



METROPOLITAN POLICE DEPARTMENT
Investigative Services Bureau
Criminal Investigative Division



September 13, 2013

MEMORANDUM

TO: Chief of Police

THRU: Assistant Chief of Police
Investigative Services Bureau

FROM: Commander [Signature] *Concur [Signature] 9/13/13*
Criminal Investigations Division

SUBJECT: Investigative Report regarding the DCFD Ambulance Fires

Attached is the investigative packet regarding the three instances in which DCFD ambulances caught fire during the month of August, 2013.

The first incident occurred on August 2, 2013. In this instance the ambulance caught fire while parked outside of Washington Hospital Center (WHC). The investigation determined there was no evidence to indicate the fire was set intentionally. An inspection of the ambulance determined that an electrical malfunction may have caused the fire.

The second incident occurred on August 13, 2013. In this instance the ambulance was parked outside of [REDACTED] Benning Road, NE, while the ambulance crew attended to a citizen. The investigation determined there was no evidence to indicate the fire was set intentionally. An inspection of the ambulance indicated the possibility of a fuel leak or component break that allowed an ignitable fluid to be distributed onto the hot manifold.

The third incident occurred on August 13, 2013. In this instance the ambulance was parked outside of WHC while the crew transported a victim inside. The investigation determined that the vehicle did smoke during this incident but there was no actual fire. There was no evidence that anyone intentionally did anything that would have caused the vehicle to smoke.

While the exact cause of the fires in each incident was not determined, there were mechanical conditions that could have led to a fire igniting via electrical short or due to the heat of the manifold. There was no evidence to indicate the fires were intentionally set.

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Washington, D.C.
INVESTIGATIVE FILE REPORT



P.D. 854

REPORT OF INVESTIGATION CRIMINAL INVESTIGATIONS DIVISION		CID FILE NUMBER: N/A	CCN: 13-114793
FILE TITLE: Fire Investigation of District of Columbia Fire/EMS Department Ambulances			DATE OF INCIDENT: Tuesday, 08/13/2013

This report will outline the investigation by the Metropolitan Police Department (MPD) regarding fires involving District of Columbia Fire and EMS Department (DCFEMS) ambulances. The case was assigned to Detective Grade-One Frank Molino of the Homicide Branch / Arson and Explosives Task Force.

POLICE REPORT:

On Tuesday, 08/13/2013, at the request of the District of Columbia Fire and EMS Department (DCFEMS), the Metropolitan Police Department (MPD) initiated an investigation surrounding the report of three vehicle fire incidents involving DCFEMS ambulances. The DCFEMS reported that between August 2, 2013, and August 13, 2013, three of their ambulances caught fire while being operated by first responders during emergency calls. The following three listed incidents were reported by DCFEMS:

- I. Date/Time of Incident: Friday, 08/02/2013, at 2151 hours.
Vehicle Description: Ambulance Unit-27, 2011 International, Shop # S-558-11.
Location of Incident: Washington Hospital Center (WHC), Emergency Room Entrance.
110 Irving Street, NW, Washington, DC

- I. Date/Time of Incident: Tuesday, 08/13/2013, at 0945 hours.
Vehicle Description: Ambulance Unit-27 (Reserve Unit), 2006 Ford, Shop # S-696-06.
Location of Incident: Front of: [REDACTED] Benning Road, SE, Washington, D.C.

- II. Date/Time of Incident: Tuesday, 08/13/2013, at 1619 hours.
Vehicle Description: Ambulance-Basic Unit-7, 2006 Ford, Shop # S-634-06.
Location of Incident: Washington Hospital Center (WHC), Emergency Room Entrance.
110 Irving Street, NW, Washington, DC

REPORT PREPARED AND SUBMITTED BY: Detective-I Frank A. Molino (#1287) Homicide Branch / Arson-Explosives Task Force Date: 09/09/2013	REVIEWED AND APPROVED BY: Lieutenant Christopher Kauffman (#L- 175) Homicide Branch / Arson-Explosives Task Force Date: 09/10/2013
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INVESTIGATION:

On Tuesday, 08/13/2013, at about 1730 hours, the writer was contacted by Acting Captain Robert Alder of the Homicide Branch and was assigned a fire investigation that had just occurred at the Washington Hospital Center (WHC) involving a DCFEMS ambulance. Captain Alder further advised that officials from DCFEMS requested MPD take the lead on the investigation, including the investigation of two prior fires involving ambulances.

On the same day, the writer met with [REDACTED] of the DCFEMS Office of Internal Affairs who provided a brief overview of the three fire incidents involving DCFEMS ambulances. [REDACTED] later provided the writer with all known reports and documents as it related to the fires.
(Attachments 1, 2, 5, 6, 8, 9, 11, 14, 16, 18, 20, 21, 22, 24)

On Wednesday, 08/14/2013, the writer met with [REDACTED] of the DCFEMS Fire Investigations Unit (FIU) and provided me with a brief over of FIU's investigation. Captain [REDACTED] later provided the writer with all investigative reports, scene photographs, and other related documents as it related to FIU's investigation regarding the ambulance fires. (Attachments 3, 11, 12, 16, 20)

On Wednesday, 08/14/2013, the writer also met with representatives from the Washington Hospital Center (WHC) security staff and retrieved copies of the security surveillance footage for both 08/13/2013 and 08/02/2013 fire incidents. The security footage obtained recorded the emergency room entrance parking area. After reviewing the security footage, it was determined that the recordings for both incidents only captured limited portions of both events. The video did not provide any additional information that would assist with the investigation.
(Attachment 24)

Due to the complexity of this investigation and the number of vehicles involved, the writer requested additional assistance from the Arson and Explosive Task Force, including the assistance from the U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Defects Investigation. The following individuals participated in the investigation:

- MPD Detective-I Frank A. Molino, Arson and Explosives Task Force.
- ATF Agent/CFI [REDACTED] Arson and Explosives Task Force.
- MPD Officer Jeffrey Maslona, Crime Scene Investigations Division.
- MPD Detective Todd Gray, Arson and Explosives Task Force.
- DOT Engineer [REDACTED] Office of Defects Investigation.
- DOT Specialist [REDACTED] Office of Defects Investigation.
- DOT Engineer [REDACTED] Office of Defects Investigation.

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Fire Incident #I

Friday, 08/02/2013, at 2151 hours.
Ambulance 27 (Shop # S-558-11)
Washington Hospital Center (WHC)
110 Irving Street, NW, Washington, DC

BACKGROUND:

On Friday, August 2, 2013, at 2151 hours, DCFEMS Fire [REDACTED] [REDACTED] responded to the Washington Hospital Center, emergency room entrance for the reported ambulance fire. Upon arrival, [REDACTED] [REDACTED] found Ambulance 27 with fire damage to the cab area on the passenger side. [REDACTED] [REDACTED] initiated a fire scene examination, and determined that the fire originated in the battery compartment below the front passenger door. [REDACTED] [REDACTED] reported that the passenger's door had an inverted 'V' shape fire movement pattern on its surface, with the heaviest damage located at the base of the pattern, indicating fire movement from a point below the base of the passenger door. Further examination revealed the area of origin was determined to be the battery compartment. Based on [REDACTED] [REDACTED] scene investigation, he classified the fire as accidental, resulting from an electrical event in the battery compartment that caused nearby plastic components to ignite. Ambulance 27 is currently at Fresco Emergency Sales for repairs in reference to the battery and electrical issues.
(Attachments 1, 2, 3, 4)

INTERVIEWS:

Firefighter/EMT [REDACTED]
DCFEMS / Platoon-2 / Engine-8
Office: 202-673-3208

[REDACTED] [REDACTED] was originally interviewed on the scene by [REDACTED] [REDACTED] on 08/02/2013. [REDACTED] [REDACTED] prepared a DCFEMS Special Report (statement) on 08/03/2013, regarding the fire incident.

FF/EMT [REDACTED] stated that on the evening of 08/02/2013, he and his partner ([REDACTED] [REDACTED]) changed over from reserve Ambulance (S-696-06) to their regular assigned unit (S-558-11). After restocking and checking their unit, they were placed themselves in service. Shortly thereafter, they were dispatched to the [REDACTED] K Street, NE for a medical emergency. [REDACTED] [REDACTED] stated that while transporting the patient to WHC, he and [REDACTED] [REDACTED] noticed that the interior lights were flickering. [REDACTED] [REDACTED] was in the back attending to the patient and [REDACTED] [REDACTED] was driving. [REDACTED] [REDACTED] said when they arrived at WHC they completely powered down the unit before taking their patient into the hospital.

FF/EMT [REDACTED] said that [REDACTED] [REDACTED] returned to the unit and started the ambulance. FF/EMT said about a minute later when he returned to the ambulance, he noticed fire coming from the bottom of the ambulance. [REDACTED] [REDACTED] said he then alerted [REDACTED] [REDACTED] about the fire.

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They both went over to the crew of Ambulance 18 and instructed them to call for help. FF/EMT [REDACTED] said that while [REDACTED] [REDACTED] was pulling equipment from Ambulance 27, he [REDACTED] [REDACTED] extinguished most of the fire with a dry chemical extinguisher. (Attachment 5)

Firefighter/EMT [REDACTED]
DCFEMS / Platoon-2 / Engine-27
Office: 202-673-3227

[REDACTED] [REDACTED] was also interviewed on the scene by [REDACTED] [REDACTED] on 08/02/2013. [REDACTED] [REDACTED] provided a DCFEMS Special Report (statement) dated 08/03/2013, regarding the fire incident.

The statement that FF/EMT [REDACTED] provided is consistent with the statement provided by FF/EMT [REDACTED] (Attachment 6)

EXAMINATION OF VEHICLE:

Description of Vehicle: Ambulance-27
2011 International Horton Ambulance
Shop Number S-558-11
Tag Number: DC8204
VIN Number: 1HTMYSKM2CH050798
Mileage: Unknown

This vehicle was originally processed for evidence and photographed by Fire [REDACTED] [REDACTED] on 08/02/2013, before being towed to the DCFEMS Apparatus Repair Shop. Ambulance 27 was later towed to Fresco Emergency Sales, located at 7010 Troy Hill Drive, Elkridge Maryland for repairs in reference to the battery and electrical issues.

On Thursday, 08/22/2013, MPD Detective Todd Gray responded to Fresco Emergency Sales and retrieved all the service records as it related to Ambulance 27. Detective Gray also photographed the unit. (Attachments 7, 8)

A review of the maintenance records provided by DCFEMS for Ambulance 27 (S-558-11) revealed minimal repairs. (Attachment 9)

On Thursday, 09/04/2013, at about 1000 hours, Engineer [REDACTED] Specialist [REDACTED] and Engineer [REDACTED] [REDACTED] and the writer responded to Fresco Emergency Sales for the purpose of conducting a fire examination on Ambulance 27.

Based on an extensive examination of the battery compartment of Ambulance 27, and other information obtained by the investigative team, it was determined that this fire was in fact a result of an electrical event within the battery compartment.

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The investigative team found no evidence indicating that this fire was anything other than an accidental.
(Attachment #10)

It should also be noted that the initial investigation conducted by Fire [REDACTED] [REDACTED] appears to have been performed in accordance with accepted fire origin and cause investigation techniques and methodology.

Fire Incident # II

Tuesday, 08/13/2013, at 0945 hours.

Ambulance 27, Reserve Unit (Shop # S-634-06)

Front of: [REDACTED] Benning Road, NE, Washington, D.C.

BACKGROUND:

On Tuesday, August 13, 2013, at 0951 hours, DCFEMS Fire [REDACTED] [REDACTED] responded to [REDACTED] Benning Road, SE for the reported ambulance fire. Upon arrival, he observed reserve ambulance S-696-06 operating as Ambulance 27 in the parking lot of the about location. [REDACTED] [REDACTED] reported significant fire damage to the engine compartment to the ambulance. Based on the scene investigation and interviews conducted by [REDACTED] [REDACTED] he classified the fire as accidental. Ambulance 27 was later towed to the DCFEMS Apparatus Shop.
(Attachments 11, 12, 13)

INTERVIEWS:

Firefighter/EMT [REDACTED]
DCFEMS / Platoon-1 / Engine-8
Office: 202-673-3208

[REDACTED] [REDACTED] was originally interviewed on the scene by [REDACTED] [REDACTED] on 08/13/2013. [REDACTED] [REDACTED] also prepared a DCFEMS Special Report (statement) on 08/21/2013, regarding this fire incident prior to meeting with the writer.

On Wednesday, 08/21/2013, at about 1700 hours, the writer interviewed [REDACTED] [REDACTED] in the conference room of the Homicide Branch. [REDACTED] [REDACTED] stated that on Wednesday, 08/13/2013, he was detailed to Ambulance 27. [REDACTED] [REDACTED] is originally assigned Engine 8. [REDACTED] [REDACTED] stated that at about 0900 hours, he and his partner (Firefighter/EMT [REDACTED]) were dispatched to the 4700 block of Benning Road, SE for a medical call.

Upon arrival, FF/EMT [REDACTED] said that he turned off the ambulance and took the keys along with the EMS bag inside the location and began treating the patient. While inside treating the patient, FF/EMT [REDACTED] and his partner were alerted by residents in the building that smoke was coming from their ambulance outside. As they continued to treat the patient, the residents reported the ambulance on fire.

