



NEAR MISS REPORT

DATE: JUNE 26, 2019

UNIT: EN22 B

INCIDENT #: 1943077

Introduction

On June 26, 2019 at 1548 hours, EN22B was dispatched to the landfill at 5300 E Los Reales Road for reports of a "car fire". While the dispatch and details referencing a vehicle on fire, this was no ordinary "car fire". Captain Franchot Opela documented, researched, and provided important details to share with TFD personnel and the unique challenges he and his crew encountered on this incident.

CAD Information

Event #: F191770211

Case (Incident) #: 1943077

Event Type: CAR FIRE

Event Address: 5300 E Los Reales Road

Units Dispatched: EN22, WT022, FI001, FI002, EN06

Times (EN22)

TFD Event Created: 15:48:19

Dispatched: 15:48:25

Enroute: 15:49:08

At Scene: 15:54:54

In Service: 17:03:31

CAD Narrative (edited)

SPECIAL ADDRESS COMMENT:

ANY EMERGENCY RESPONSE TO COMMUNICATION'S SEND PAGE TO THE TFD CORE TEAM - XC001

SPECIAL ADDRESS COMMENT:

HOUSEHOLD HAZARDOUS WASTE COLLECTION SITE: ALL CALLS RECEIVED INDICATING A

SPILL, HAZMAT ISSUE OR HUMAN EXPOSURE TO CHEMICALS MUST HAVE HZ001 AND A HAZMAT

SUPPRESSION ADDED IN ADDITION TO THE CLOSEST UNIT. USE THE TFD - HZ MAT TEAM IN

MANAGE ADDITIONAL U



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VEH ON FIRE

** LOI search completed at 06/26/19 15:48:20

TPD channel for this event is B11

** Case number T1943077 has been assigned to event F191770211

** >>> by: 49977 on terminal: jtfddisp1

** Recommended unit EN022 for requirement TFD - EN (3.2 min)

TFD - RESPOND ON TFD A4

CALLER IS ENVIRONMENTAL SERVICES

CALLER DID NOT HAVE SPECIFICS AS TO WHERE THE VEH WAS

VEH INSIDE OF LANDFILL

2ND CALLER REPORTING ENVIRONMENTAL SERVICE TRUCK ON FIRE 'OUTSIDE OF THE

LANDFILL'

EN22 SEES THE SMOKE

POSS ON LOS REALES BETWEEN SWAN AND CRAYCROFT

EN22 REQ WT

Comtech Alert Zones: AP WT RH 22

USDD - SUCCESS:WT022 - FAILED:

REQ TPD FOR TRAFFIC CONTROL ON CRAYCROFT COMING OFF OF I10

06/26/19 16:07:54 Fire Under Control for set TFD_CAR.

4A46 COMING FROM 22ND/KOLB- CODE 2 TRAFFIC

EN022 -- REQ FIRE CAUSE TO SCENE

Comtech Alert Zones: FI001,FI002

** Requirement - EN - TFD added for alarm level 1

** Recommended unit EN006 for requirement TFD - EN (6.5 min)

Comtech Alert Zones: EN006

EN022 -- REQ ADDL SUPPRESSION

EN006 -- GARBAGE TRUCK ON FIRE



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EN022 -- COMMAND TO UNIT EN022 ESTABLISHED

06/26/19 17:03:46 Command Terminated for set TFD GENERAL.

06/26/19 17:23:01 Fire Under Control for set TFD GENERAL.

Communications Section Description

Audio file:



5300 E Los Reales
F191770211.wav

Event Description (Submitted by Crew)

On 06/26/2019 at 15:48 #1943077 engine twenty two was dispatched to a vehicle fire at 5300 E. Los Reales. While enroute to the call there was some confusion on where the vehicle was at and the information was updated to a garbage truck on fire. We were able to see the fire from our station and we followed the smoke plume until we arrived on scene. Once we arrived on scene Captain Walker was on scene with a reserve apparatus. He stated that he saw the fire from the interstate and pulled over to assist in any way that he could.

