

Safety Training Outline

Registration: 30-45 min dependant on # 's. Allows participation to be tracked and certification to be logged.

Opening Remarks: up to one hour

1. Introductions from instructors
2. Overview of the format of the day
3. Topics for whole group to include: Basic Hand Signals, Chain of Command, Roles of Specialties, Critical Incident Stress Management- Not in Depth-Brief Description and Contact info, Importance of Debriefing, Questions that will be answered throughout the day. Topics can be added to or deleted from this list.
4. Break into five groups, one for each station

Hands on “Stations”

The Stations are all hands on training, demonstration first, and then each trainee practices. Plan on at least one and a half to two hours per station, let everyone become comfortable and practice multiple times. Encourage questions and offer different scenarios.

1. **First Response No Injury**, to include: How to Approach Vehicle – Where, How, “Safe Side”, Plan of Action, Communication with Driver, Fire Bottle, Assessing Damage, Pointing Vehicle back on Track, How to Push Vehicle Safely- Open and Closed Wheel. Helping Uninjured Driver out of Vehicle. Driver Safety Systems to include: Window Nets, Arm Restraints, Camlock & Latch System Seat Belts, HANS, Hutchens Devices, Kill Switches, Onboard Fire Suppression Systems, Removable Steering Wheels. Briefly go over Tow Hooks and how to help Rope Tow/Wrecker crews

2. **First Response With Injury**. With this station, a Flagger and Emergency Services Personnel should instruct. Teach as soon as a driver is determined to be injured, Ambulance and /or Safety Truck has to be called for. Responsive Driver: Assessing Injury, Questions for Drivers, TEAMWORK WITH ES CREW, Immobilizations When & Why, Comforting Driver, Open Wound Care, Burn Injury. NO HELMET REMOVAL –ALLOW ES CREW TO DIRECT YOUR HELP IN EXTRACTIONS. Unresponsive Driver: A B C’s – Airway, Breathing, and Circulation and how to check all three. Why and When to move Unresponsive Driver

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How to use the minutes before the Emergency Services arrives and actions to take, Signs of Heatstroke, Heat Exhaustion, & Shock, TEAMWORK WITH ES CREW, In Case of Fire with Unresponsive Driver, Extractions, Turning Scene over to ES, Cleanup.

3. **Flip Response.** Nelson Ledges and Mid-Ohio each have a Flip Simulator. LEC teaches Flips are Emergency calls and ES is stood up.

Instruction to include: Safely Responding to Vehicle, Kill Switch, Assessing & Communicating with Driver, Keeping Track Awareness when in Prone Position, Care of Driver who has Extricated Himself-Check for Injury.

Extraction of Uninjured Driver- Have Driver Support Themselves with Arms and Legs, Tell Driver what you are going to do and what he needs to do, Removal of Steering Wheel, Release of Belts, Guiding Driver out of Vehicle, Stabilizing Disorientation, Check for Injury.

Assistance of Injured Driver if Responsive- Ask Simple Questions- Where are you hurt? What is your name? What track are you at?, Keep Driver Informed – Tell your name, What is happening, Watch for Shock, If no chance of Fire or Impact leave Driver in Car until Help Arrives, Immobilization techniques, Leave Helmet On, Turn Over to ES and Assist ES.

Unresponsive Driver: ABC's IF YOU CANNOT GET A PULSE, OR DRIVER IS NOT BREATHING YOU MUST GET DRIVER OUT AND ON LEVEL GROUND TO START RECESSITATION PROCEEDURE.

If Pulse and Breathing are found, do not move driver until ES arrives, Turn Scene over to ES and assist.

4. **Communication Skills.** Use an active station for realism; however, remember there are other specialties being trained. Skills to be covered include: Hand Signals, Communication over Landline and/or Radio, Info Race Control and Operating Steward need, Importance of Calm and Precise relaying of information, Emergency and Priority Calls, Radio Silence- When & Why, Brief Flag Meaning for non F & C specialties.

Instructor to introduce different scenarios- Pull-Offs, Spins, Fires, Flips, Contact, ect. Use Stations within close proximity.

