

### **What was planned?**

- ATV/UTV training covering ASI and BLM components
- The training is designed to progressively build up skill sets starting with various demonstrations and supervised drills.
- Final part of the training was a self-guided trail ride using the trail system at Devil's Corral with no set route.
- The training is designed to train entry-level operators and no previous experience on the machines is required.
- The trainees alternated between various types of machines including ATVs and UTVs
- All personal protective equipment (PPE) was required to be available and used.
- The Devil's Corral area has been used for previous training sessions.

### **What happened?**

- The supervised portion of the training went well with no incidents.
- During the self-guided trail ride two of the trainees operating a Polaris 900 UTV crested a hill and on the other side struck a rock which caused it to roll end over end onto its top and then back on to its wheels where it came to rest. Both the operator and passenger had all their required PPE on and the UTV's safety nets in place, and seat belts were worn.
- The UTV sustained damage to its bumper, tail lights, tail gate, bed, the top left roll bar, and the roof.
- The occupants were uninjured and proceeded back to the staging area after inspecting the UTV.
- The training session ended and all participants returned to their home units.
- It was noted by the passenger in the UTV that he thought the roof cover that was added to the UTV prevented him from possibly being injured because his hands may have been on the outside of the roll bar when it rolled onto its top.

### **Why it happened?**

- When the UTV struck the rock it caused it to spring up into the air and when it came down it's bumper struck the downhill side of the hill they had just crested which caused the UTV to roll over onto its top and then continued on over back to its well and it ended up facing uphill on the next hill up the trail.
- The trainees were not aware of the rock and it was out of their sight until they crested the hill and at that time it was too late to avoid it.
- There seemed to be no malfunctions by the UTV that contributed to the accident.
- The trainees weren't familiar with the UTV having a heavier front that affects the center of gravity.
- The trainees estimated their speed to be 20 mph which contributed to the accident.

### **What can be done better?**

- Ensure a risk management assessment worksheet is completed and all are briefed at the beginning of the training.
- Have a medical plan in place and provide a copy to the dispatch center before the training occurs and include in briefing.
- If available have medical personnel on site such as an EMR or EMT with gear.
- Have a communication plan in place for the training session as well as have a post-accident communication plan in place for notifications if an accident occurs.
- Look at setting up a structured trail ride with pre-identified hazards for the trainees. Also may look at either the instructor or group leaders leading the trainees through the trail ride.
- Have trainees divide into groups and have a designated group leader
- Currently there is only one qualified instructor on Twin Falls District, there is a need to get more instructors qualified on the district.
- Make sure the training area is not congested to ensure no collisions occur. This was identified as a potential hazard.
- When unfamiliar with a given UTV, use a safe and prudent speed for conditions, especially when operating in unknown or unfamiliar terrain.
- Recommend installing roof covers on all UTV's per finding of passenger
- Develop a mentoring program for entry level employees to be paired up with qualified experienced employees to instruct and observe the entry level employee's skill level in a controlled environment before entering them into the training or certifying them.