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██████████ said that he instructed ██████████ to continue with patient care while he went downstairs to check on the ambulance. FF/EMT ██████████ said that once he got outside, he observed flames coming from under the hood. ██████████ called for an engine company to respond to extinguish the fire. According to ██████████ he went back up-stairs to continue to assist with patient care. ██████████ said that ██████████ Allis then went down stairs and attempted to put the fire out with a fire extinguisher, but was unsuccessful. Shortly thereafter, Engine 27 arrived on the scene and extinguished the fire. ██████████ stated that he did not notice any mechanical issues with the ambulance prior to the fire. (Attachment 14)

Note: ██████████ was on sick leave and was unable to be interviewed by the writer.

██████████ (MPO) ██████████
MPD / 6th Patrol District
Office: 202- 698-0880

MPO ██████████ was originally interviewed by ██████████ on 08/13/2013. MPO ██████████ prepared a MPD PD Form 119 (statement) regarding this incident. MPO ██████████ stated that on Tuesday, 08/13/2013, he was dispatched to ██████████ Benning Road, SE, Apt. # ██████████ for a ██████████. When MPO ██████████ arrived on the scene, he located a victim who had been assaulted. MPO ██████████ requested an ambulance to his location. MPO stated that when ambulance 27 arrived on the scene, they initially parked on the Benning Road side of the apartment building. The ambulance crew came inside and treated the victim. MPO ██████████ said that they needed a stretcher so he advised the driver of the ambulance to pull around to the parking lot.

MPO ██████████ said that he went outside with the ambulance driver because the building is a lock out, and that he was going to stand there until the ambulance came around to the parking lot. MPO ██████████ said once the ambulance came around to the parking lot, he went back up-stairs with the EMT. MPO ██████████ said a citizen alerted them that the ambulance was on fire. MPO ██████████ said when he went outside with the EMT, he noticed smoke coming from under the hood. As they approached, MPO ██████████ said that the ambulance burst into flames. MPO ██████████ said one of the EMT's pulled his gear from the ambulance and attempted to put the fire out. (Attachment 15)

██████████
DCFEMS / Fire Investigations Unit
Office; 202-673-3370

On Wednesday, 08/21/2013, the writer along with ATF/SA ██████████ interviewed ██████████ in the conference room of the Homicide Branch

██████████ stated that on Tuesday, 08/13/2013, at about 0951 hours, he was dispatched to the 4700 block of Benning Road, SE for the reported ambulance fire. ██████████ stated upon his arrival, he observed Reserve Ambulance S-696-S operating as Ambulance 27. ██████████ said that the vehicle showed significant fire damage to the hood. ██████████ stated that he examined the engine compartment and determined the fire originated on the passenger side in the vicinity of the air conditioner manifold and turbo charger manifold. ██████████ said that part of the AC manifold was on the ground under the passenger side of the engine.

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██████████ indicated that he interviewed MPD ██████████ who stated that he was inside with the ambulance crew and when they exited the building, they noticed the ambulance on fire. ██████████ said that he also interviewed both EMT/Firefighters separately. According to ██████████ their accounts of the incident were consistent with the MPD officer on the scene. According to ██████████ ██████████ went to treat the patient while EMT/FF ██████████ went to move the ambulance from Benning Road to a parking lot adjacent to the address and then went in to assist with patient care. At some point, the ambulance crew was told by an unknown person that the ambulance was on fire. ██████████ exited the apartment building and attempted to extinguish the fire using a fire extinguisher. FF/EMT ██████████ stayed inside the apartment providing emergency care to the patient. ██████████ indicated that both crew members of Ambulance 27 reported to him that they experienced no problems with the ambulance prior to the fire.

██████████ said that he later responded to the DCFEMS Apparatus Division and spoke with ██████████ and requested to examine the maintenance records for ambulance 27 (S-696-06). ██████████ said that his review of the records indicated that there were ongoing maintenance issues with ambulance. ██████████ said that ██████████ stated something to the effect that this make and model are notorious for having air conditioner problems, referring to the model of Ambulance 27.

██████████ said that he went and examined several of the reserve ambulances outside in the parking lot and discovered several irregularities. ██████████ said that he noticed modifications such as pieces of rubber that were attached within the engine compartment in close proximity to the air conditioner (AC) unit and Turbocharger manifold. ██████████ said that when he questioned ██████████ and the shop foreman about the modifications, they both stated that they didn't know the exact purpose for the modification, or if they were approved. ██████████ documented and photographed these modifications for his report.

██████████ said that based on his investigation, he was unable to identify the specific component failure that lead to the fire. ██████████ said that the information he obtained during this investigation indicates the possibility that the fire may have started by a fuel leak or component break that allowed an ignitable fluid to be distributed onto a hot manifold which lead to the smoke and fire. ██████████ said that he classified the fire as accidental. (Attachment 11, 12,)

Note: During the interview, the writer and ATF/SA ██████████ reviewed the reports and scene photographs with ██████████ report was dated and submitted on 08/14/2013. The report was later approved by his supervisor ██████████ on the same day.

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EXAMINATION OF VEHICLE:

Description of Vehicle: Ambulance-27 (Reserve Unit)
2006 Ford Horton Ambulance
Shop Number S-696-06
Tag Number: DC-5829
VIN Number: 1FDXE45PX6H93063
Mileage: Unknown

This vehicle was originally processed for evidence and photographed by Fire [REDACTED] [REDACTED] on 08/13/2013, before being towed to the DCFEMS Apparatus Repair Shop.

On Tuesday, 08/14/2013, members of the MPD Crime Scene Investigations Division (CSID) responded to the DCFEMS Apparatus Repair Shop and photographed Ambulance 27 (S-696-06). On the same day, this unit was towed and secured at the MPD Vehicle Repair Shop pending further investigation. (Attachment 17)

On Monday, 08/26/2013, at about 1340 hours, the writer along with ATF/SA [REDACTED] Engineer [REDACTED] and Specialist [REDACTED] responded to the MPD Vehicle Repair Shop to examine Ambulance 27.

A review of the maintenance records provided by DCFEMS indicated that this ambulance also had a considerable amount of maintenance issues between 05/27/2007 and 08/13/2013. (Attachment 18)

The investigative team conducted a visual examination of the body and engine compartment. The team reported significant fire damage to the right side of the engine compartment (passenger side). During an extensive examination of the wiring on the right side of the engine compartment, it was noted that there are inconsistencies with the electrical wiring around the power distribution box in two sister vehicles that were manufactured two months apart. It remains unknown if these inconsistencies resulted in the fire; however, it is worth noting for the purpose of this report. An example of this is wiring that was observed traveling from the alternator (which is hot at all time) that may have shorted due to improper routing of the cable. (Attachment 19)

There was no evidence that this vehicle was equipped with any type of modifications. Specifically, the attached pieces of rubber as observed in other EMS unit by [REDACTED] [REDACTED]

The most likely cause of the fire was due to a mechanical or electrical issue in the engine compartment area. To determine the exact cause of the fire (if possible), would require an extensive examination by trained automotive professional with specific expertise. The team further found no damage or evidence of someone tampering with the engine compartment.

It was clearly determined that this fire was not intentionally set. It should also be noted that the initial investigation conducted by Fire [REDACTED] [REDACTED] was performed in accordance with accepted fire origin and cause investigation techniques and methodology.

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Fire Incident # III

Tuesday, 08/13/2013, at 1619 hours.

Ambulance-Basic Unit 7 (Shop # S-634-06)

Washington Hospital Center (WHC)

110 Irving Street, NW, Washington, DC.

BACKGROUND:

On Tuesday, August 13, 2013, at about 1619 hours, DCFEMS Fire [REDACTED] was dispatched to an ambulance fire at the Washington Hospital Center. [REDACTED] arrived on the scene and found Ambulance-Basic 7 in the drive-way of the emergency room entrance of the WHC. [REDACTED] conducted an examination of the ambulance and found no indication of a fire. Ambulance-Basic 7 reported they were experiencing mechanical problems involving the air conditioner (AC) unit, just prior to arriving at the hospital. [REDACTED] responded to the scene and photographed the ambulance and later documented his findings in a report. (Attachment 20)

INTERVIEWS:

EMT [REDACTED] and EMT [REDACTED]
Para-Med Medical Transport (private ambulance service)
14803 South lawn Lane, Rockville Maryland 20850.
Office: 1-800-572-0005.

On Tuesday, 08/13/2013, the EMT's were interviewed by the writer in the parking lot of WHC. Both EMT's stated that they just arrived at WHC to pick-up a patient. While outside of the emergency room entrance of the hospital, they both smelled something burning and initially thought it was their brakes on the ambulance. The EMT's immediately realized that the smell was coming from a DCFEMS ambulance that just pulled up to the emergency room. The EMT's also noticed what they described as a light smoke coming from the grill area of the ambulance. The EMT's then alerted the crew of the DCFEMS ambulance (who were unloading their patient from the rear of the ambulance) about the smoke coming from their unit.

The EMT's said that once the crew from the DCFEMS ambulance had taken their patient inside to the hospital, one of the crew members immediately came back outside and moved the ambulance away from the emergency room entrance. When asked if they [REDACTED] and [REDACTED] had seen any fire or flames coming from the ambulance, both stated "no." No additional information was provided. (Attachment 21)

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Firefighter/EMT [REDACTED]
DCFEMS / Platoon-1 / Truck-9
Office: 202-673-3209

Firefighter [REDACTED] was initially interviewed on the scene by Fire [REDACTED] FF [REDACTED] also prepared a DCFEMS Special Report (statement) on 08/13/2013, regarding the fire incident prior to meeting with the writer.

On Wednesday, 08/21/2013, at about 1730 hours, the writer along with ATF/SA [REDACTED] interviewed FF [REDACTED] in the conference room of the Homicide Branch. FF [REDACTED] stated that on the morning of August 13, 2013, he was detailed to Ambulance-Basic 7 to work the day shift (the first twelve hours) of his twenty-four shift. FF [REDACTED] is originally assigned to Truck 9.

FF [REDACTED] then stated that on his fourth run of the day, he along with FF/Paramedic [REDACTED] were transporting a patient to WHC. FF [REDACTED] said when they were in the 2400-2500 block of North Capital Street he began to smell an odor within the ambulance. As the driver of Ambulance-Basic 7, FF [REDACTED] said he felt it would be best to continue to WHC with the patient.

As they were un-loading their patient, FF [REDACTED] said that a private ambulance employee alerted them that smoke was coming from the engine compartment. FF [REDACTED] said that he then noticed a grayish light smoke coming from the right side of the engine compartment (passenger side). FF [REDACTED] said once he and his partner took the patient into the hospital, he returned and moved the ambulance away from the building. FF [REDACTED] said that when he came back outside he noticed no smoke coming from the ambulance. FF [REDACTED] said that at no time did he observe any flames or fire coming from the unit. At this point, FF [REDACTED] said that he notified a supervisor about the incident. FF [REDACTED] said that he had no problems with the unit throughout the day. (Attachment 21)

Firefighter/Paramedic [REDACTED]
DCFEMS / Platoon-3 / Engine-25
Office: 202-673-3225

FF/Paramedic [REDACTED] prepared a DCFEMS Special Report (statement) on 08/21/2013, regarding this fire incident prior to meeting with the writer.

On Friday, 08/23/2013, at about 1630 hours, the writer interviewed Firefighter/Paramedic [REDACTED] in the conference room of the Homicide Branch. FF/P [REDACTED] stated that on Tuesday, 08/13/2013, he was working overtime on Engine 3. FF/P [REDACTED] is originally assigned to Engine 25. FF/P [REDACTED] stated that Engine 3 had responded with Ambulance-Basic 7 to 1100 block of 21st Street, NE for a medical call. The patient from that location was being transported to WHC. FF/P [REDACTED] stayed with the patient in Ambulance-Basic 7 to the WHC.

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REPORT OF INVESTIGATION CRIMINAL INVESTIGATIONS DIVISION	CID FILE NUMBER: N/A	CCN: 13-114793
FILE TITLE: Fire Investigation of District of Columbia Fire/EMS Department Ambulances		DATE OF INCIDENT: Tuesday, 08/13/2013

While en route to the hospital, FF/P [REDACTED] said that he smelled an odor coming from the vents. According to FF/P [REDACTED] the odor became increasingly strong. At this point, FF/P [REDACTED] alerted the driver (FF [REDACTED]) about the odor. FF/P [REDACTED] stated, "I smell something, I think something's burning." FF [REDACTED] replied that he also smelled something too.

According to FF/P [REDACTED] he told FF [REDACTED] to "hurry up and get us to the hospital." Once at the hospital, FF/P [REDACTED] and FF [REDACTED] immediately removed their patient from the ambulance and went into the emergency room. According to FF/P [REDACTED] he stayed with the patient while FF [REDACTED] went back outside to attend to the ambulance. FF/P [REDACTED] was unaware of any prior mechanical issues with ambulance-Basic 7. (Attachment 22)

[REDACTED]
DCFEMS / Fire Investigations Unit
Office; 202-673-3370

On Wednesday, 08/21/2013, the writer along with ATF/SA [REDACTED] interviewed [REDACTED] in the conference room of the Homicide Branch.

[REDACTED] stated that on Tuesday, 08/13/2013, at about 1619 hours, he was dispatched to an ambulance fire at the Washington Hospital Center. Upon arrival, he observed Ambulance-Basic 7 (Shop# S-634-06) in the driveway near the emergency room of the hospital. [REDACTED] said that he conducted an examination of Ambulance-Basic 7 and found no indication of a fire.