5. **Fire Suppression.** To be instructed by ES personnel and F&C. Skills to include: Proper Approach to Vehicle, Where to Position in Regards to Wind, Familiarization with Fire Bottle, Types of Chemicals and Uses- Including Fuel Types : Gas, Alcohol. Ethanol, Methanol, Oil, Diesel, Brake Fires,

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Interior Fires, Use of Fire Bottle, Under Hood Fires, Clearing Cockpit, Knowing when to call for Fire Truck, Extracting Driver, Addressing Burn Injuries, Importance of when Driver is out of Vehicle to let ES work the burning vehicle- You and a Fire Bottle are not going to Extinguish an Engulfed Car, Teamwork with ES crews.

Recommend Trainees Run 5-10 Yards with Fire Bottle towards Burning Training Vehicle. Instructors should Torch Car in a variety of ways for impact training.

Optional Training Sessions

6. **Motorcycle Recovery.** Training to include: How to Pick Up and Move a Bike, Addressing Injured and Uninjured Riders, Helping Load Bike on Crash Cart, Different Flags & Terminology.

Could also Train Go-Kart Recovery Procedures.

7. **Basic Medical Response.** Must be Careful with this, not all are comfortable with learning these skills. Must be trained by Certified Instructors with assistance from F & C and ES personnel.

Skills to include : CPR , Assessment using the AVPU scale, Respiratory Monitoring, Cardio Monitoring, Immobilizations, Finger Sweeps, Addressing Open Wounds, Direct Pressure Procedures, Helmet Removal Procedure.

A. **Typical Motorsports Injuries.**

Front Impacts: Head, Spine, Chest and Knee, Bruising of the Brain, Seat Belt Injuries, Rupture of the Aorta

Side Impacts: Leg Bones, Pelvis, Collar Bone, Chest, Hips, Spinal and Brain

Rear Impacts: Spinal, Brain, Whiplash, Seatbelt

B. **Critical Incident Training.**

As with all in this grouping, advanced training is available through local Fire and Rescue Departments.

[Make Sure to Schedule Breaks and a Lunch Period throughout the Day](#)

Learning Objectives

Each Student will be able to:

Know the best way to approach a Pull-Off, a Flip, and a Fire

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Undo Both Safety Restraint Harnesses, Identify Kill Switches and Onboard Fire Systems, Unfasten Window Nets and Arm Restraints

Know and Demonstrate Appropriate Hand Signals for Ambulance, Fire truck, Wrecker, More Help, Driver OK

Demonstrate Life Saving Measures including Responsiveness, Immobilization, Airway, Direct Pressure, and Identify Distressed Driver

Address What to do first- Put out Fire or Get Driver out

End of Day

The group comes together for a 30 minute or so Debriefing Session and Q & A period. Make sure everyone has gone through every station and is comfortable with what they have learned.

Lesson Questions

The Following Questions can be used for a quiz at the end of the day or a hand out for notes throughout the day.

1. When a car has spun and come to a stop, what is the first thing you do?
2. What is the single most important piece of equipment you should take to an incident?
3. Should you ever touch the “Kill Switch” in a race car?
4. What questions should you ask a driver after a hard hit or flip?
5. Why is it important to keep a hand on the driver after an incident?
6. How can you check if a non-responsive driver is breathing?
7. What should you do when ES arrives at the incident scene?
8. What is the best way to get a driver safely out of a flipped car?

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9. How do you communicate to another worker the driver is OK? When you need help?
10. What is the best way to approach a fire?
11. What must you check before you shoot off a fire bottle?
12. In a possible engine fire, what must you never do?
13. Explain the “Safe Side” of the race car
14. How do you point a car back on track?

Recommended Equipment

Coordinate with your track and ES crew as you’ll need the radio or landline operational, and enough fire bottles to get through the day.

Burnable Material- Whole Car or a hood, accelerant to re-light

Actual race cars- Recommend 2 each open and closed wheel. Street cars will work

A Flip Simulator of some type

ES Truck or Ambulance – to show equipment on truck

We are fortunate in that we work with Medivac and they show up with the Helicopter to help us train.

In Closing

This outline is geared towards the “hot “specialties on the Saturday portion of training. Our ES crews train on Sunday and get more involved with Immobilizations, Trauma, Extractions, Backboard and Speedboard use, Hot Track Pick-ups as Nelson Safety Trucks will do most Rope Tows, Teamwork Skills with F&C as well as Lifeflight, In depth Medical Training, and Rescue Tools practice.

The next “chapters” will go into detail and flesh out the outline and were not included in this outline.