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Report of the Week

That Pumper Has The Longest Tail...
03/24/2011

Report Number: 11-0000076

Report Date: 02/10/2011 11:14

Synopsis

Unintentional deployment of supply hose.

Demographics

Department type: Combination, Mostly volunteer

Job or rank: Assistant Chief

Department shift: Stand-by (in-station)

Age: 25 - 33

Years of fire service experience: 14 - 16

Region: FEMA Region IV

Service Area: Rural

Event Information

Event type: Vehicle event: responding to, returning from, routine driving, etc.

Event date and time: 01/21/2011 09:00

Hours into the shift:

Event participation: Witnessed event but not directly involved in the event

Weather at time of event: Clear and Dry

Do you think this will happen again?

What were the contributing factors?

- Communication

What do you believe is the loss potential?

- Property damage

Event Description

The department was dispatched to a vehicle fire on the interstate. The nearest engine responded with three personnel. Shortly after merging on to the interstate and accelerating to approximately 65 MPH, the 5" LDH supply hose began "laying out" of the hose bed. All 1250 feet of hose was emptied onto the roadway. The apparatus operator did not recognize that this was happening until the hose was almost completely out of the hosebed. Luckily, there were no other vehicles in the immediate area when the hose was deploying. Had couplings actually struck another vehicle, serious damage or injury could have resulted. Had the hose caused an accident, the results may have been fatal.

Lessons Learned

Based on the event, we have now installed "bungee-cord" type straps across the hose bed to prevent unintentional deployment. The engine did, originally, have a hose bed cover (tarp-like), but it was taken out of service after multiple repairs to the fasteners. Special care should be taken when reloading hose to ensure that it will not deploy unintentionally.

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Report of the Week

Hose is usually loaded on fire apparatus in a manner that allows for it to be deployed swiftly when the unit arrives at the scene of a fire. Loads are often held in place by the weight of the next length packed on and the friction of the outer jackets lying against each other. When the load shifts, or the top fold is caught by the wind, and the load is not properly secured, the hose deploys unexpectedly. Once the load begins to pay out, and the operative word is unexpectedly, all of the essentials for a near miss have been met. What happens next is often a matter of luck because the drivers following who are talking on their cell phones are not expecting to have to maneuver around a 1250 foot long, 5" LDH, tail.

"The department was dispatched to a vehicle fire on the interstate... Shortly after merging on to the interstate and accelerating to approximately 65 MPH, the 5" LDH supply hose began "laying out" of the hose bed. All 1250 feet of hose was emptied onto the roadway. The apparatus operator did not recognize that this was happening until the hose was almost completely out of the hosebed..."

NFPA 1901, Section 15.10.7, requires that hose beds be equipped with a positive means on all sides of the hose bed to prevent the hose from being deployed unintentionally. When apparatus meets the requirement, the unexpected loss of hose is virtually eliminated. Once you have read the entire account in [11-076](#), and the related reports, consider the following:

1. How many pieces of apparatus in your fleet have unsecured hose loads?
2. Were you aware of NFPA 1901, Section 15.10.7?
3. The version of NFPA 1901 referred to in this week's ROTW is the 2009 edition. What can you do to bring your apparatus into compliance if it was built under earlier versions?
4. If a bed of hose is laid out or dumped unexpectedly, should any steps be taken before the hose is put back in service?
5. What are your department's insurance procedures if other vehicles are damaged or personal injury results from hose being laid out unexpectedly?

Related Reports – Topical Relation: Securing Hose in Hose Bed

[05-250](#)

[07-741](#)

[09-592](#)

[09-1071](#)

[10-711](#)

[10-717](#)

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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.