

Informational Summary Report of Serious or Near Serious CAL FIRE Injuries, Illnesses and Accidents



GREEN SHEET

Fire Engine Rollover

July 21, 2026

Little Incident

26-CA-SCU-003908

California Northern Region

SUMMARY

On July 21, 2026, a CAL FIRE Type 3 Engine (E1) was assigned to the CAL FIRE Santa Clara Unit (SCU) Little Incident. At approximately 1720 hours, E1 was involved in a single vehicle rollover when it lost traction while performing mobile attack fire suppression operations. The Fire Apparatus Engineer (FAE1) sustained minor injuries and was transported to a local area hospital, where they were evaluated and released. The two firefighters were not inside E1 when it rolled but were evaluated and released at the scene.

CONDITIONS

Location:

- Southwest of Ruby Hill subdivision in the community of Livermore
- Latitude/Longitude: 37° 38.372 N, 121° 49.255 W

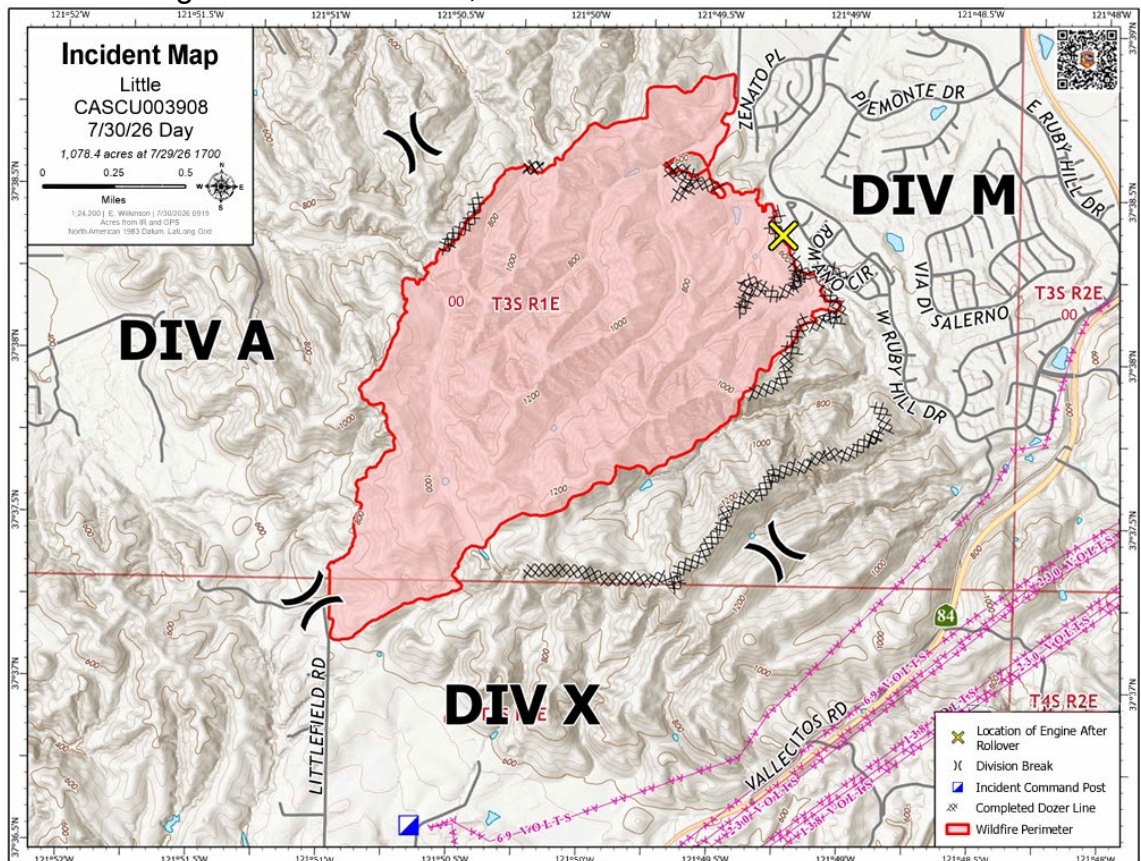


Figure 1: Incident perimeter map

Weather:

- Temperature: 93° Fahrenheit
- Elevation: 733 feet
- Relative Humidity: 27%
- Winds: 9 MPH, West/Southwest, gusts up to 15 MPH
- Visibility: Clear

Fuel Type:

The primary fuels within the perimeter consisted of matted, continuous grass and shrubs that appeared to have not been grazed or crushed. The area also contained multiple oak tree species.