[REDACTED] said that during an interview with a crew member of Ambulance 7 (Firefighter/EMT [REDACTED]) he reported that the air conditioner (AC) was on but wasn't real cold throughout their shift. The crew further reported to him that the AC started blowing out heat and that they started smelling an odor at Florida Avenue and North Capital Street. According to [REDACTED] the ambulance crew had a patient on board and decided to continue to drive until they reached the hospital. Once at the hospital, the engine of Ambulance-Basic 7 started smoking, but no fire occurred. Once the engine of the ambulance was cut off the smoke dissipated. [REDACTED] stated that he photographed the ambulance and documented his findings in a report indicating no fire damage had occurred to the ambulance. (Attachment 20)

Note: During the interview, the writer and ATF/SA [REDACTED] reviewed the reports and scene photographs with [REDACTED]. [REDACTED] report was dated and submitted on 08/14/2013. The report was later approved by his supervisor [REDACTED] on the same day.

METROPOLITAN POLICE DEPARTMENT
Washington, D.C.
INVESTIGATIVE FILE REPORT

P.D. 854

REPORT OF INVESTIGATION CRIMINAL INVESTIGATIONS DIVISION	CID FILE NUMBER: N/A	CCN: 13-114793
FILE TITLE: Fire Investigation of District of Columbia Fire/EMS Department Ambulances		DATE OF INCIDENT: Tuesday, 08/13/2013

EXAMINATION OF VEHICLE:

Description of Vehicle: Ambulance-Basic Unit 7
2006 Ford Horton Ambulance
Shop Number S-634-06
Tag Number: DC-5797
VIN Number: 1DFXE45P06HA58992
Mileage: 105772.1

This vehicle was originally processed and photographed by [REDACTED] at the WHC on 08/13/2013.

On Tuesday, 08/13/2013, at about 2000 hours, Officer/Technician Jeffrey Maslona of the MPD Crime Scene Investigations Division (CSID) responded to the WHC and process Ambulance-Basic 7. OFC Maslona and the writer conducted a visual examination of the exterior body and engine compartment of Ambulance-Basic 7 and noticed no visible fire damage to the vehicle. The vehicle was photographed by Officer Maslona prior to being towed to the CSID for further examination.

On Wednesday, 08/14/2013, at about 1422 hours, Officer/Technician Jeffrey Maslona and the writer responded to the CSID secured evidence garage to process Ambulance-Basic 7. During the inspection, OFC Maslona smelled an odor consistent with a "burning / burnt" smell. No fire damage was visible to the vehicle. There was also no obvious damage noted within the engine compartment.

When OFC Maslona started the engine, we smelled a burning odor coming from the front interior vents while the air conditioner (AC) was on. The same smell appeared to be strong on the passenger side engine compartment, in the area of the AC compressor. The smell appeared to dissipate when the AC was turned off. The interior and exterior of the ambulance was photographed by OFC Maslona. Ambulance-Basic 7 was towed and secured at the MPD Vehicle Repair Shop pending further investigation. (Attachment 23)

On Monday, 08/26/2013, at about 1000 hours, the writer met with Engineer [REDACTED] Specialist [REDACTED] and Engineer [REDACTED] from the Department of Transportation, National Highway Traffic Safety Administration, Office of Defects Investigation at the Homicide Branch to discuss the investigation.

A review of the maintenance records provided by DCFEMS indicated that this ambulance had a considerable amount of maintenance issues between 12/08/2006 and 08/13/2013. (Attachment 24)

On Monday, 08/26/2013, at about 1340 hours, the writer along with ATF/SA [REDACTED] Engineer [REDACTED] and Specialist [REDACTED] responded to the MPD Vehicle Repair Shop to examine Ambulance-Basic 7. The team conducted a visual examination of the body and engine compartment and found no visible fire damage to the vehicle. The team also conducted a further examination of the engine compartment and found no damage or evidence indicating that someone intentionally tampered with the engine or tried to set the ambulance on fire.

METROPOLITAN POLICE DEPARTMENT
Washington, D.C.
INVESTIGATIVE FILE REPORT

P.D. 854

REPORT OF INVESTIGATION CRIMINAL INVESTIGATIONS DIVISION	CID FILE NUMBER: N/A	CCN: 13-114793
FILE TITLE: Fire Investigation of District of Columbia Fire/EMS Department Ambulances		DATE OF INCIDENT: Tuesday, 08/13/2013

There was no evidence that this vehicle was equipped with any type of modifications. Specifically, the attached pieces of rubber as observed in other EMS unit by [REDACTED]

It should be noted that the initial investigation conducted by Fire [REDACTED] appears to have been performed in accordance with accepted fire origin and cause investigation techniques and methodology.

Based on this investigation, it was determined that the vehicle did in fact experience an unknown mechanical or electrical issue. However, it was clearly determined that no fire occurred involving this vehicle.

METROPOLITAN POLICE DEPARTMENT
Washington, D.C.
INVESTIGATIVE FILE REPORT

P.D. 854

REPORT OF INVESTIGATION CRIMINAL INVESTIGATIONS DIVISION		CID FILE NUMBER: N/A	CCN: 13-114793
FILE TITLE: Fire Investigation of District of Columbia Fire/EMS Department Ambulances			DATE OF INCIDENT: Tuesday, 08/13/2013

Attachments

- Attachment No. 1 DC Fire & EMS Department Incident Report related to fire incident # 1.
- Attachment No. 2 DC Fire & EMS Department Vehicle Accident Report related to fire incident #1.
- Attachment No. 3 FIU Report and Photographs prepared by [REDACTED] related to fire incident #1.
- Attachment No. 4 Photograph of Ambulance 27 on fire, related to fire incident #1.
- Attachment No. 5 Statement of Firefighter/EMT [REDACTED] related to fire incident #1.
- Attachment No. 6 Statement of Firefighter/EMT [REDACTED] related to fire incident #1.
- Attachment No. 7 Report and Photographs prepared by Detective Todd Gray related to fire incident #1.
- Attachment No. 8 Maintenance Records from FESCO Emergency Sales related to fire incident #1.
- Attachment No. 9 DC Fire & EMS Department Maintenance Records related to fire incident #1.
- Attachment No. 10 Report and Photographs prepared by Engineer [REDACTED] related to fire incident #1.
- Attachment No. 11 DC Fire & EMS Department Incident Report related to fire incident #2.
- Attachment No. 12 FIU Report and Photographs pared by [REDACTED] related to fire incident #2.
- Attachment No. 13 Photograph of Reserve Ambulance 27 on fire related to fire incident #2.
- Attachment No. 14 Statement of Firefighter/EMT [REDACTED] related to fire incident #2.
- Attachment No. 15 Statement of [REDACTED] related to fire incident #2.
- Attachment No. 16 DC Fire & EMS department Maintenance Records related to fire incident #2.
- Attachment No. 17 MPD CSID Report and Photographs related to fire incident #2.
- Attachment No. 18 DC Fire & EMS Department Maintenance Records related to fire incident #2.
- Attachment No. 19 Photograph taken by Defects Specialist [REDACTED] related to fire incident #2.
- Attachment No. 20 DC Fire & EMS Department Incident Report and Photographs related to fire incident #3.
- Attachment No. 21 Statement of Firefighter/EMT [REDACTED] related to fire incident #3.
- Attachment No. 22 Statement of Firefighter/EMT [REDACTED] related to fire incident #3.
- Attachment No. 23 MPD CSID Report and Photographs related to fire incident #3.
- Attachment No. 24 DC Fire & EMS Maintenance Records related to fire incident #3.
- Attachment No. 25 Washington Hospital Security Surveillance Video (copy) related to fire incidents #1 and #2.

Incident Report

Washington DC Fire & EMS Department

2013-0105305 -000**Basic**

Alarm Date and Time	21:51:18	Friday, August 2, 2013
Arrival Time	21:56:15	
Controlled Date and Time		
Last Unit Cleared Date and Time	22:31:51	Friday, August 2, 2013
Response Time	0:04:57	
Priority Response	Yes	
Fire Department Station	17	
Shift	B	
Incident Type	131 - Passenger vehicle fire (car, SUV, bus, pickup truck, etc.)	
Initial Dispatch Code	71B00	
Aid Given or Received	N - None	
Alarms	1	
Action Taken 1	11 - Extinguish	
Action Taken 2	86 - Investigate	
Casualties	No	
Apparatus - Suppression	4	
Personnel - Suppression Personnel	7	
Property Loss	\$5,000.00	
Contents Loss	\$0.00	
Property Value	\$120,000.00	
Contents Value	\$50,000.00	
Property Use	331 - Hospital - medical or psychiatric	
Location Type	Adjacent To	
Address	Adjacent to 110 IRVING ST NW	
City, State Zip	WASHINGTON, DC 20010	

Fire

Area of Origin	86 - Exterior, exposed surface
Heat Source	10 - Heat from powered equipment, other
Item First Ignited	81 - Electrical wire, cable insulation
Type of Material	41 - Plastic
Cause of Ignition	3 - Failure of equipment or heat source
Contribution To Ignition 1	30 - Electrical failure, malfunction, other
Suppression Factor 1	NNN - None
Mobile Equipment Involved	3 - Involved in ignition and burned
Mobile Equipment Type	21 - General use truck, dump truck, fire apparatus
Mobile Equipment Make	FR - Freightliner
Mobile Equipment Model	Horton Ambulance
Mobile Equipment Year	2012
Mobile Equipment VIN	*****050798
Mobile Equipment License	DC8204
Mobile Equipment State	DC

Apparatus - E17

Apparatus ID	E17
Response Time	0:03:10
Apparatus Dispatch Date and Time	21:51:31 Friday, August 2, 2013
En route to scene date and time	21:53:05 Friday, August 2, 2013

ATTACHMENT NO. 1

Narratives

Upon arriving on the scene the undersigned found a Freightliner/Horton Ambulance, assigned to Engine Co. 27, with fire damage to the cab in the area of the passenger side door and to the battery compartment.

A fire scene examination started with an exterior walk around of the vehicle. The front, rear and driver's side of the vehicle were unremarkable. Smoke staining and fire damage were noted on the passenger side.

The passenger's door had an inverted 'V' shaped fire movement pattern on its surface, with the heaviest damage located at the base of the pattern, indicating fire movement from a point below the base of the passenger door and across its surface.

The underside of the cab, in the area of the passenger's door, was examined and found to have heavy smoke staining and soot deposits on its surface, with the exception of an area of clean burn that measured approximately six inches in diameter. The area of clean burn was located above the exterior battery compartment on the passenger side. Based on the above mentioned fire movement and intensity patterns, the area of origin was determined to be the battery compartment.

The battery compartment and associated wiring were examined and found to have a large, approximately 2/0 - 3/0 gauge wire, running from the battery compartment and secured to the cab. The aforementioned wire had extensive external heat damage to its insulation. The wire also had evidence of mass loss where it contacted a metal portion of the battery compartment. A closer examination of the wire was not possible due to an inability to de-energize it.

Also located in the area of origin, and near the aforementioned wire, was a metal connection post, with two wires secured to it. The post and associated wires appeared to have no evidence of electrical activity on their surface; however, due to its proximity to the battery acid and energized electrical equipment, a closer examination could not be conducted.

Due to the hazards associated with battery acid, and the inability to de-energize the wiring, a more extensive scene examination could not be conducted at the time of the incident.

Interviews conducted at the scene revealed that while the ambulance was responding to the hospital it had experienced a temporary problem with the emergency lighting equipment. Interviews also revealed that smoke and fire was first seen coming from the battery compartment, and that a fire extinguisher had been used to suppress the fire until the arrival of an engine company. The undersigned was also informed that the unit has just returned from fleet maintenance due to a problem with the electrical system.

On August 8, 2013 the undersigned was informed that the batteries in the vehicle were not the original batteries that the vehicle was delivered with.

Based on the fire scene examination, and taking into account the information obtained during interviews, the fire has been classified as accidental, resulting from an electrical event in the battery compartment that caused nearby plastic components to ignite.

