

# **GREEN SHEET**

## **California Department of Forestry and Fire Protection (CAL FIRE)**

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



#### **Fire Engine Rollover**

**August 13, 2015**

**Bayberry**

**15-CA-NEU-019416**

#### **California Northern Region**

A Board of Review has not approved this Informational Summary Report. It is intended as a safety and training tool, an aid to preventing future occurrences, and to inform interested parties. Because it is published on a short time frame, the information contained herein is subject to revision as further investigation is conducted and additional information is developed.

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## SUMMARY

On August 13, 2015, at 1443 hours, a CAL FIRE Model 34 fire engine (E1), staffed with one fire apparatus engineer and two firefighter I's, was dispatched to a vegetation fire on Bayberry Lane off of Marysville Road in the Browns Valley area. At approximately 1459 hours, E1 was traveling northbound on Marysville Road, near the intersection of Bayberry Lane and was involved in a solo vehicle accident. The CAL FIRE fire apparatus engineer and two firefighter I's suffered minor injuries.

## CONDITIONS

### Site Location

Marysville Road North of Bayberry Lane in the community of Browns Valley.

### Visibility

Clear

### Road Conditions

The rural road was paved, approximately 24 feet in width and in good condition. The pavement was dry at the time of the incident.

### Weather

Weather extrapolated for the site at 1500 hours (based on the Bangor Remote Automated Weather Station)

<b>Temperature:</b>	90° Fahrenheit
<b>Relative Humidity:</b>	26%
<b>Winds:</b>	South at 18 mph with gusts to 15 mph
<b>Skies:</b>	Clear

## SEQUENCE OF EVENTS

On August 13, 2015, at 1443 hours, E1 and a transport dozer (TD1) were part of an initial dispatch to a vegetation fire at 6322 Bayberry Lane. E1 was staffed with one fire apparatus engineer (FAE1) and two firefighter I's (FF1 and FF2). TD1 was staffed with one Heavy Fire Equipment Operator (HFEO1). E1 responded from the CAL FIRE station located in the community of Smartsville. TD1 responded from the CAL FIRE station located in the community of Dobbins.

TD1 was traveling south on Marysville Road and was unable to make the turn onto Bayberry Lane. HFEO1 continued about a half a mile south on Marysville Road and turned around at Peroria Road to head north on Marysville Road. As TD1 was approaching Bayberry Lane, HFEO1 turned on the left blinker and pulled to the right side of the lane to prepare to make a left hand turn. As HFEO1 started the turn to the left, HFEO1 observed E1 attempting to pass TD1 on the left and stopped the transport. FAE1 swerved to the left to avoid a collision and went off of the west side shoulder of Marysville Road at approximately 45-50 mph. E1 slid along the gravel shoulder for

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approximately 100 feet before starting to roll over onto the driver's side of vehicle and coming to rest approximately 197 feet from where the vehicle left the pavement. At 1459 hours, HFEO1 notified the Grass Valley Emergency Command Center of the accident and requested additional resources to assist before checking on the condition of the crew. FAE1, FF1 and FF2 were transported to Rideout Hospital in Marysville by ground ambulance. FAE1, FF1 and FF2 were treated and released the same day from Rideout Hospital with minor injuries.

## **INJURIES/DAMAGES**

FAE1: Minor Injuries  
FF1: Minor Injuries  
FF2: Minor Injuries  
E1: 2013 HME Model 34D Truck: Major Damage

## **SAFETY ISSUES FOR REVIEW AND LESSONS LEARNED**

### 1732 Emergency Response Vehicle Operations Guide

- Maintain a speed to where you can stop your vehicle when traversing an intersection in the event another vehicle enters your right of way.
- Ensure a maximum speed of five miles per hour when driving through a controlled intersection. (stop sign or red light)
- Consider coming to a complete stop at intersections.