Topography:

The average slope across the fire perimeter was approximately 30%, and minimal roads within the interior. The location where the incident occurred was on a 55% slope that descended into a dry creek bed.

Fire Behavior:

During the first 90 minutes of the incident, fire behavior rates of spread were at the lower end of the dangerous range (1-3 MPH), with observed grass fuel rates reaching approximately 138 chains per hour (1.7 MPH). In the brush areas, rates were moderate at 48 chains per hour (0.6 MPH). Flame lengths ranged from 12 feet in the taller grasses to 6 feet in the shorter grasses.

The potential spotting distance was ¼ mile with a probability of ignition at 79%.

Make/Model of Equipment:

- CAL FIRE Type 3 Fire Engine – Model 34 – 2013 HME International 7400

SEQUENCE OF EVENTS

At 1441 hours, a 911 call was received by the CAL FIRE Morgan Hill Emergency Command Center (ECC). Smoke and flames were reported near the Vallecitos Nuclear Energy Plant in the area of Highway 84 and Little Valley Road, in the community of Sunol, California. Morgan Hill ECC initiated a high wildland response dispatch to the Little Incident, and Alameda County Fire Department also dispatched a full wildland response.

The first resource arrived at scene at 1448 hours and reported a 10-acre grass fire with a moderate rate of spread. At 1513 hours, CAL FIRE Air Attack (AA1) arrived at scene and estimated the fire was 75 acres with a potential for 200 acres. E1, staffed with one Fire Apparatus Engineer (FAE1) and two Firefighter I's (FF1 and FF2), arrived at scene at 1549 hours and was assigned to Division Mike at the head of the fire. The fire was burning towards the Ruby Hill Subdivision, southwest of Livermore.

E1, along with three other engines, made access to the fire through a maintenance gate off West Ruby Hill Drive. As the engines arrived, they met with a CAL FIRE Battalion Chief (BC1) who was assigned as Division Mike. At this time, the fire was at the top of the ridge and started to back downhill toward their location. BC1 conducted a briefing with E1 and the three additional engines assigned to Div Mike. BC1 directed the four engines to allow the fire to back down to the service road behind the structures and hold the fire at the service road. BC1 departed E1's location to brief and direct additional incoming equipment. As E1 and the three engines began to deploy along the service road, there was an increase in the wind, which intensified the advancing fire towards E1's location. A CAL FIRE Fire Captain (FC1) on a second engine (E2) directed E1 and the two other engines to go direct and initiate mobile attack fire suppression operations.