Incident Report
2013-0105305 -000

Washington DC Fire & EMS Department

End of Report



District of Columbia Fire and EMS Department

F&EMSD Form - 7
Rev. 09/03

Vehicle Accident Investigation

FMD Accident Control # INC-13-53

Damage to property other than Dept.? ☐ Yes ☒ No

Date: 8/2/13 Time: 2140

Location: 110 Irving ST NE Washington DC

FD Vehicles Involved 1

Civilian Vehicle Involved

FD Injuries

Civilian Injuries

FD Fatalities

Civilian Fatalities

MPD Accident Complaint # na MPD Invest. Officer Badge # District

Party charged by MPD Violation / Ticket # MPD Phone #

Dept. Vehicle Type Ambulance Make International Year 2011 Serial Number S-558

Division Operations Battalion 2 Company / Unit Ambulance 27 Platoon 2

Dept. Driver Lic. # / State / Type MD Exp. Date

Address Age

Dept. Driver's Assignment E27/2 Condition of Vision Good

Dept. Tillerman / Aide Lic. # / State / Type Exp. Date

Dept. Tillerman/Aide's Address Age

Dept. Tillerman/Aide's Assignment Condition of Vision

Nature of Injuries Transported To

Dept. OIC Rank Assignment

Dept. Witness Assignment Dept. Witness Assignment

Dept. Witness Assignment Dept. Witness Assignment

Extent of Vehicle Damage

Department
Vehicles

☐ None
☐ Light
☐ Moderate
☒ Heavy

Vehicle 2

☐ None
☐ Light
☐ Moderate
☐ Heavy

* Additional Vehicles
involved listed
on page 5 ☐

Dept. Vehicle was ☐ Responding ☐ Routine Travel Warming Lights ☐ In Use ☐ Not In Use Siren ☐ Sounding ☐ Not In Use

Traffic controls at scene for each vehicle:

Department
Vehicle

☐ Red Signal
☐ Yellow Signal
☐ Green Signal
☐ Stop Sign
☐ Yield Sign
☐ Slow/Caution
☐ Police
☐ None
☐ Other

Vehicle 2

☐ Red Signal
☐ Yellow Signal
☐ Green Signal
☐ Stop Sign
☐ Yield Sign
☐ Slow/Caution
☐ Police
☐ None
☐ Other

ATTACHMENT NO. 2

FMD Accident Control # _____

Vehicle 2 Type _____ Make _____ Model _____ Year _____ Tag Number _____

Vehicle 2 Driver _____ Home Phone # _____

Address _____ Work Phone # _____

License # / State / Type _____ Exp. Date _____ Age _____

Condition of Vision _____

Insurance Co. _____ Phone # _____

Address _____

Policy # _____ Insurance Agent _____ Phone # _____

Agent Address _____

Policy Holder _____ Phone # _____

Policy Holder's Address _____

Additional Witness _____ Phone # _____

Address _____

Additional Witness _____ Phone # _____

Address _____

Injuries _____ Address _____ Hospital _____

Injuries _____ Address _____ Hospital _____

Contributing Causes

Light Conditions

- ☐ Dark with street lights
- ☐ Dark with no street lights
- ☐ Daylight
- ☐ Dusk
- ☐ Dawn
- ☐ Other _____

Visibility

- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Bad
- ☐ Very Bad

Roadway Type

- ☐ Asphalt
- ☐ Concrete
- ☐ Macadam
- ☐ Cobblestone
- ☐ Other _____

Weather Elements

- ☐ Clear
- ☐ Cloudy
- ☐ Rain
- ☐ Fog
- ☐ Ice
- ☐ Hail
- ☐ Smoke
- ☐ Dust
- ☐ High wind
- ☐ Sleet
- ☐ Snow
- ☐ Other _____

Roadway

- ☐ Dry
- ☐ Wet
- ☐ Snow
- ☐ Ice
- ☐ Muddy
- ☐ Sand/Gravel
- ☐ Unpaved
- ☐ Poor surface - paved
- ☐ Slippery surface
- ☐ Curve
- ☐ Hill / Dip
- ☐ Road narrowed
- ☐ Road widened
- ☐ Off road
- ☐ Other _____

Traffic Volume

- ☐ None
- ☐ Light
- ☐ Moderate
- ☐ Heavy

Roadway Grade

Steepness	In Direction of DC Vehicle Travel
<input type="checkbox"/> Slight	<input type="checkbox"/> Up
<input type="checkbox"/> Heavy	<input type="checkbox"/> Down
<input type="checkbox"/> Steep	<input type="checkbox"/> Level
<input type="checkbox"/> % if known _____	

D Accident Control # _____

MOVEMENT

- ☐ Forward
- ☐ Reverse
- ☐ Right Turn
- ☐ Left Turn
- ☐ U Turn
- ☐ Lane Change
- ☐ Passing
- ☐ Parked
- ☐ Stopped
- ☐ Other _____

ACTIVITY

- ☐ Fire Response
- ☐ EMS Response
- ☐ Returning
- ☐ To Hospital
- ☐ From Hospital
- ☐ Fire Prevention
- ☐ Training
- ☐ Fueling
- ☐ Inspections
- ☐ Other _____

DAMAGE

- ☐ Left Front
- ☐ Right Front
- ☐ Left Rear
- ☐ Right Rear
- ☐ Left Sideswipe
- ☐ Right Sideswipe
- ☐ Left Side
- ☐ Right Side
- ☐ Head On
- ☐ Rear End
- ☐ None
- ☐ Other _____

INVOLVED WITH

- ☐ Passenger car/Motorcycle
- ☐ Commercial Vehicle
- ☐ Building/Fixture
- ☐ Apparatus Bay Doors
- ☐ Remote Controllers Involved
- ☐ Mechanical Malfunction
- ☐ Operator Error
- ☐ Pedestrian
- ☐ Bicycle
- ☐ Other _____

VEHICLE/EQUIP.

- Mechanical Failure
- Hydraulic Failure
- Electrical Failure
- Air Pressure Failure
- In Need Of Adjustment
- Part Failure
- Tire Failure
- Brake Malfunction
- Other _____

DRIVER ACTIONS

- ☐ Unsafe Backing With Spotter
- ☐ Unsafe Backing Without Spotter
- ☐ Excessive Speed For Conditions
- ☐ Lost Control
- ☐ Unsecured Equipment

- ☐ Improper Parking
- ☐ Failure To Set Brake
- ☐ Failure To Chock Wheel
- ☐ Unsafe Lane Change
- ☐ Stop Sign Violation

- ☐ Red Light Violation
- ☐ Proceeded Through Intersection w/o caution
- ☐ Failure To Yield The Right Of Way

- ☐ Improper Passing
- ☐ Following Too Closely
- ☐ Improper Turn ☐ Left ☐ Right

- ☐ Improper Equipment Operation
- ☐ Unsecured Hitching

- ☐ Cluttered Cab
- ☐ Misjudgement (Right) ☐ (Left) ☐

- ☐ Misjudgement (Top) ☐ (Bottom) ☐
- ☐ Unsafe Move (Right) ☐ (Left) ☐

- ☐ Poor Daily Maintenance

- ☐ Driving Unsafe Vehicle
 - ☐ Reported ☐ Not Reported

DRIVER ACTIONS

- ☐ Failure To Use Warning Device
- ☐ Lights
- ☐ Siren
- ☐ Other _____

SKILLS / TRAINING

- ☐ Untrained Operator
- ☐ Inadequate Training / Skills
- ☐ Driver Technician
- ☐ Other _____

DRIVER CONDITIONS

- Fatigue
- Distraction
- Under Influence
- Drugs
- Alcohol
- Illness
- Blinded
- Light
- Foreign Object
- Other _____



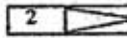
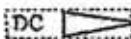

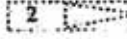

SUPERVISOR

- ☐ Directed Use Of Unsafe Vehicle
- ☐ Failure To Report Unsafe Vehicle
- ☐ Failure To Obtain Training / Approval for Operator
- ☐ Permitted or Directed Use By Untrained / Unskilled Person
- ☐ Failure To Require Daily Inspection
- ☐ Other _____

FMD Accident Control # _____

	DC Government	Other Party
Estimated Speeds:		
At time of impact	M. P. H.	M. P. H.
When its driver first saw hazard	M. P. H.	M. P. H.
Estimated distance moved after or by impact		
Damages - Description & estimated cost of repairs		
	\$	\$
Load - Nature and Size		
Origin, Destination & Purpose of Trip		

DRAWING: In the space below make a drawing indicating the positions and movements of all vehicles and pedestrians involved: before, at the time of, and as a result of the accident. Give names of streets and distances from curbs, intersections, centerlines, etc. Use the following or other appropriate symbols.

	D. C.	Other (1)	Other (2)
Vehicle at time of accident (Impact)	DC 	1 	2 
Vehicle when its driver first saw hazard and also after the accident	DC 	1 	2 
Path of vehicle or pedestrian
Skid marks
Pedestrian		1	2

Indicate North by arrow in circle



STATEMENTS OF PARTIES INVOLVED:

Explain clearly how accident happened and state what other driver said immediately after accident. _____

Statement of other party involved: _____

AD Accident Control # _____

Pertinent facts otherwise undisclosed: _____

POLICE ON SCENE: Give name and precinct No. and state action taken _____

Additional Comments

ambulance 27 caught on fire while parked at Washington Hospital Center

I hereby certify to the authenticity of these statements to the extent of my knowledge of the facts.

D. C. Driver

Date

I have checked these statements and believe they are correct.
(Other statements) _____

Report prepared by: _____

Immediate Superior

Date

Name

Telephone No.

Initials

Div. or Dept. Head

termination

Preventable _____

Non-preventable _____

Driving Privileges Suspended for: _____

Investigating Chief / Supervisor _____

Typed

Signature

Date

8/15/13

Original: Safety Office

cc: Investigating Chief or Supervisor
Chief or Supervisor of Unit Involved
Unit Concerned

FMD Accident Control # _____

Additional Information

Vehicle 3 Type _____ Make _____ Model _____ Year _____ Tag Number _____

Vehicle 3 Driver _____ Home Phone # _____

Address _____ Work Phone # _____

License # / State / Type _____ Exp. Date _____ Age _____

Condition of Vision _____

Insurance Co. _____ Phone # _____

Address _____

Policy # _____ Insurance Agent _____ Phone # _____

Agent Address _____

Policy Holder _____ Phone # _____

Policy Holder's Address _____

Vehicle 4 Type _____ Make _____ Model _____ Year _____ Tag Number _____

Vehicle 4 Driver _____ Home Phone # _____

Address _____ Work Phone # _____

License # / State / Type _____ Exp. Date _____ Age _____

Condition of Vision _____

Insurance Co. _____ Phone # _____

Address _____

Policy # _____ Insurance Agent _____ Phone # _____

Agent Address _____

Policy Holder _____ Phone # _____

Policy Holder's Address _____

Vehicle 5 Type _____ Make _____ Model _____ Year _____ Tag Number _____

Vehicle 5 Driver _____ Home Phone # _____

Address _____ Work Phone # _____

License # / State / Type _____ Exp. Date _____ Age _____

Condition of Vision _____

Insurance Co. _____ Phone # _____

Address _____

Policy # _____ Insurance Agent _____ Phone # _____

Agent Address _____

Policy Holder _____ Phone # _____

Policy Holder's Address _____



Fire Investigations Unit

Office of the Fire Marshal

1100 4th St SW

Washington, D.C. 20001

202-727-1600

Fire/Explosion Investigative Report

1. Time of Alarm 2151	2. Incident Number F130105305	3. Date 08/02/13	4. Report Author [REDACTED]
5. Type of Incident <input checked="" type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Investigation Only <input type="checkbox"/> Other	6. Address 110 Irving St NW	7. CCN # 8. In-Service Time 2231	9. Initial Determination <input checked="" type="checkbox"/> Accidental <input type="checkbox"/> Incendiary <input type="checkbox"/> Natural <input type="checkbox"/> Undetermined
10. Case File Enclosure Checklist			
<input checked="" type="checkbox"/> SunPro (902) Required for every Investigation <input checked="" type="checkbox"/> BATS Report <input checked="" type="checkbox"/> Photo disk/Envelope <input type="checkbox"/> Witness Statement <input type="checkbox"/> Firefighter Observation Form (23.5)* <input type="checkbox"/> Scene Diagram* <input type="checkbox"/> Copies of Field Notes*		<input type="checkbox"/> Insurance Information* <input type="checkbox"/> Fire Prevention Info (Inspections)* <input type="checkbox"/> Tax Property Report* <input type="checkbox"/> JFS-1* <input type="checkbox"/> MPD Reports* <input type="checkbox"/> Other (List)* * (If Applicable)	
11. Investigators Participating: [REDACTED]			
12. Outside Agency's Participating: <input type="checkbox"/> ATF <input type="checkbox"/> MPD <input type="checkbox"/> FBI <input type="checkbox"/> Coroner Other Jurisdiction: Other Agency:			
13. Smoke Detectors Present: N/A		14. Attached Supplements:	
15. Peer Reviewer and Date:		16. Assigned to Follow-up Investigator: [REDACTED]	
17. Date of Final Report:		18. S [REDACTED]	

ATTACHMENT NO. 3



District of Columbia Fire Department - Fire Investigations
INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Accidental

Result Type:

Agency Incident ID: F130105305

BATS ID: i- 302809

Incident Date/Time/Location

Status

Investigation Closed

Jurisdiction

Primary

Start Date/Time

8/2/2013 9:51 PM Friday

Address - Adjacent To

110 Irving Street NW

City/State/Zip

WASHINGTON, DC 20010

County

DISTRICT OF COLUMBIA

Investigator Information

Name

[REDACTED]

Phone

[REDACTED]

Email

[REDACTED]@dc.gov

Title

[REDACTED]

Badge Number

FD-[REDACTED]

Property Use or Target Information

Type

Vehicles

Subtype

POLICE/EMERGENCY



District of Columbia Fire Department - Fire Investigations
INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Accidental

Result Type:

Agency Incident ID: F130105305

BATS ID: i- 302809

Scene Details

Motivational Factors

Primary Motivation

Unknown

Primary Bias

None (no bias)

Group Involvements

Area of Origin/Device Placement

Area of Origin

Transportation, Vehicle Areas

Area of Origin Subtype

Exterior, exposed surface

Fire Descriptors

Damage and Casualties

Est. Damage

\$5000.00

Pre Incident Value

\$120000.00

Primary Gov't Association

Property is Associated With
Town/City Government

Miscellaneous Information

Method of Entry

Not Applicable

Latitude

38.931110

Longitude

-77.013165



District of Columbia Fire Department - Fire Investigations
INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Accidental

Result Type:

Agency Incident ID: F130105305

BATS ID: i- 302809

Narrative(s)

Title

Author

Narrative 1

[REDACTED]
[REDACTED]
[REDACTED]

Description

On the listed date and time the undersigned investigator responded to 110 Irving St NW Washington, DC, Washington Hospital Center, for the report of an ambulance on fire at the emergency room entrance.

