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Report of the Week

Everybody onboard?

05/06/2010

Report Number: 10-0000709

Report Date: 04/12/2010 11:34

Synopsis

FF nearly crushed while boarding engine.

Demographics

Department type: Paid Municipal

Job or rank: Fire Fighter

Department shift: 24 hours on - 48 hours off

Age: 34 - 42

Years of fire service experience: 17 - 20

Region: FEMA Region IV

Service Area: Urban

Event Information

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

Event date and time: 05/01/2010 22:30

Hours into the shift:

Event participation: Involved in the event

Weather at time of event: Clear and Dry

Do you think this will happen again?

What were the contributing factors?

- Decision Making
- Accountability
- Communication
- Human Error

What do you believe is the loss potential?

- Lost time injury
- Property damage

Event Description

Brackets [] denote reviewer de-identification.

On the date of this report I was involved in an outside agency training class until [time deleted]. Upon return to my assigned station, I began going over my homework and went to bed. Approximately 30 to 45 minutes later, the unit I was riding on got a call and was acknowledged by the station officer. While going to get on the fire engine, the driver with 20 years experience and the driver riding in the officer position, who cleared the call, began to drive out of the bay. I had begun to open the rear door of the engine when it started rolling forward. I closed the door rapidly, not getting in the truck, and jumping away to keep from getting caught between the truck door and bay door. After the driver heard the door slam shut he stopped to see what the problem was or if he had hit the side of the bay door while going forward. After I got in the truck I

Everybody onboard?

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advised them that I was in and they responded back " I did not think you were going.

Lessons Learned

Accountability is very important, not only on the fire scene, but while at the station and responding to calls. As a driver of an apparatus it is your responsibility to make sure all personnel are in the apparatus and wearing their seat belts.

Discussion Questions

Being aware of response elements such as, crew size and where the crew is when the apparatus are in quarters are essential to timely and safe response. After you have read the entire account of [10-709](#), and the related reports listed below consider the following:

1. Whose responsibility is it (in your company) to ensure all members are seated, belted and ready for response?
2. What practices do you have in place to ensure all members are properly seated, belted and ready for response?
3. When do you (as the crew member) let the officer know you are properly prepared for the apparatus to start its response?
4. How often do you as a company review basic safety and survival skills related to safe response?
5. What is your Department's policy on a member who misses a call? Is the accountability totally on the member, or are there implications for the driver and officer as well. Is this policy fair in your mind?

Related Reports – Boarding Apparatus

[05-530](#) [06-483](#) [07-1112](#) [08-361](#) [09-582](#)

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.