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Report of the Week

**It's not supposed to be pump and roll.
01/13/2011**

Report Number: 10-0001265

Report Date: 12/03/2010 16:54

Synopsis

Attention to detail pays off during daily check.

Demographics

Department type: Paid Municipal

Job or rank: Driver / Engineer

Department shift: 48 hours on - 96 hours off

Age: 34 - 42

Years of fire service experience: 7 - 10

Region: FEMA Region VIII

Service Area: Suburban

Event Information

Event type: On-duty activities: apparatus and station maintenance, meetings, tours, etc.

Event date and time: 11/25/2010 08:00

Hours into the shift:

Event participation: Involved in the event

Weather at time of event: Cloudy and Dry

Do you think this will happen again?

What were the contributing factors?

What do you believe is the loss potential?

- Life threatening injury
- Property damage

Event Description

While checking the apparatus at the start of the shift, the engine was placed in pump gear but didn't transfer automatically into pump. The pump shift light had recently been malfunctioning, showing pump engaged while in road gear. After placing the chock, the tank to the pump was pulled, the pump primed, and the throttle increased to exercise the relief valve. The vehicle moved forward against the chock. The throttle was immediately returned to idle and the vehicle taken out of gear to ensure automatic pump shift was operational. Had the chock not been set, the vehicle would have possibly entered a busy street with no personnel at the wheel.

Lessons Learned

Always set your chock and know the maintenance issues present with your vehicle. Always verify that the automatic pump shift has taken place before throttle up.

It's not supposed to be pump and roll.

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Report of the Week

Setting wheel chocks is an established best practice in many fire departments. Day in and day out, drivers set wheel chocks without incident. It is an easy task after hundreds of placements where an incident never occurred. Until the one time you forget and each time you remembered is now wiped away. Consistent use of best practices pays off when something goes awry; like an errant pump shift. In this week's ROTW [10-1265](#), we read the wisdom of a simple safety precaution.

"While checking the apparatus at the start of the shift, the engine was placed in pump gear but didn't transfer automatically into pump. The pump shift light had recently been malfunctioning, showing pump engaged while in road gear. After placing the chock, the tank to the pump was pulled, the pump primed, and the throttle increased to exercise the relief valve. The vehicle moved forward against the chock. Had the chock not been set, the vehicle would have possibly entered a busy street with no personnel at the wheel."

The wheel chock is a simple and reliable device that provides an extra barrier of resistance to stop an object in motion from staying in motion at an inopportune time. Placing a wheel chock during any pump engagement operation is a best practice that is reinforced in this report. Incidents avoided, prevented, or otherwise minimized are the goal of near-miss reporting. We all benefit from the recounting of a simple act that prevented a collision. Once you have read the full report on [10-1265](#), and the reinforcing reports below, consider the following:

1. Does your apparatus operating procedures include setting wheel chocks?
2. Are the wheel chocks provided on your apparatus specified for the unit, or aftermarket add-ons?
3. Have you experienced an unintentional moving vehicle scenario? If yes, was there a wheel chock SOP in place? If yes, were chocks deployed per the SOP?
4. Can apparatus wheel chocks be used for other purposes?
5. If a wheel chock is run over by a piece of apparatus, is the chock still trustworthy?

Related Reports – Topical Relation: Wheel Chock Use

[05-060](#)

[06-335](#)

[07-1044](#)

[08-119](#)

[09-1091](#)

[10-795](#)

Submit your report to www.firefighternearmiss.com today so everyone goes home tomorrow.

Note: The questions posed by the reviewers are designed to generate discussion and thought in the name of promoting firefighter safety. They are not intended to pass judgment on the actions and performance of individuals in the reports.