

Having read an informative blog from Ian Dunbar titled “is-extrication-getting-easier-part-2”

You can view the blog here;

<http://blog.holmatro.com/blogs/96-is-extrication-getting-easier-part-2.html>

A very informative and interesting read. So during some training I thought I would try to put into place one of the areas mentioned. Not that I doubted the information, but I, like most will always try out and practice a lot of the techniques seen and read about on the internet and the various publications that are available.

If you try something and see first hand the result it enables you to promote the technique with the benefit of the practical experience.

The area we looked at was the topic of new tougher vehicles making extrication easier, and the option to omit the use of sill supports and blocking in certain areas when carrying out techniques such as a dash roll.

Whilst working with a Nissan Almera, bear in mind this was a scrap vehicle so wouldn't have been that new.

We were able to carry out the relief cuts for a dash roll with ease, although you could feel the structural strength within the vehicle as you cut and the release of structural force/tension within the metals.

We then carried out a dash roll with no stability or sill support being used, you can see in the pictures that there was no movement in the sill at all and very little deformation in the rest of the vehicle. The dash roll was successful with a good amount of space created.



To summarise;

With the ever-changing and developing world of rescue, and in agreement with the quote 'is-extrication-getting-easier' In this case I believe it is, with a better understanding and confidence in our tool and user abilities, I strongly believe we can start to make the transition to this different way of thinking.

"We have always done it that way" is no longer the solution, we need to move on and develop our methods of working. From this one evolution we can now see that perhaps we don't need to use sill supports or place strategic stability points for a dash roll or lift, a great topic for debate. As with every rescue we are trying to reduce the time the casualty is on scene so by not having to locate the sill support or find another one if the one we want is already in use, or trying to locate the additional blocks for packaging would reduce the rescue time, albeit minor but as I have stated in the past, these time saves all add up to a faster resolve.

We can only move towards this way of thinking if we fully understand our equipment capabilities and trust our knowledge and skill, this can only come from cross platform training and the exchange of information with others.

As with everything, this will not always be the case as the rescue scene is a very dynamic environment. There needs to be the continuous move towards inter-agency training and rescue progression. The thought processes we use need to adapt for the changing rescue scene and the type of vehicle construction we now face, the ability to use this information to our advantage is a necessity.

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