

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: December 23, 1975

Forwarded to:

Mr. Charles A. Webb
President
National Association of Motor Bus Owners
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} SAFETY RECOMMENDATION(S)

H-75-46

and

Mr. William A. Bresnahan
President
American Trucking Associations, Inc.
1616 P Street, N. W.
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On May 13, 1975, a Rohr Industries' prototype bus was being road-tested near Phoenix, Arizona. The two occupants heard a noise from the engine compartment, felt a loss of engine power, and saw smoke coming from the rear engine compartment. They attempted to raise the hydraulically powered engine hood, but it would not open. The driver tried to extinguish the fire through the hood's access door, but he was not successful. The fire spread to the passenger compartment and destroyed the bus.

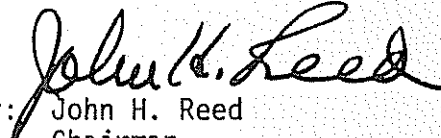
Of particular interest to commercial motor vehicle operators was the driver's effort to extinguish the fire. Unfortunately, circumstances were such that the driver's fire extinguishing efforts were frustrated and the entire vehicle was lost.

This incident illustrates how important it is that each driver know the proper firefighting procedures for his particular vehicle. Motor vehicle fires can involve engine fuel, tires, brakes, cargo, hazardous cargo, and electrical systems, etc. The procedures to put out fires involving each of these are varied. Also, each vehicle varies in configuration.

Therefore, the National Transportation Safety Board recommends that the National Association of Motor Bus Owners and the American Trucking Associations:

Encourage member companies to train their drivers to fight actual motor vehicle fires using vehicles which have been scrapped or have been classified as obsolete. (Recommendation H-75-46) (Class III, Longer Term Followup)

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members concurred in the above recommendation.


By: John H. Reed
Chairman