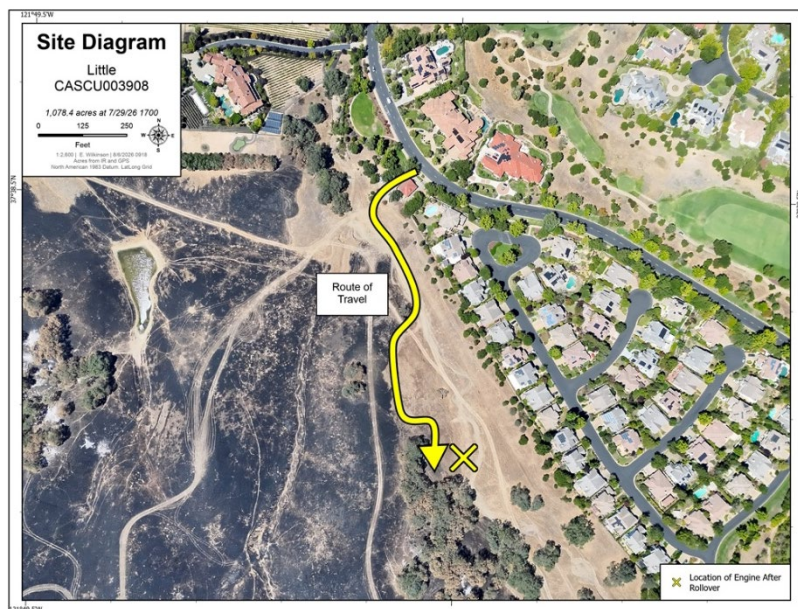


Figure 2: Incident area with path of E1



Figure 3: Rear view of overturned engine

F AE1 engaged four-wheel-drive low range (4L) and started up the hill with FF1 and FF2 positioned on the mobile attack line off the front bumper. E1's crew indicated that the fire conditions were very smoky and hot, with flame lengths of approximately two to five feet, which required FAE1 to stop multiple times due to a lack of visibility. E1 performed mobile attack operations for approximately 300 yards when FAE1 stated the rear duals of E1 began sliding downhill on the driver's side. Simultaneously, FF1 experienced a significant pull on the fire hose, forcing both FF1 and FF2 to the ground. FF1 and FF2 witnessed E1 roll downhill before coming to rest on the engine's roof. FF1 and FF2 then proceeded down the hill to assist in removing FAE1 from the cab of E1. FAE1 was able to unbuckle their seatbelt and make their way out of the passenger side back

window with assistance from FF1 and FF2. FF1 then climbed into the cab of E1 to declare emergency traffic and notify BC1 of the engine rollover.

A CAL FIRE Helicopter (C1), while making water drops, noticed E1 rollover and made notification to AA1. AA1 contacted the Incident Commander (IC), advised them of the engine rollover, and ordered both an air and ground ambulance through the Morgan Hill ECC. With the fire continuing to advance towards E1, C1 began making water drops to protect E1 from being impacted by the fire. C1 then disengaged from firefighting operations and found a suitable landing zone next to the rollover site. Additional personnel assisted FF1 and FF2 in packaging and loading FAE1 into C1. E1's crew was shuttled by C1 to the nearby ambulance staging area for evaluation. FAE1 was transported by ground ambulance to a local trauma center and was evaluated, treated, and released with minor injuries. FF1 and FF2 were evaluated by Advanced Life Support (ALS) personnel and released at scene.



Figure 4: View of incident scene with responding air unit after the rollover.

INJURIES/DAMAGES

- FAE1 suffered three fractured ribs, and minor contusions and abrasions.
- FF1 and FF2 did not suffer any documented injuries, but experienced general soreness after the incident.
- E1 sustained major damage, resulting in complete loss of equipment.

SAFETY ISSUES FOR REVIEW

- Know the size and performance limitations of your vehicle when operating off-road in varying conditions ([Fire Operations Handbook 7060.2: Off-Road Apparatus Operations](#)).
- Conduct a risk assessment before implementing a plan, and ensure all risks align with intended objectives.
- Ensure all loose items in the cab are secured in accordance with [Mobile Equipment Handbook 6709-1: Exhibit - Mobile Equipment General Safety Standards](#).
- Review and understand the Emergency and Incident within an Incident (IWI) policies and procedures ([Safety Handbook 1711-1 Emergency and IWI Process](#) and [1711-2 Emergency and IWI Flow Chart](#)).

INCIDENTAL ISSUES/LESSONS LEARNED

- Drive within your experience and training level, maintain situational awareness of changing terrain, such as slopes and slippery grass.
- Ensure training on new or unfamiliar equipment or apparatus is documented ([Safety Handbook 1701: Injury and Illness Prevention Program](#)).
- Document daily equipment or apparatus inspections ([Mobile Equipment Handbook 6711: Mobile Equipment Inspection and Testing](#)).
- Thoroughly document training on new or unfamiliar equipment. ([Safety Handbook 1701: Injury and Illness Prevention Program](#)).
- Continuously evaluate risk versus benefit, especially during periods of limited visibility, when determining strategy and tactics.
- Immediate notification, declaration of emergency traffic, and maintaining accurate communications aided in the quick response and timely care for the injured personnel. ([Command and Control Handbook 8133: Radio Traffic Prioritization](#)).

