

INFORMATIONAL SUMMARY REPORT

GREEN SHEET



VEHICLE ACCIDENT Riverside County Engine 248

August 6, 2005

Riverside Unit
CA-RRU-065888

A Board of Review has not approved this Summary Report. It is intended as an aid in accident prevention, to let interested parties know what happened, and to be used as a safety training tool. To that end it is published and distributed within a short time frame. Information contained within may be subject to revision as further investigation is conducted, and other reports and documents are received.

Lookout

Communication

Escape Routes

Safety Zones

SUMMARY

At approximately 3:00 p.m. on August 6, 2005 Riverside County Engine 248 was responding to a residential flooding incident in the City of Banning. While traveling East on Interstate 10, East of the State Route 60 interchange, in heavy rain, the driver lost control of the apparatus. The engine left the freeway and slid down an embankment striking multiple trees. One fire fighter was ejected from the apparatus and sustained fatal traumatic injuries. The driver was also ejected and was hospitalized with moderate injuries. The third crew member, a fire fighter, sustained minor injuries. The apparatus was damaged beyond repair.

CONDITIONS

ROAD

The accident occurred on a nine lane divided interstate highway (five lanes eastbound, four lanes westbound). The road is well traveled and the road surface is in good condition. There is a white fog line and 6-inch asphalt curb along the eastbound shoulder. The road surface at the time of the accident was extremely wet due to a sudden summer monsoonal rainstorm, which also significantly reduced visibility.

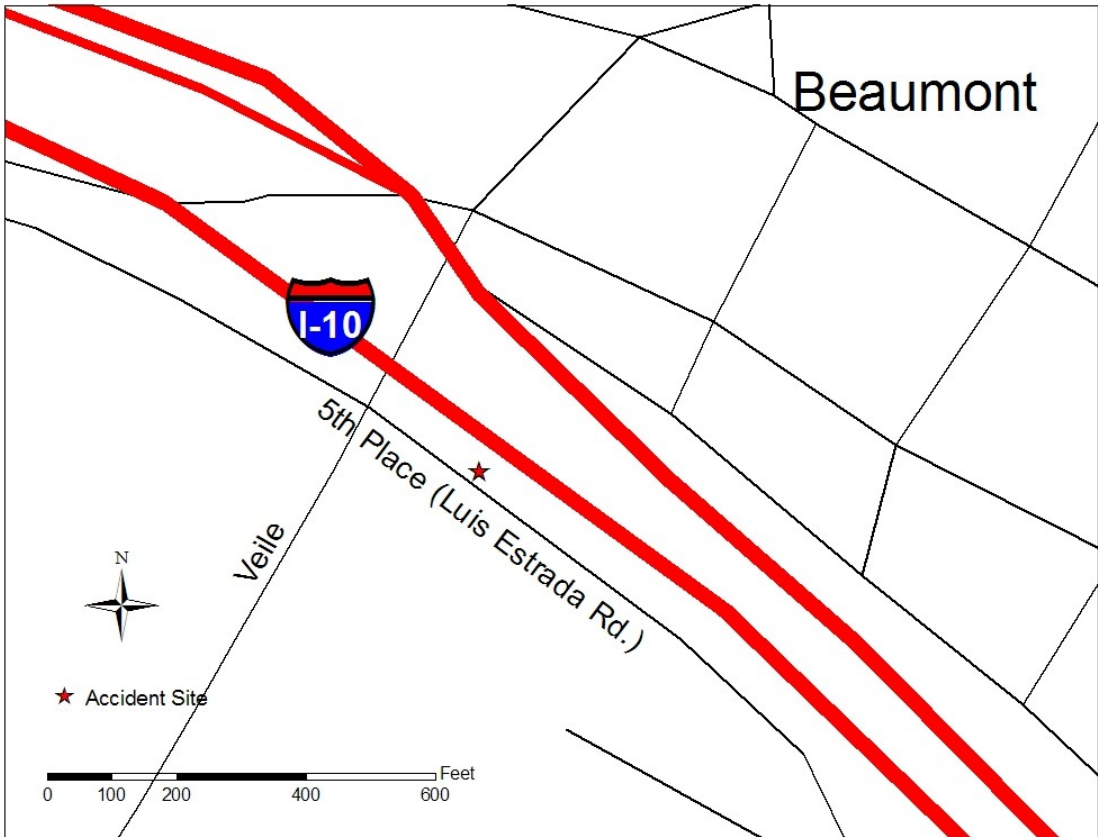
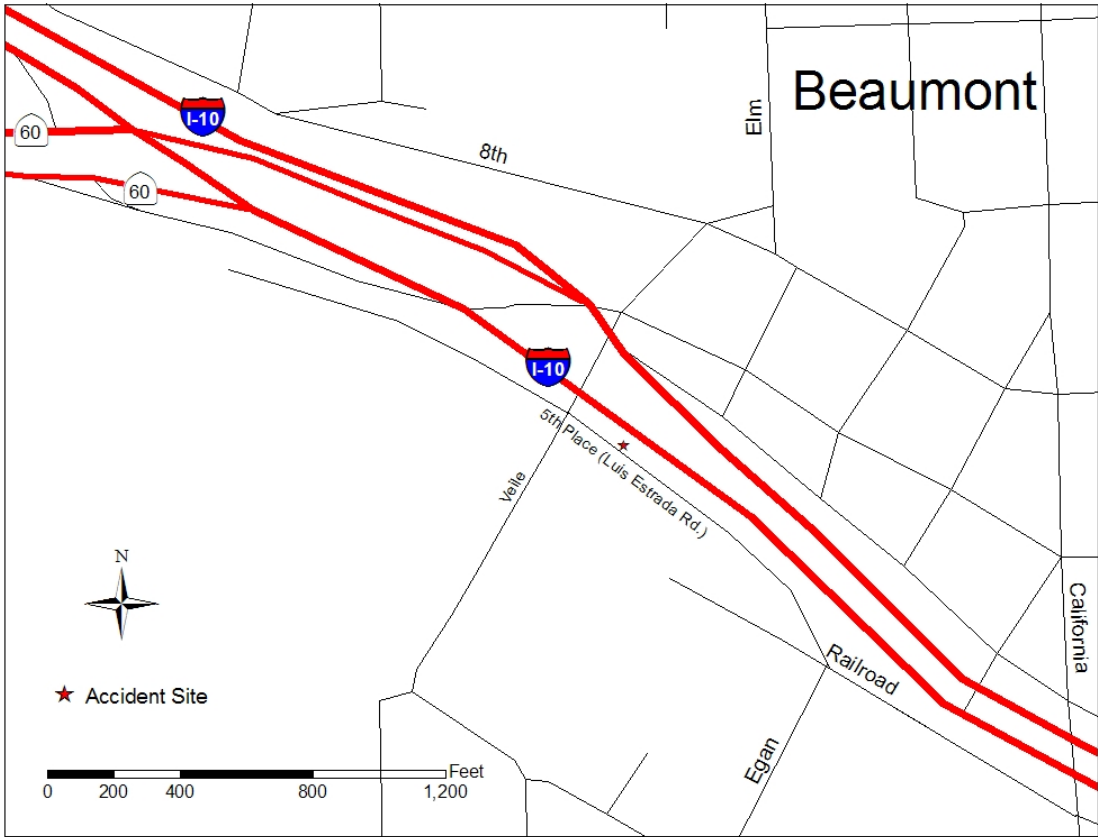
WEATHER