Upon arriving on the scene the undersigned found a Freightliner/Horton Ambulance, assigned to Engine Co. 27, with fire damage to the cab in the area of the passenger side door and to the battery compartment.

A fire scene examination started with an exterior walk around of the vehicle. The front, rear and driver's side of the vehicle were unremarkable. Smoke staining and fire damage were noted on the passenger side.

The passenger's door had an inverted 'V' shaped fire movement pattern on its surface, with the heaviest damage located at the base of the pattern, indicating fire movement from a point below the base of the passenger door and across its surface.

The underside of the cab, in the area of the passenger's door, was examined and found to have heavy smoke staining and soot deposits on its surface, with the exception of an area of clean burn that measured approximately six inches in diameter. The area of clean burn was located above the exterior battery compartment on the passenger side.

Based on the above mentioned fire movement and intensity patterns, the area of origin was determined to be the battery compartment.

The battery compartment and associated wiring were examined and found to have a large, approximately 2/0 - 3/0 gauge wire, running from the battery compartment and secured to the cab. The aforementioned wire had extensive external heat damage to its insulation. The wire also had evidence of mass loss where it contacted a metal portion of the battery compartment. A closer examination of the wire was not possible due to an inability to de-energize it.

Also located in the area of origin, and near the aforementioned wire, was a metal connection post, with two wires secured to it. The post and associated wires appeared to have no evidence of electrical activity on their surface; however, due to its proximity to the battery acid and energized electrical equipment, a closer examination could not be conducted.

Due to the hazards associated with battery acid, and the inability to de-energize the wiring, a more extensive



District of Columbia Fire Department - Fire Investigations
INCIDENT REPORT
Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Accidental

Result Type:

Agency Incident ID: F130105305

BATS ID: i- 302809

scene examination could not be conducted at the time of the incident.

Interviews conducted at the scene revealed that while the ambulance was responding to the hospital it had experienced a temporary problem with the emergency lighting equipment. Interviews also revealed that smoke and fire was first seen coming from the battery compartment, and that a fire extinguisher had been used to suppress the fire until the arrival of an engine company. The undersigned was also informed that the unit has just returned from fleet maintenance due to a problem with the electrical system.

On August 8, 2013 the undersigned was informed that the batteries in the vehicle were not the original batteries that the vehicle was delivered with.

Based on the fire scene examination, and taking into account the information obtained during interviews, the fire has been classified as accidental, resulting from an electrical event in the battery compartment that caused nearby plastic components to ignite.



District of Columbia Fire Department - Fire Investigations
INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Accidental

Result Type:

Agency Incident ID: F130105305

BATS ID: i- 302809

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Investigator/Agent

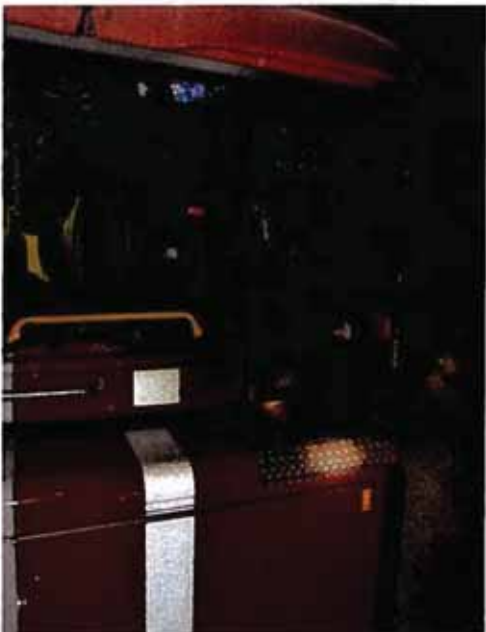
8/8/13

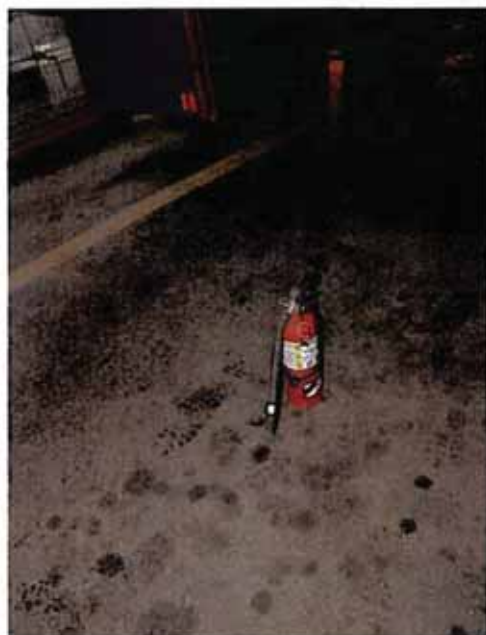
Date

8/8/2013

Approving Official

Date







A-27

INTERNATIONAL

5-558/2011





Vincent G. Gray
Mayor

Government of the District of Columbia
Fire and Emergency Medical Services Department
Washington, D.C. 20001



Kenneth B. Ellerbo
Fire & EMS Chief

MEMORANDUM

TO: Fire Chief Kenneth Ellerbo

FROM: [REDACTED]

Co/Pt: Eng 8/2

DATE: 8/3/13

SUBJECT: Fire Involving Ambulance 27 (S-558) INC 13-53

On the evening of 8/2/13 the crew of Ambulance 27 changed over from Reserve Ambulance S-696 to our regular piece S-558. After restocking and checking the unit we placed ourselves in service. We were then placed on a run at [REDACTED] K St NE Incident # F130105278. While transporting the patient Firefighter [REDACTED] was driving the unit and I was in the back administering patient care. Firefighter [REDACTED] and I both noticed flickering of the interior lights. We arrived at hospital 13 (the ambulance was completely powered down); took the patient into the hospital and transferred care. Firefighter [REDACTED] returned to the ambulance started the ambulance up and was sitting in the driver's seat. I exited the hospital about a minute after Firefighter [REDACTED] and noticed fire coming from the bottom of the ambulance. I informed FF [REDACTED] that he must exit the unit, then went to Ambulance 18 and asked for them to call for help (an engine company and chief). Firefighter [REDACTED] pulled as much equipment off the ambulance that he could and I extinguished the majority of the fire with a dry chemical extinguisher. [REDACTED] the Safety Officer issued me Incident control # INC 13-53.

Signature: [REDACTED]
The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

ATTACHMENT NO. 5

1st Endorsement

August 2nd, 2013

After investigating this incident with both members involved, I find F/1 [REDACTED] report to be accurate and truthful.

[REDACTED]
Lieutenant E-27

2. 10
1. 51 Endorsement, Concur with
Endorsement

[REDACTED]
[REDACTED] Battalion Fire Chief

Signature: [REDACTED]

The above statement was prepared by me [REDACTED] 8/2/13 to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.



Vincent C. Gray
Mayor

Government of the District of Columbia
Fire and Emergency Medical Services Department
Washington, D.C. 20001



Kenneth B. Ellerbe
Fire & EMS Chief

MEMORANDUM

TO: Fire Chief Kenneth Ellerbe

FROM: [REDACTED]

Co/Plt: E27/Z

DATE: 8/3/13

SUBJECT: Fire Involving Ambulance 27 (S-558) INC 13-53

On the evening of 8/2/13 the crew of Ambulance 27 changed over from Reserve Ambulance S-696 to our regular piece S-558. After restocking the unit we placed the unit in service. We were then placed on a run at [REDACTED] K St NE Incident # F130105278. While transporting the patient to hospital 13 I was driving the ambulance. On the way there I noticed the interior lights flicker a few times. When we arrived at hospital 13 I turned the ambulance off. We took the patient into the hospital and transferred care. I returned to the ambulance started the ambulance up and was sitting in the driver's seat. Not long after my partner FF [REDACTED] told me to exit the ambulance and that it was on fire. I grabbed the I-mobile, Toughbook and my backpack and exited the ambulance. While I was doing that FI [REDACTED] informed ambulance 18 to call for a Engine Company and extinguished the majority of the fire with a dry chemical extinguisher. Engine 17 arrived and extinguished the remaining fire.

Signature: [REDACTED]

The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

1st Endorsement:

August 2nd, 2013

After investigating this incident with both members involved, I find FVF [REDACTED] above report to be accurate and truthful.

[REDACTED]
Lieutenant E-27

2 KB
[REDACTED] Endorsement, Concur with
[REDACTED] Endorsement.

[REDACTED]
[REDACTED] Battalion Fire Chief

[REDACTED] 08.08.13
The above statement was prepared by me. I certify that it is true to the best of my knowledge and belief. I understand that making a false statement is criminal and punishable under D.C. law. I also understand that the Department may initiate adverse action against me making a false statement.

Date: August 22, 2013

Time: 1000 hours

Subject: Investigate fire cause of DC Ambulance

Location: FESCO 7010 Troy Hill Drive Elkridge Maryland 21075

Contact number Office 410 379-5353 Fax 410 379-0261

Contact Person: Joe Brown (Service Manager)

Conducted by MPD Detective Todd Gray #1365 Arson and Explosives Task Force.

On August 21, 2013 MPD Detective Frank Molino asked if I could respond to the FESCO Company to look at fire damage of DC Ambulance #27.

On August 22, 2013 I responded to the FESCO Company and contacted the Service Manager named Joe Brown. Mr. Brown accompanied me while I observed the DC Ambulance vehicle which was parked inside a bay owned by the FESCO Company. I photographed the exterior of the vehicle.

I observed light soot damage to the front passenger side door. The damage appeared to have come from a battery compartment which is located under the front passenger door.

With the assistance of Mr. Brown the front panel of the battery compartment was removed and then photographed. I observed 3 gray colored batteries inside the battery compartment all of which had melted plastic on the tops of the batteries. Each battery was removed for further inspection.



Battery #1 (while facing the battery compartment door is positioned furthest to the left of the compartment. The wiring was observed and appeared to be intact. Both battery posts also appeared to be intact. The battery was removed and cleaned off for further inspection. The battery was labeled "Best Battery" which was displayed as a red [REDACTED] and blue graphic design. No serial numbers were visible on the battery. However, there was a partial tag that displayed a r code and the numbers "267" on it. (For reference see photographs 115 thru 120).



Battery #2 was positioned in the middle of the battery compartment. Only “one” battery post was observed and appeared to be intact. This battery displayed very heavy damage toward its right side. This battery also displayed the label “Best Battery”



Battery #3 was positioned in far right side of the battery compartment. Both battery posts appeared to be intact. The battery was gray in color and was also labeled “Best Battery”. This battery also had 2/25/12 written in black numbers on its right side.



I asked Mr. Brown if he knew by looking at the batteries if they were the correct ones for this particular vehicle. Mr. Brown advised that they appeared to be but was unsure. Mr. Brown added that the original batteries for that vehicle are named “International” (as depicted in photograph 205). Mr. Brown went on to say that if his shop were to have replaced a battery they use the brand “Dana Thrust Heavy Duty Battery” (as depicted in photo #206)

Further inspection of the battery wiring revealed the following: Wiring at the main battery terminal engine compartment appeared to have no damage. Alternator and wiring had no apparent visible damage. The battery compartment wiring appeared to be intact there was also an in-line 40 amp fuse that appeared to be intact.

Mr. Brown checked for any recall information on the vehicle "5" found dated

Mr. Brown provided copies of the vehicles service record "4" were found.

Service record dates:

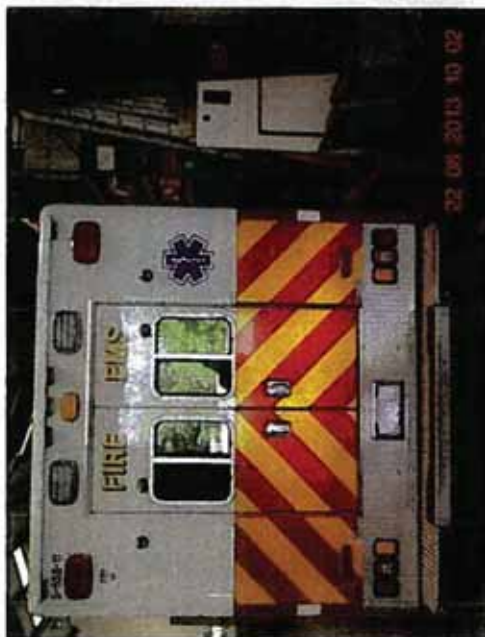
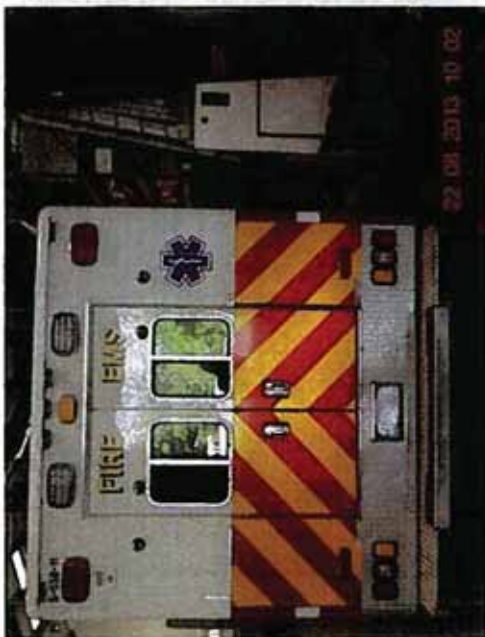
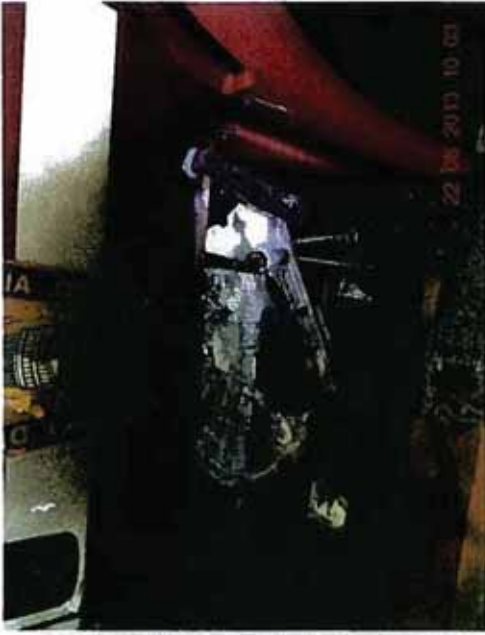
8/22/13 Attachment (1)