PHOTOS/SITE DIAGRAMS/MAPS

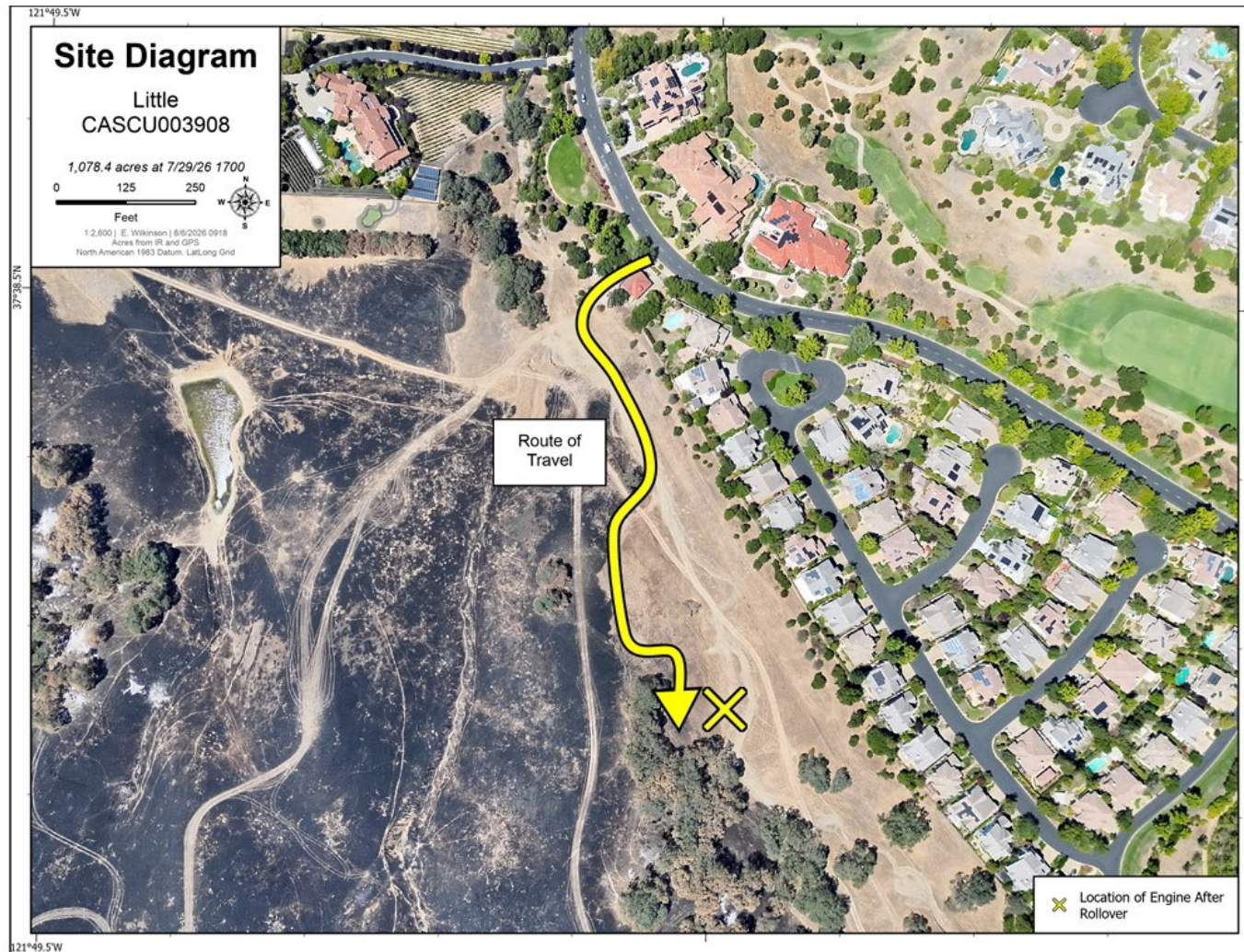