The temperature was 100⁰ F. with heavy localized rain at the time of the accident. The weather was hot and dry in Moreno Valley at the time the engine was dispatched to Beaumont, with rain first encountered approximately two miles west of the accident site.

VEHICLE

The apparatus involved is a 1987 Spartan-VanPelt 1000 GPM Type-I engine with a Detroit 6V-92 diesel engine, Allison MT653 4-speed automatic transmission, and Jacobs engine brake. The apparatus is a reserve engine which had been placed in service as Engine 58 in Moreno Valley approximately two hours prior to the accident. The engine had a satisfactory safety compliance inspection on June 15, 2005. The engine had traveled 21 miles since the inspection. The apparatus had also received a "C" service in December of 2004, 1100 miles prior to the accident.

Although not yet determined to be a factor, the secondary braking system (engine brake) was determined to be engaged in the "high" setting at the time of the accident.



SEQUENCE OF EVENTS

At approximately 11:00 a.m. on Saturday, August 6, 2005, Riverside County Fire Department Engine 58, a Type-I engine assigned to station 58 in the City of Moreno Valley, was placed out of service for mechanical reasons. Engine 248, a Type-I reserve engine stored at Moreno Valley Station 48, was placed in service as Engine 58. The assigned crew included one (1) Fire Apparatus Engineer and two (2) Fire Fighter IIs. The crew was on the first day of their assigned 3-day shift.

At 2:36 p.m., Engine 58 (248) was dispatched to move-up to the City of Beaumont. While enroute, they were diverted to a residential flooding incident in the City of Banning. The area was experiencing a heavy monsoonal rainstorm at the time of the incident.

At approximately 3:00 p.m., Engine 58 (248) was eastbound on Interstate 10 at the junction of State Route 60 when the driver lost control of the apparatus. The apparatus crossed several lanes of traffic, spun approximately 180 degrees, and went over the south shoulder of the freeway sliding approximately 40 feet down the embankment, striking multiple trees. As a result of the impact, the driver was ejected through the windshield and the fire fighter in the rear jump seat was also ejected.

A California Highway Patrol Multidisciplinary Accident Investigation Team (MAIT) was assigned and is conducting a complete investigation of the incident. Their initial investigation indicates that the engine was traveling 45-50 mph at the time of the accident, and that the driver and rear fire fighter were not wearing a seat belt.

INJURIES

The fire fighter riding in the rear jump seat was ejected and fatally injured. The engineer sustained moderate injuries requiring hospitalization. The second fire fighter riding in the right front seat sustained minor injuries and was treated and released the day of the incident.

Although not yet determined to be a factor in this event, several large, heavy items in the passenger compartment, including a map storage box, SCBAs, ice chest, and portable radios, dislodged and became potentially injurious objects.

DAMAGE

The engine was severely damaged and is considered a total loss.

SAFETY ISSUES FOR REVIEW

1. Ensure that **ALL** personnel are wearing seat belts prior to movement of any vehicle.
2. Reduce speed on wet or slippery road surfaces.
3. Ensure that all driving personnel thoroughly understand and follow secondary braking system manufacturer's recommendation regarding use of these systems on wet or slippery road surfaces. Most major manufacturers (Jacobs, Allison, Telma) recommend that the secondary braking system be disengaged under these conditions.

In addition, the *DMV California Commercial Drivers Handbook* states: "Caution: When the drive wheels have poor traction, the retarder may cause them to skid. You should turn the retarder off whenever the road is wet, icy or snow covered".

4. Ensure that all loose items within the passenger compartment are secured sufficiently to withstand the forces encountered during a collision or rollover event.