5/23/12 Attachment (2)

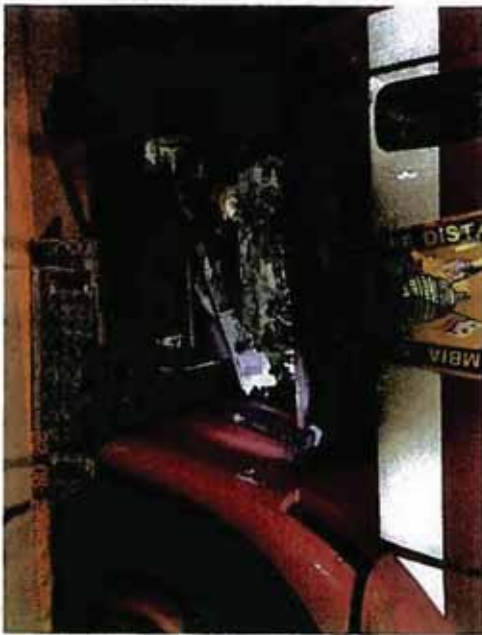
4/30/12 Attachment (3)

3/29/12 Attachment (4)

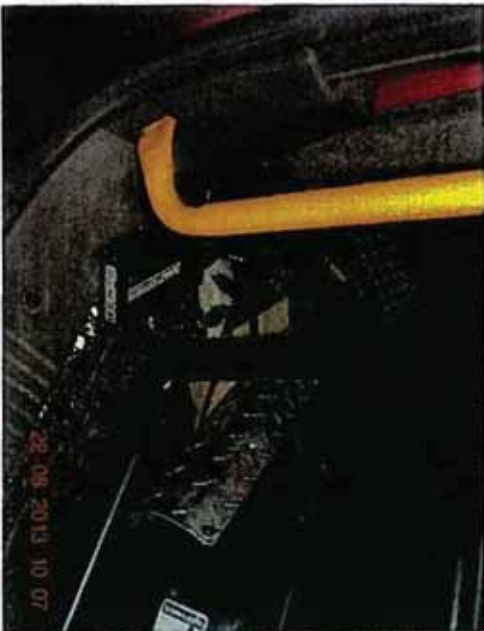
I asked Mr. Brown to continue to store the vehicle and batteries for any further inspection.

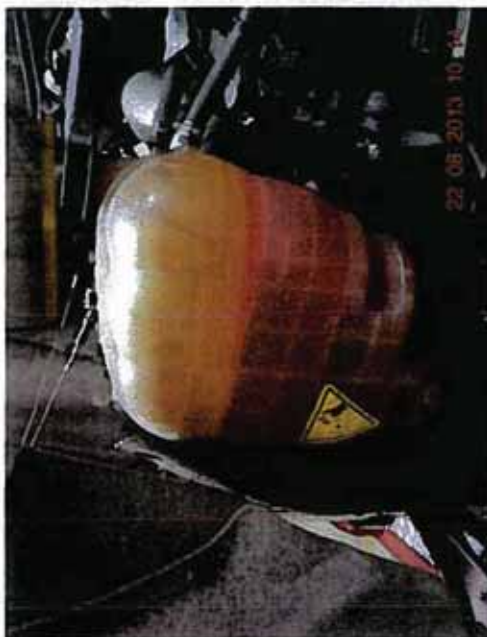
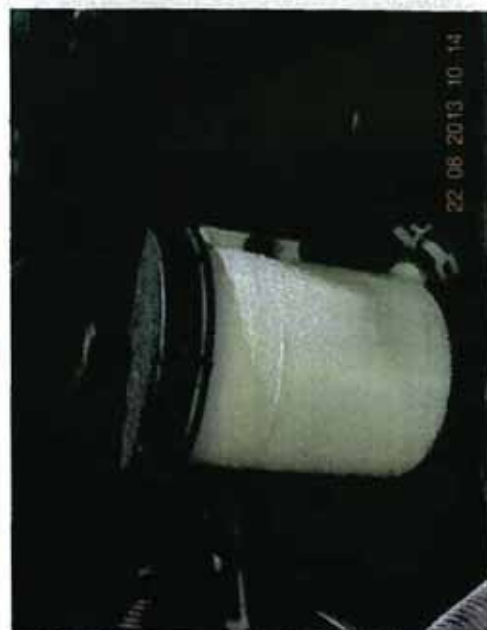
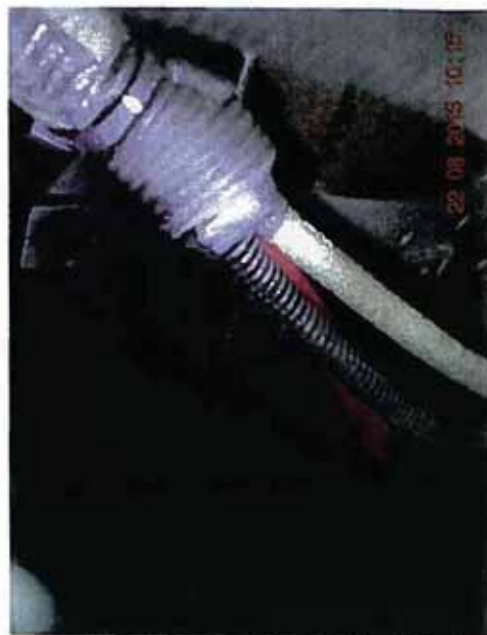


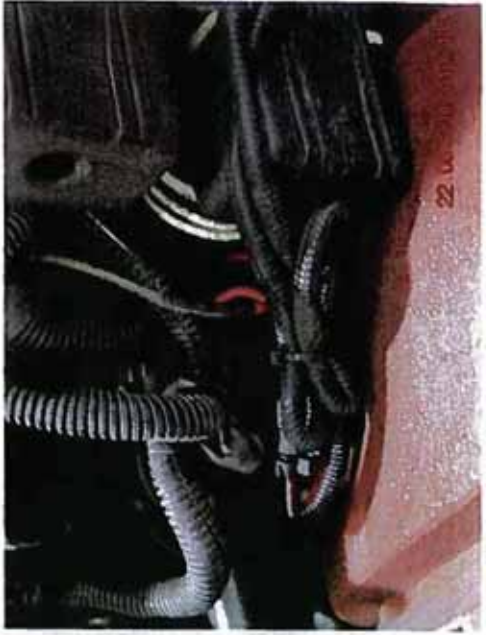
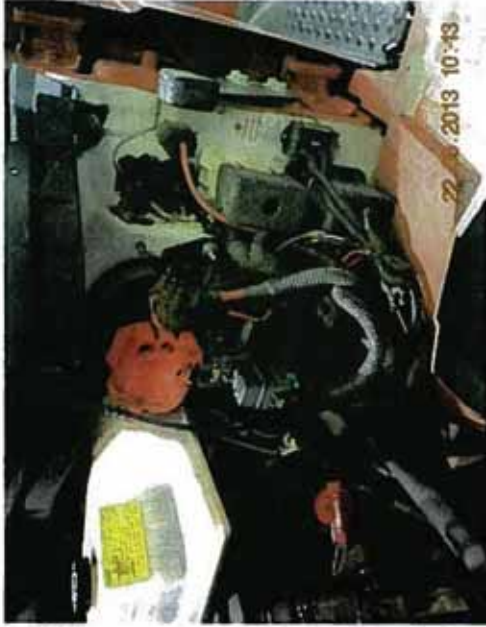


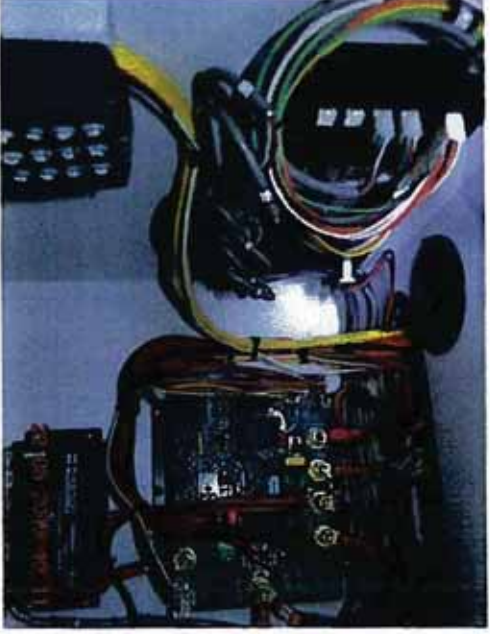
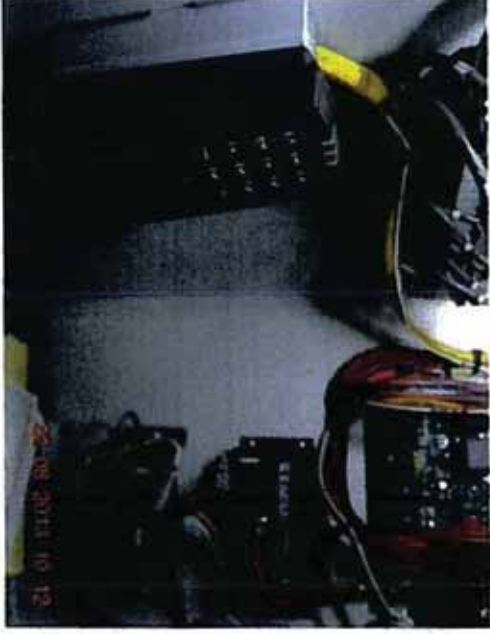
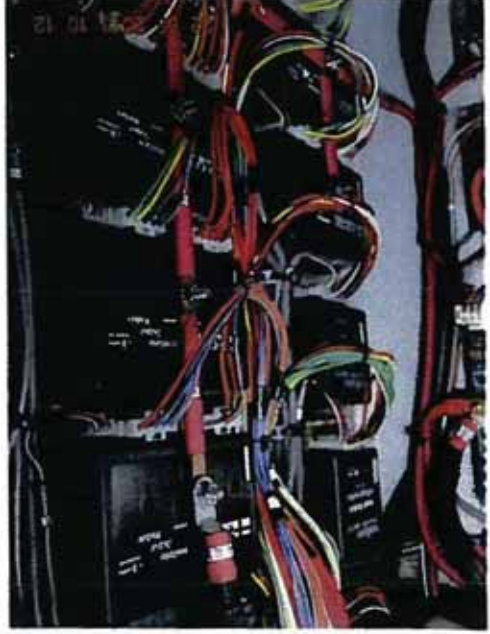
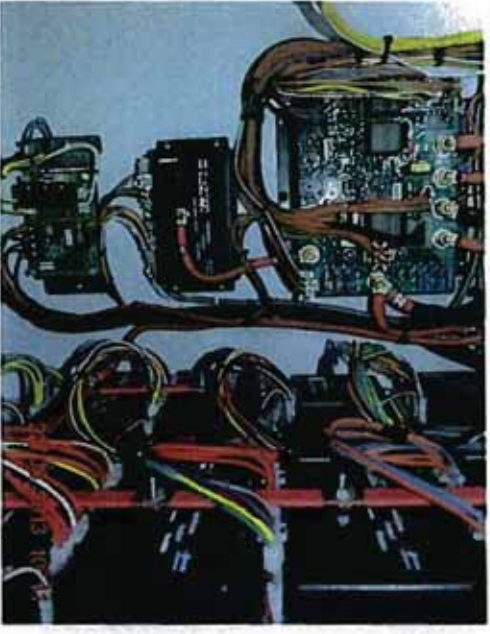
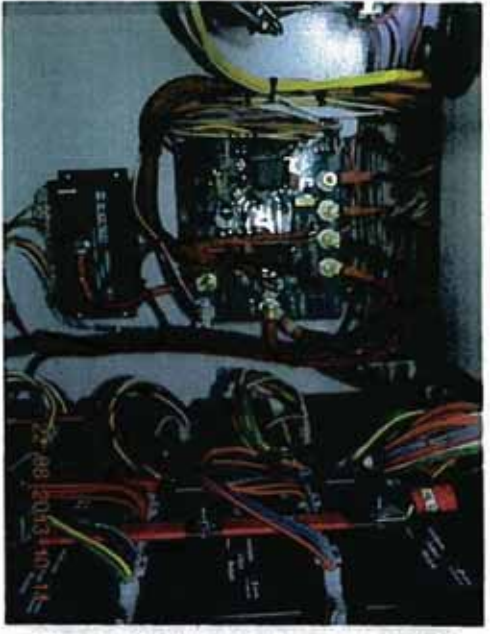