<http://calfireweb.fire.ca.gov/library/handbooks/1700/1732.pdf>

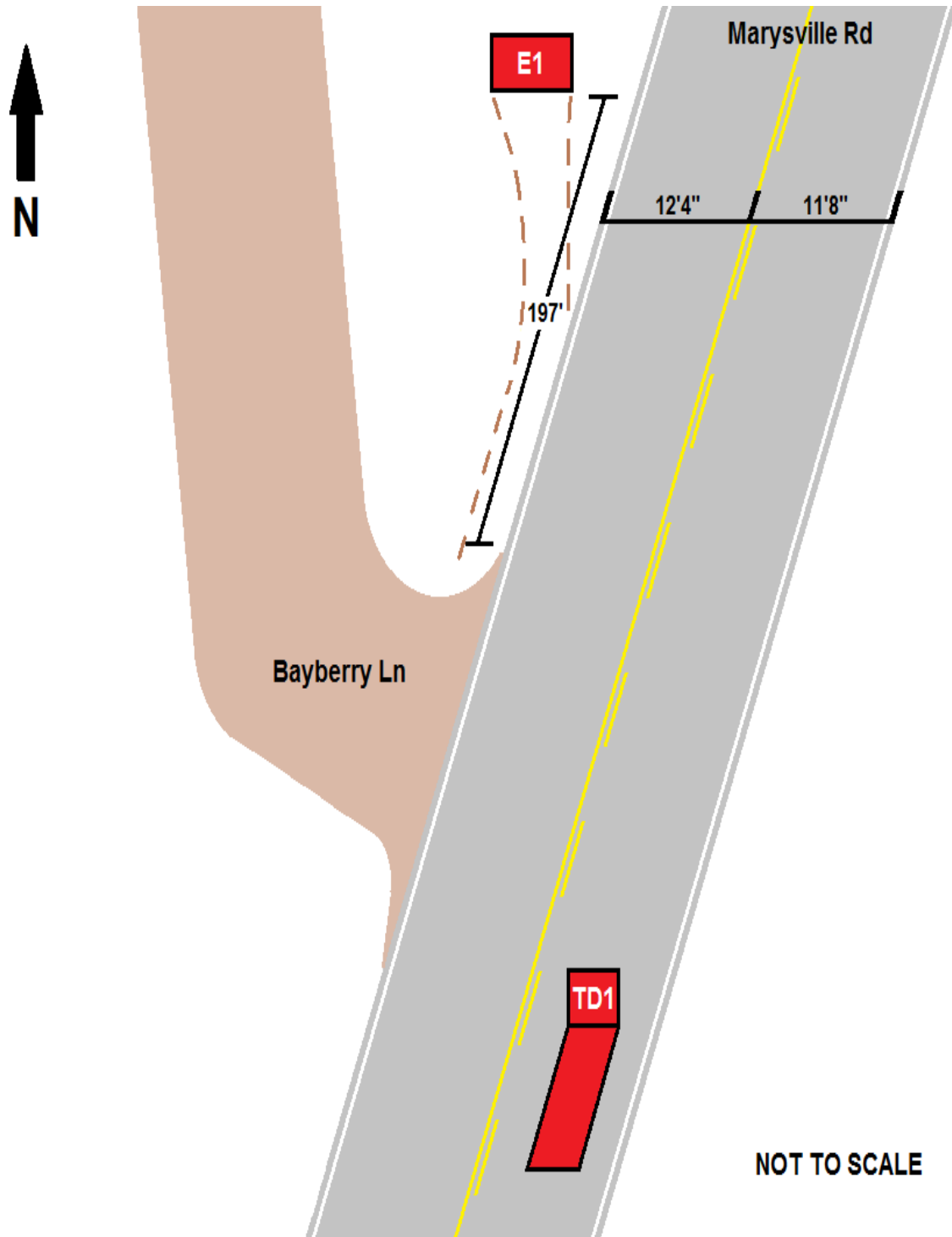
### 7732.4 Duty of Driver

- Consider the limitations of visual and audible warning devices when driving code three.
- The safety of the general public must take precedence in all cases over the response speed of the emergency vehicle.
- Ensure good judgment is used during code three driving and otherwise.
- Maintain situational awareness and never anticipate your lights and sirens are seen or heard by other drivers.

<http://calfireweb/library/handbooks/7700/7732.pdf>

Although not a contributing factor to any injuries to the crew of E1, this accident is a good reminder to keep all items in the passenger compartment of all engine's, pick-up's, SUV's and sedan's secured.

## PHOTOS/SITE DIAGRAMS/MAPS



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