as a result of vehicle crashes or being struck by vehicles account for what percentage of firefighter deaths?**
  - a. 10% to 15%
  - b. 20% to 25%
  - c. 30% to 35%
  - d. More than 35%

- 8. What percentage of fire apparatus collisions resulted in rollovers?**
- a. 5%
  - b. 10%
  - c. 15%
  - d. 20%
- 9. What percentage of firefighters killed in apparatus crashes were not wearing seatbelts?**
- a. 70%
  - b. 73%
  - c. 76%
  - d. 79%
- 10. NFPA 1500 is the Standard for Fire Department Occupational Safety and Health Program.**
- a. True
  - b. False
- 11. What is the first step the driver/operator must perform to insure a safe response?**
- a. Kick the tires to make sure they are not flat
  - b. Perform an operational and safety inspection of the apparatus
  - c. Look at the apparatus to see if anyone had moved your seat
  - d. Tell war stories about how fast you drove the apparatus last time
- 12. What NFPA standard is an apparatus driver/operators held to?**
- a. NFPA 1021
  - b. NFPA 101
  - c. NFPA 1002
  - d. NFPA 1901
- 13. If the firefighter is assigned to an apparatus that does not have proper seating equipped with a seatbelt the fire fighter should?**
- a. Ride the apparatus anyway
  - b. Let the Company Officer know of the problem and ride the apparatus
  - c. Wear full PPE and ride the apparatus
  - d. The firefighter should refuse to ride the apparatus
- 14. What percentage of fire apparatus collisions occurred at intersections?**
- a. 42%
  - b. 45%
  - c. 47%
  - d. 49%
- 15. What are the apparatus operator's primary duties and responsibilities?**
- a. To drive the apparatus to and from the scene as safe as possible
  - b. Responding to the public's emergency as fast as possible
  - c. Only thinking of yourself and where you need to get to as fast as possible
  - d. Only thinking of your crew's safety and no one else on the road