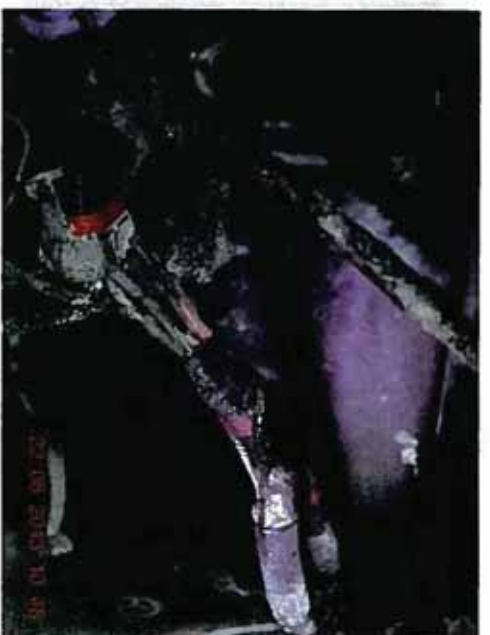
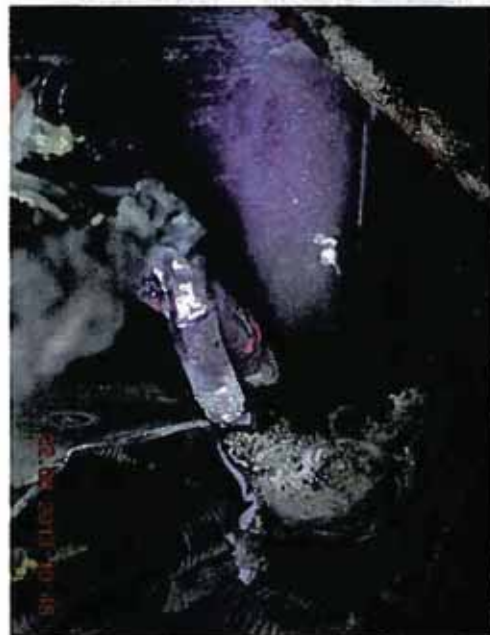
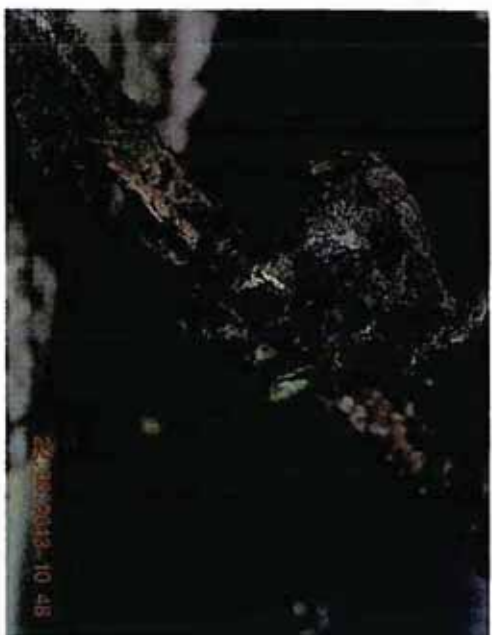


















FESCO Emergency Sales

7010 Troy Hill Drive
Elkridge, Maryland 21075
Phone: 410.379.5353
Fax: 410.379.0261
www.fescosales.com



SERVICE RECORD

Reference #: SL12-11253
Date: 04/30/2012
Page: Page 1 of 1

Customer Info:		Vehicle Information	
Horton Emergency Vehicles 3800 McDowell Rd. Grove City, OH 43123		Customer DC Fire & Emergency Medical Services Prod. # 2-031215010 Current Mileage: 493 miles VIN # 1HTMYSKM2CH050798 Manufacturer: International Type: Type III Ambulance Description: Horton Model #533 Type III ambulance	
Payment Terms	Sales Rep ID	Order Date	Date Completed
NO CHARGE	JBROWN	4/26/2012	04/26/2012
Description of Work Performed			
Nederman Transmitter was wired hot at all times at Horton. Need to wire to ignition switched. Remove docking station, open up center console and change wiring. Close console and reinstall docking station. .75 hr			
Quantity	Part #	Part Description	

ATTACHMENT NO. 8

FESCO Emergency Sales

7010 Troy Hill Drive
Elkridge, Maryland 21075
Phone: 410.379.5353
Fax: 410.379.0261
www.fescosales.com



SERVICE RECORD

Reference #: SL12-11351
Date: 05/23/2012
Page: Page 1 of 1

Customer Info: Rush International Truck Centers of Ohio Attn: Tim White 4200 Currency Drive Columbus, OH 43228		Vehicle Information Customer: DC Fire & Emergency Medical Services Prod. #: 2-031215010 Current Mileage: 493 miles VIN #: 1HTMYSKM2CH050798 Manufacturer: International Type: Type III Ambulance Description: Horton Model #533 Type III ambulance	
Payment Terms NO CHARGE	Sales Rep ID JBROWN	Order Date 5/22/2012	Date Completed 05/22/2012
Description of Work Performed Replace ride height valves and rods with correct hardware. Drill brackets for new ride height valves. Repair air lines and secure. Replace height control valve rods, necessary to cut to fit. Reinsulate exhaust side of air lines.			
Quantity	Part #	Part Description	
1.00	MISC	Misc. Shop Supplies	

FESCO Emergency Sales

7010 Troy Hill Drive
Elkridge, Maryland 21075
Phone: 410.379.5353
Fax: 410.379.0261
www.fescosales.com



SERVICE RECORD

Reference #: SL13-13062
Date: 08/22/2013
Page: Page 1 of 1

Customer Info:	Vehicle Information
Horton Emergency Vehicles 3800 McDowell Rd. Grove City, OH 43123	Customer DC Fire & Emergency Medical Services Prod. # 2-031215010 Current Mileage: 42,199 miles VIN # 1HTMYSKM2CH050798 Manufacturer: International Type: Type III Ambulance Description: Horton Model #533 Type III ambulance

Payment Terms	Sales Rep ID	Order Date	Date Completed
NO CHARGE			

Description of Work Performed		
Inspect Lock Board. Found lock Board damaged and needs to be replaced. Remove Board and cables. Clean area, install new board and swap parts. Cut and install terminals and replace 9 data cables. De-pin old cables and put connectors on new cables. Repair harnesses in ceiling area. Install all wiring and test. Intelliplex has turn on battery switch alarm. Diagnose and replace input module #18. Retest all functions. OK at this time.		
Quantity	Part #	Part Description

**Fleet
Calibration Scorecard**Breed, Rick
CYY2M73**Vehicle Information**

Chassis :	CH050798	Build Date :	2011-10-05	Engine :	
Current Engine Serial Number :	6.5HM2Y5312967	Built Engine Serial Number :	6.5HM2Y5312967		

ECM/IDM Modules (Live as of 08/22/2013)

ECM/IDM Status : Calibration is Current No Action is Required

Notes :

(1) The Scorecard will not reflect any updates from Auto Nets until you have connected the EZ-Tech back up to the International network.

(2) If the module (ECM or IDM) is still covered under warranty, then a calibration upgrade is covered under warranty.

ESC Module

ESC Status : TBD Developing a New Body Controller Scorecard Logic, No Proactive Calibrations are needed at this time.

Notes If you are having an issue with HVAC for 2007 ProStar, DuraStar or TranStar - [click here](#)

Serial Number 38304396

Electronic Feature (s) :
✓ Integration Feature(s)
XCustom logic

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2013/07/12 09:10 BRKSVW316



Fleet Warranty Claim Details

Breed, Rick
CYY2M73

Warranty Claim Details

VIN : 1HTMYSKM2CH050798

Claim : 0150312-A

[Print](#) [Close](#)

Claim Details

Dealer : K. NEAL INTL TRUCKS INC (669432 - 000) Reviewer : 122 Process Date : 01/10/2013

Comments

Claim :

Section : INSPECTED UNIT FOR PARKING BRAKE LIGHT ON. CHECKED FOR CODESIN SYSTEM. PERFORMED VISUAL INSPECTION OVER BRAKE SYSTEM. FOUND BRAKE CABLE DAMAGED (BROKEN IN TWO) REMOVED AND REPLACED CABLE. INSTALLED NEW SWITCH AND ADJUSTED. RECHECKED OK. CABLE INSTALLED NEW SWITCH AND ADJUSTED. RECHECKED OK.

Adjustment :

Part Details

Part	Description	Process Code	Quantity	Price	Ext. Amount	Core
2585003C91	KIT TRAVEL SWITCH W/SCREWS		1.0			
3590370C3	CABLE PARKING BRAKE		1.0			

Section Details

Mileage : 21139 M Fail Date : 12/21/2012 Submit DTU Date : 05/31/2012 Actual DTU Date : 05/31/2012

Engine Hours : Fuel Used :

TSM : 122 Previous TSM : Warranty Code : 01

Service Contract :

Group : 04028 Noun : 157 Cause Code : B Type Part : P

Pct Allow Dir : 100 Feature Code : Supplier Response Code : Wty Return code : N

Film History : Fail Serial # : Replace Serial # : Pay Code :

Labor : Miscellaneous : Other : Lube :

Oil Quantity : 0.0 Lube Quantity : 0.0

Lube Cost :

Freight :

Labor Operations

As Paid

Quantity	Operation	Submitted Hours	Paid Hours	Status	Description
1.0	A04-T1	0.5	0.5	Paid	DIAG
1.0	A04-3810	1.1	1.1	Paid	PARKING BRAKE CABLE, REPLACE

Appeal Details

Contact Name :

Phone Number :

Comments :

Quantity	Operation	Requested Hours	Description

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2013/07/12 09:10 BRKSVW316



Fleet Warranty Claim Details

Breed, Rick
CYY2M73

Warranty Claim Details

VIN : 1HTMYSKM2CH050798

Claim : 0152308-A

[Print](#) [Close](#)

Claim Details

Dealer : K. NEAL INTL TRUCKS INC (669432 - 000) Reviewer : 112 Process Date : 03/25/2013

Comments

Claim :

Section :

ENG LIGHT ON/LOUD AIR LK. INSP UNIT OVER-CHK FOR CODES IN SYS FOLLOWING STEPS 1-6. PULL CODE 5319 IN SYS. RMV COWL&RMV TURBO PIPE TO INSP-OK. FND CLAMP WAS OFF TURBO HOSE. REINST&RECHK-PERF REGEN ON UNIT AND TEST DROVE OK. PERF REGEN ON UNIT AND TEST DROVE OK.

Adjustment :

Part Details

There are no parts for this claim.

Section Details

Mileage : 29101 M Fail Date : 03/19/2013 Submit DTU Date : 05/31/2012 Actual DTU Date : 05/31/2012

Engine
Hours :

Fuel Used :

TSM :

Previous TSM :

Warranty Code 01

Service
Contract :

Group : 12NUH

Noun : 235

Cause Code : B

Type Part : P

Pct Allow Dlr : 100

Feature
Code :

Supplier
Response
Code :

Wty Return
code : N

Film History :

Fail Serial # : 6.5HM2Y5312957

Replace Serial # :

6.5HM2Y5312957

Pay Code :

Labor :

Miscellaneous :

Other :

Lube :

Oil Quantity : 0.0

Lube Quantity : 0.0

Lube Cost :

Freight :

Labor Operations

As Paid

Quantity	Operation	Submitted Hours	Paid Hours	Status	Description
1.0	K12-2131J	0.8	0.8	Paid	ELECTRONIC ENGINE PERFORMANCE,
1.0	A12-T1	0.5	0.5	Paid	CLAMP
1.0	A12-7235A-20	0.5	0.5	Paid	AFTERTREATMENT, MANUAL REGENER

Appeal Details

Contact
Name :

Phone
Number :

Comments :

Quantity	Operation	Requested Hours	Description

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2013/07/12 09:10 BRKSVW316



Fleet Warranty Claim Details

Breed, Rick
CYY2M73

Warranty Claim Details

VIN : 1HTMYSKM2CH050798

Claim : 0154446-A

[Print](#) [Close](#)

Claim Details

Dealer : K. NEAL INTL TRUCKS INC (669432 - 000) Reviewer : 234 Process Date : 06/17/2013

Comments

Claim :

Section : PERF 13506 PERF 13506

Adjustment :

Part Details

There are no parts for this claim.

Section Details

Mileage :	38352 M	Fail Date :	06/06/2013	Submit DTU Date :	06/31/2012	Actual DTU Date :	06/31/2012
Engine Hours :		Fuel Used :					
TSM :	205	Previous TSM :		Warranty Code :	40	Service Contract :	
Group :	13506	Noun :		Cause Code :	2	Type Part :	P
Pct Allow Dir :	100	Feature Code :		Supplier Response Code :		Wty Return code :	N
Film History :		Fail Serial # :		Replace Serial # :		Pay Code :	
Labor :		Miscellaneous :		Other :		Lube :	
Oil Quantity :	0.0	Lube Quantity :	0.0	Lube Cost :			
Freight :							

Labor Operations

As Paid

Quantity	Operation	Submitted Hours	Paid Hours	Status	Description
1.0	A40-13506-1	0.4	0.4	Paid	RECALIBRATE ECM

Appeal Details

Contact Name : Phone Number :

Comments :

Quantity	Operation	Requested Hours	Description

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2013/07/12 09:10 BRKSVW316



International Warranty Claim Details

Crist, Joel
DYYJRCD

Warranty Claim Details

VIN : 1HTMYSKM2CH050798

Claim : 0155347-D

[Print](#) [Close](#)

Claim Details

Dealer : K. NEAL INTL TRUCKS INC (669432 - 000) Reviewer : 138 Process Date : 08/26/2013

Comments

Claim : (CCC CONT) SEG C- THE TECH REPAIRED THE FUSABLE LINK AT THE STARTER AND REPAIRED THE WIRE. TECH REWRAPPED AND SECURED C ABLE TO THE HARNESS. TECH REINSTALLED THE BATTERIES, THE CABLES AND THE BODY STEPS. BLES AND THE BODY STEPS.