We had a garbage truck that was heavily involved in the undercarriage with fire pushing into the cab and hopper where the trash was stored. The driver was not on scene and I wasn't able to get specifics on what happened to them. I dispatched water tender twenty two to the location because there were no hydrants available. We pulled the 1 ¾ inch bumper load and started to apply water to the fire. Captain Walker was able to assist us with his tank water until the water tender arrived on scene.

During this time I could hear a loud hissing noise and I recognized it as a pressure relief valve (PRV) from a compressed natural gas tank (CNG) coming from underneath the vehicle. I informed my firefighters to not extinguish the fire from the tanks and to prevent the fire from spreading into the hopper. The fire would flare up periodically but I didn't want the CNG fire to be extinguished due to the possibility of a secondary ignition. The pressure relief valves were working well at this point. We did this process for a while until all of the compressed natural gas was able to vent out.

Once the fire was under control I asked a representative from waste management to open the hopper so we could spray water inside to extinguish the fire that was starting in the hopper. Waste management used a front end loader to attempt to open the rear door with no success. At this point the fire in the hopper was starting to build up and we started to aim water into the opening on top to keep the fire from continuing to burn. At this time I was informed by



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Engineer Black that waste management told him that there were approximately four to five additional CNG bottles on top of the vehicle enclosed in a metal case.

Waste management informed us that they would pierce the side of the garbage truck with their front end loader so we could have access to the compartment. This was successful and we were able to apply water and foam into the compartment to extinguish the fire. I had an additional engine company (EN06) and battalion chief (BN04) assigned to the call to assist with overhaul. We continued to spray water and foam into the hopper until the fire was extinguished. At this point waste management informed me that they could tow the truck to the dump and monitor it for any flare-ups. Fire cause arrived on scene and took over the investigation.

Lessons Learned (Submitted by Crew)

In closing, there were several lessons learned from this incident. This was my first large CNG vehicle fire that I have ever dealt with in my career. I should have dispatched the second engine right away which would have given us additional resources because we did need them at the end. The second lesson learned was in the future to keep a safe distance when dealing with a CNG vehicle that is on fire due to a high probability of an explosion. I did some research and found Indianapolis Fire Department had a similar event but in their situation the garbage truck exploded. Their post incident recommendations are being evaluated by other departments and experts in CNG vehicle fires are recommending their tactics.

Their research found the CNG cylinders on top of the truck are covered with a steel case. Cooling the bottles is not effective at all because the case prevents the water from cooling the bottles and could interrupt the PRV (pressure relief valves). My recommendations regarding tactics would be keeping a safe distance and spraying the fire with a deck gun and using the fire truck as a shield in case there is an explosion. We would also need to keep a blast zone of anywhere from 200 to 500 feet because of fragmentation from the garbage truck. Lastly, I would recommend that our dispatch criteria be augmented to address this issue like having two engine companies dispatched instead of one because of the hazard issues associated with a large CNG vehicle fire and any issues with a water supply.

Overall I feel this is something that we will see more of due to the many commercial companies switching from diesel to CNG on large vehicles. This creates a safety issue because the tactics are different in fighting them and there is a high risk for injury or death on these calls. Below is a link from the IFD post incident investigation for further reference. I feel we should have more training on how to deal with these types of situations in order to keep our personnel safe.

https://www.scribd.com/document/352387750/Indianapolis-SIIT-Team-Investigation#fullscreen&from_embed



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Safety Section/HSO Follow Up

Phone call follow up

Action Items

Collaborate with TFD Training Section to conduct TFD personnel training/Target Solutions with Environmental Services to cover unique challenges with these types of vehicles and CNG systems.

Final Thoughts

Thanks to Captain Franchot Opela and his EN22 B shift crew (Engineer Clayton Black, Firefighter Kevin Tenney, and Firefighter Michael Gunarson) for providing this near miss and the detailed safety message regarding these vehicles and CNG tanks.

Stay safe!