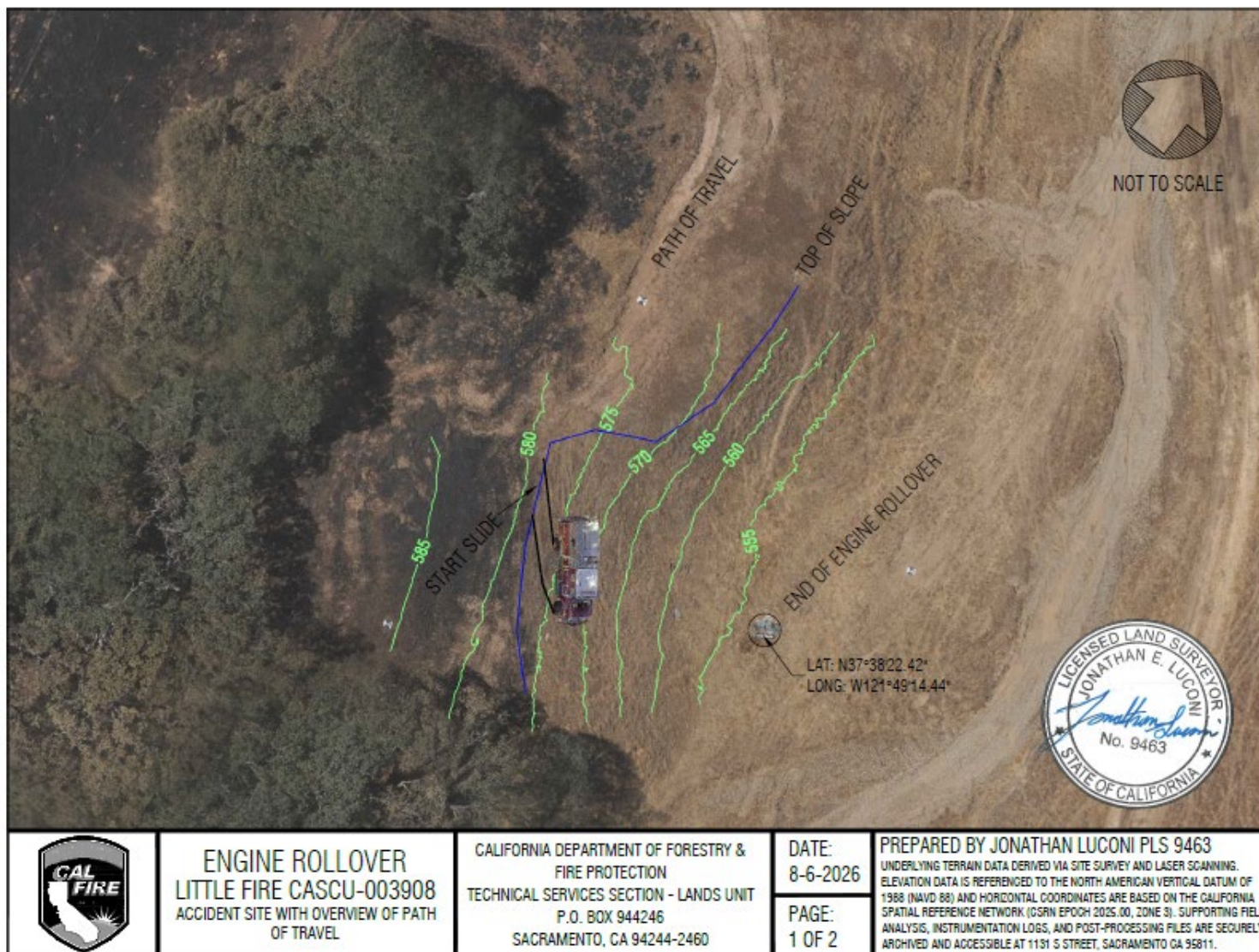


Figure 5: Incident area with path of E1 (enlarged)