Section : FND FUEL GAUGE INOP. CHK THE WIRING & PWR & GRND TO THE SENSOR. OK. OHMED OUT THE SENSOR FND VARYING READING. NEEDS NEW FUEL LVL SENSOR. DRAINED THE TANKS & RMV THE STEP. R&R THE FUEL TANK & THEN R&R THE FUEL LVL SENSOR. REINST THE TANK & FUEL. RD TST. OK N R&R THE FUEL LVL SENSOR. REINST THE TANK & FUEL. RD TST. OK

Adjustment :

Part Details

Part	Description	Process Code	Quantity	Price	Ext. Amount	Core
3864392C91	GAUGE FUEL SENDER 16 INCH 33		1.0			

Section Details

Mileage : 41950 M Fail Date : 07/08/2013 Submit DTU Date : 05/31/2012 Actual DTU Date : 05/31/2012

Engine Hours : Fuel Used :

TSM : 138 Previous TSM : Warranty Code 01

Group : 08500 Noun : 076 Cause Code : B Service Contract : Type Part : P

Pct Allow Dlr : 100 Feature Code : Supplier Response Code : Why Return code : N

Film History : Fail Serial # : Replace Serial # : Pay Code :

Labor : Miscellaneous : Other : Lube :

Oil Quantity : 0.0 Lube Quantity : 0.0 Lube Cost :

Freight :

Labor Operations

As Paid

Quantity	Operation	Submitted Hours	Paid Hours	Status	Description
1.0	A08-602	0.8	0.8	Paid	WIRING OR SHORT, DIAGNOSE AND
1.0	B15-100-1	0.5	0.5	Paid	WITH AERODYNAMIC SKIRTING (900
1.0	A15-3100A	0.8	0.8	Paid	FUEL TANK, REPLACE
1.0	A08-T1	0.5	0.5	Paid	R&R FUEL LEVEL SENSOR

Appeal Details

Contact
Name :

Phone
Number :

Comments :

--

Quantity	Operation	Requested Hours	Description

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All times are: (UTC-06:00) Central Time (US & Canada)

2013/08/23 13:30 BRKSVW316

Work Order Number	Date	Serial #	MECHANIC'S NOTES PUT INTO FASTER
34250	4/19/2012	558	INSTALL TAGS & REGISTRATION. (TW)04/19/2012 @ 11:49:55
35501	6/17/2012	558	Remove side door inner panel ,and repair door to open . by 0000257406/17/2012 @ 20:46:13
36633	8/14/2012	558	Repair body damage to right front door and align door and latch. by 0000257408/14/2012 @ 14:36:05
37338	9/11/2012	558	DIAGNOSE & REPLACE RIGHT EXT. MIRROR ASSEMBLY. (TW)NOTES:1) NOTICE THE LEFT REAR NUMBER PANEL IS MISSING2) RIGHT LOWER PASS. ENTRANCE STEP IS DAMAGED3) RIGHT FRONT DOOR HAS UPPER PANEL DAMAGES
3, 339	9/11/2012	558	WORK COMPLETE.
37780	9/30/2012	558	PMREPAIRED DONE UNIT BACKIN SERVICES
40250	1/20/2013	558	Diagnose unit for flat tire. Driveside inside tire flat. Loose valve detected. Air tire check for leaks tighten valve. 3950
40328	1/23/2013	558	Diagnose unit for warning alerts. Wrench check transmission, and service parking brake lights are on, change engine oil, and transmission filter warning displays.Test drive unit for complaints for heavy smooking from exhaust. No smook present during or after test drive. 3950
40338	1/24/2013	558	PM SERVICES COMPLETED OTHER NEED TO BE DONE
40355	1/24/2013	558	elector short inair vale need kmore time to disnose
40674	2/7/2013	558	02/07/2013 @ 14:50:07 check and changed rear righjts side tire and check for npot regeneration and teka 45 mn for reduse regeneration rpm done
40938	2/23/2013	558	02/23/2013 @ 13:38:44changed rear inside tire and check for not heating and changed cotrol heat valve done
41021	2/27/2013	558	removeoldkeyfrom thecylander rr new key unit readyfor services
41383	3/18/2013	558	ADD 1 GAL. ANTIFREEZE AN CHANGE TRANSMISSION FILTER03/18/2013 @ 22:42:51
41386	3/18/2013	558	AMBULANCE CAME IN FOR TRANS LITE REPLACED FILTER DID PM ALL PM SERVICES DONE
43113	6/6/2013	558	CHECK ALL LIGHTS CHECK ALL BRAKES CHECK ALL FLUIDS OK
43699	7/6/2013	558	Diagnose unit for flat tire. Unit passengerside rear outside tire has screw in it. Test tire for air leak, air leak found. Replace passenger side rear outside tire for repair. Pressure check all tires. 3950
43710	7/7/2013	558	Med# 27 .Tow to Shop Cutting Off , FTS, Fuel, Electrical System Battery SW Will cut on , Need two Front Tires, Replace Oil Filter, Replace Fuel Filter, Replace Transmission Filter. Out Of Service at Shop Need to go to K-neal's
44277	8/2/2013	558	Change engine oil, engine oil filters, transmission filter, primary and secondary filters replace air filter. 3950
44287	8/3/2013	558	CAUGHT FIRE. REQUEST TOWING FROM WASHINGTON HOSPITAL CENTER.08/02/2013 @ 22:08:55, rcf TOW TO SHOP
			TOWED A.27.S.558 TO FESCO FOR REPAIRS.
RFPOR PARAMETERS			
DATE	08/14/2011		
RANGE:	TO		
	08/14/2013		
WORK ORDER NUMBER	ALL WORK ORDERS		
RANGE:			
EQUIPMENT NUMBER	558 to 558		
RANGE:			
ECO WORK ORDER COMPANY	002 to 002		
RANGE:			
DPN WORK ORDER DEPARTMEN	ALL DEPARTMEN		
T RANGE:	TS		
EQC EQUIPMENT CLASS	ALL CLASSES		
RANGE:			

WSH WORK
ORDER SHOP
RANGE:

ALL WORK
ORDER
SHOPS

WST WORK
ORDER
STATUS
RANGE:

ALL WORK
ORDER
STATUSES

101032008

DCFEMS International DuraStar / Horton Emergency Vehicles Medic #27 Observations

[REDACTED]@dot.gov [REDACTED]@dot.gov]

Sent: Thursday, September 05, 2013 3:57 PM

To: Molino, Frank (MPD)

Cc: [REDACTED]@dot.gov; [REDACTED]@dot.gov; Peter [REDACTED]@dot.gov; [REDACTED]@dot.gov

Attachments: 2013-09-04 1HTMYSKM2CH050~1.pptx (4 MB) ; 2013-09-04 AMBULANCE BUILD~1.pdf (606 KB) ; 2013-09-04 NAVISTAR ELECTR~1.pdf (153 KB)

Frank,

Per our discussions yesterday, I am writing to share with you my observations from the DCFEMS International DuraStar / Horton Emergency Vehicles Medic #27 vehicle examination yesterday at FESCO Emergency Sales in Elkridge, MD.

1. The apparent area of origin with the most severe fire damage was located at the battery compartment beneath the passenger door step.
2. The batteries had been removed from the vehicle prior to my examination. The batteries were arranged on the ground near the vehicle to demonstrate their relation to one another during the fire incident. I observed portions of the plastic battery compartment cover that had melted and dropped down onto the batteries. There was significant mass loss from two of the three batteries. The apparent area with the greatest mass loss was near the negative (-) battery terminal of the middle battery.
3. I did not have an Auxiliary Power Unit (APU) to provide remote electrical power to the vehicle so I was unable to determine if there was any diagnostic trouble codes stored on any engine, chassis or body control modules.
4. Horton Emergency Vehicles' Intelliplex body electrical system monitors battery voltage and amperage. The main battery cable passes through a non-contact induction loop sensor that feeds information back to the Intelliplex central processing unit (CPU) via the battery current sensing circuit. This battery current sensing circuit has 4 conductor wires: +12Vdc (constant), output signal, ground (signal) and ground (power).
5. All readily visible wire insulation on the battery current sensing circuit was consumed during the fire and the induction loop sensor was severely fire damaged so I was unable to identify which of the 4 conductor wires performed what function. However, a portion of one of the conductor wires about 2 inches from the induction loop sensor was severely oxidized and stiff. In my experience, this indicates there was significant heat in that conductor wire associated with current overload.
6. Tracing this battery current sensing circuit back from the induction loop sensor to the Intelliplex CPU, I observed a portion of the conductor wires had become affixed to top of the middle battery due to melting plastic. The conductor wires were cut by someone in order to facilitate the removal of the batteries from the vehicle prior to my examination. Tracing this circuit further back I observed another portion of the conductor wires had become affixed to the metal battery compartment box. It appears probable that one or more conductor wires chafed against the metal battery compartment box exposing the wire beneath the insulation, resulting in a short circuit and current overload, which created enough heat to ignite the wire insulation. Going beyond the battery box, the battery current sensing circuit was resting on top of two air conditioning lines that also sustained significant heat damage. The battery current sensing circuit disappeared into a corrugated conduit underneath the vehicle and I was not able to observe any further damage beyond that point.
7. The routing of the battery current sensing circuit on the subject vehicle was different than an exemplar DCFEMS ambulance that was parked nearby for comparison purposes. Given the fact that the subject vehicle had aftermarket batteries (AGM type from The Best Battery Company, Inc.) and the batteries and associated wiring were serviced (at K Neal International Trucks, Inc.) just one month prior to the fire incident, there was opportunity for the battery current

sensing circuit and induction loop sensor to be misrouted in a position that would lead to chafing of the conductor wire insulation, subsequent short circuit and fire.

I hope my observations and opinion prove helpful to your investigation.

Sincerely,

[REDACTED]

Office of Defects Investigation

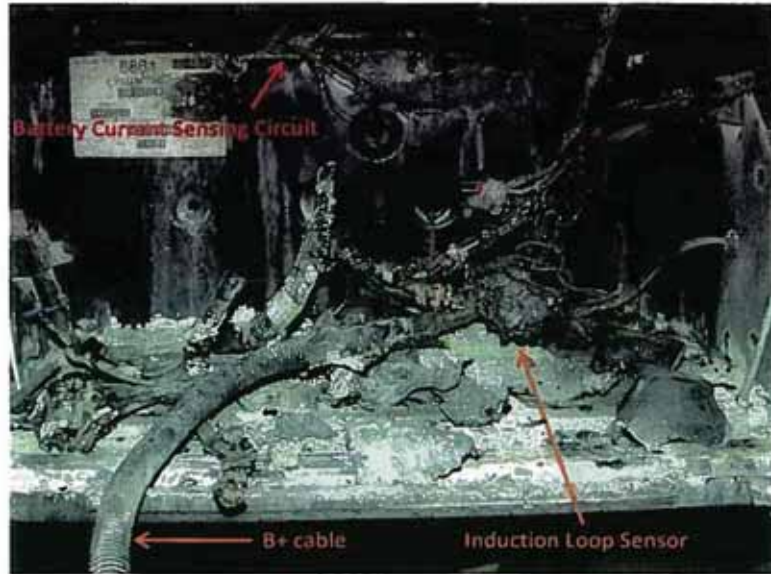
(202) [REDACTED]

[REDACTED]@dot.gov

Report Vehicle Safety Defects!

www.safercar.gov

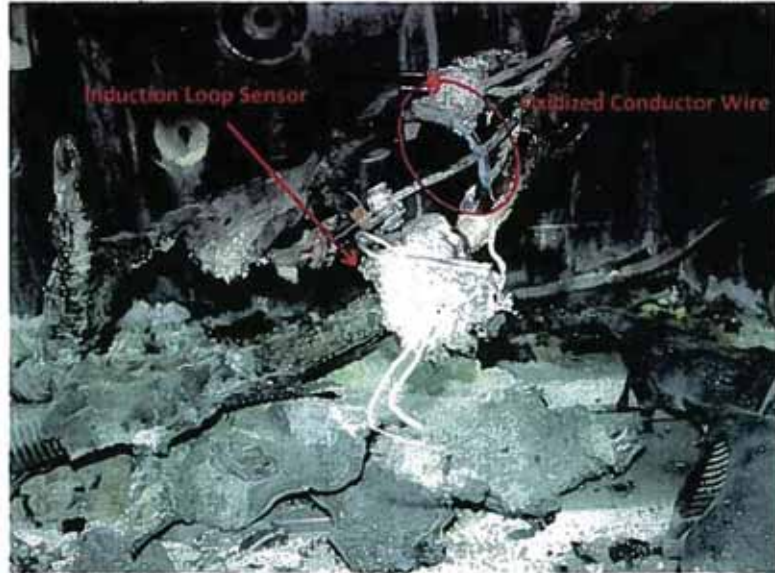
Subject Battery Compartment



Subject Batteries



Subject Induction Loop Sensor



Exemplar Induction Loop Sensor



Exemplar Induction Loop Sensor Pin Out



Short Circuit @ Battery Box

