

# Rapid Lesson Sharing

**Event Type:** Vehicle Backing Accident

**Date:** March 31, 2016

**Location:** Long Cane Ranger District, Francis Marion and Sumter National Forests, South Carolina

## NARRATIVE

It is 1030 hours. The burn crew on this prescribed fire has been divided in half. One group is conducting a test fire and proceeding with base line lighting while the rest of the personnel are utilizing hand tools and UTVs to complete prep work around a few snags on the southern holding road.

Once this prep work is completed, these people are instructed to report back to the staging area and join the firing crew.

Truck 1 with UTV and trailer had staged at Point B and was already patrolling on the B/C dozer line.

Truck 2 with UTV and trailer missed the turnaround located between Point A and Point B and proceeded to Point B. Point B bottle-necked from a gravel road to a dirt road that led into private property with a private gate and a very limited turnaround area.

Truck 1 turned around at this limited space area and was staged facing out. This left very little room for additional vehicles.

When the driver of Truck 2 pulled toward the private gate and attempted to back into a small parking area space, the left rear portion of Truck 2 struck left front quarter panel of Truck 1 (see photo).

The driver immediately notified the Burn Boss and the District Fleet Manager. Both individuals proceeded to the accident scene.



The left front quarter panel of Truck 1 (above) was struck by the left rear portion of Truck 2.

## LESSONS

- ✓ When backing up alone, do a complete 360-walk around. Backing without a spotter should only occur after the driver has gained as much situational awareness as possible.
- ✓ Know your clearances and blind spots.
- ✓ In situations like this, call for assistance from a spotter—or consider moving the other vehicle to create additional space for a safe turnaround.
- ✓ During the AAR, the accident was covered in detail. This allowed all resources to gain valuable insights into these common turnaround situations.

**This RLS was submitted by:**

Incident Overhead

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