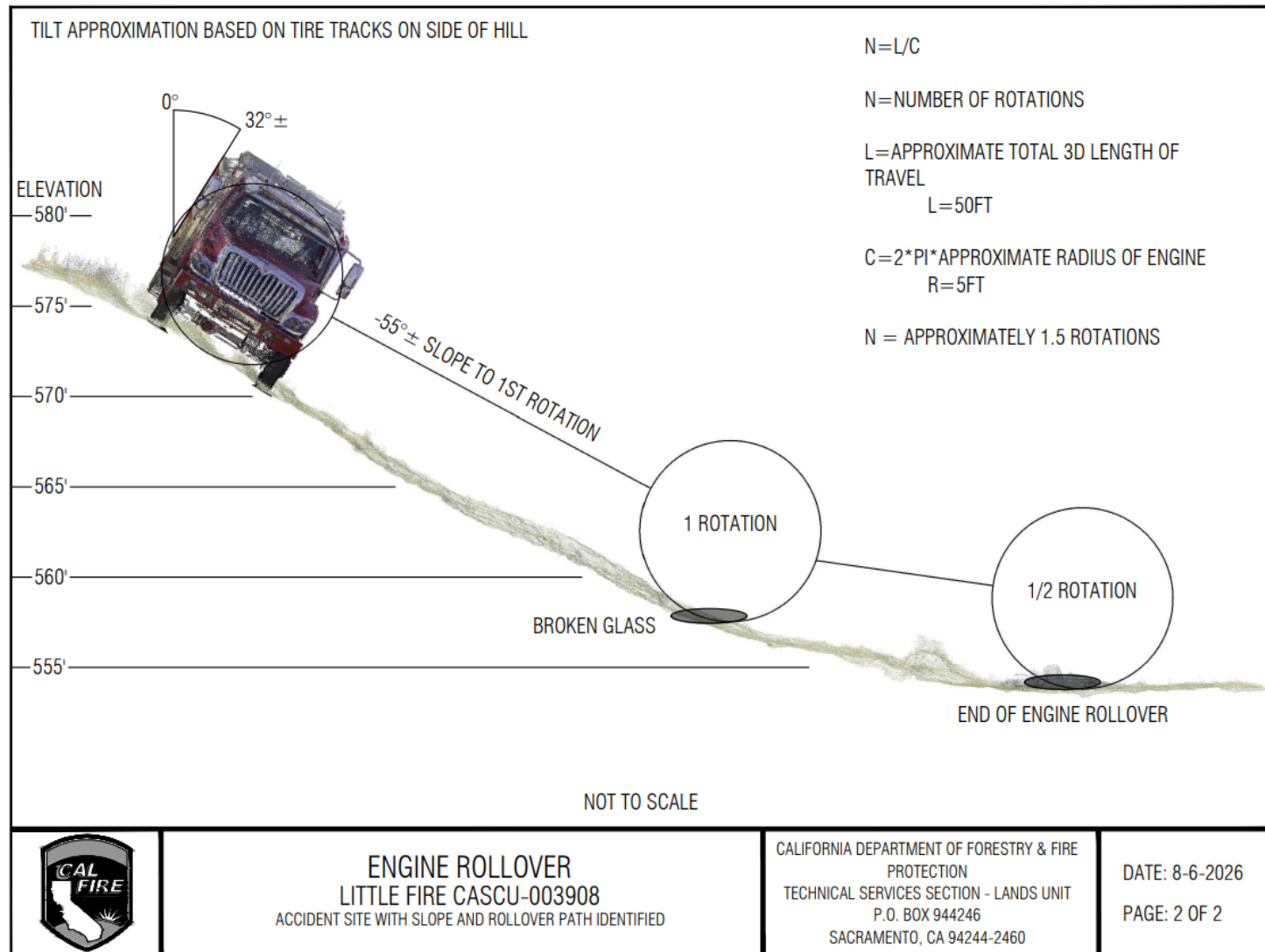


Figure 7: Accident diagram with slope calculations and elevation changes



Figure 8: View of overturned engine from top of hill



Figure 9: View of overturned engine from bottom of hill