U.S. VEHICLE FIRE TRENDS AND PATTERNS

Marty Ahrens

June 2010

National Fire Protection Association
Fire Analysis and Research Division

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Abstract

In 2003-2007, U.S. fire departments responded to an average of 287,000 vehicle fires per year. These fires caused an average of 480 civilian deaths, 1,525 civilian injuries, and $1.3 billion in direct property damage annually. Cars, trucks and other highway vehicles (meaning a vehicle designed for highway use, not that the fire occurred on a highway) accounted for 93% of the vehicle fires and 92% of the vehicle fire deaths. Data from the U.S. Fire Administration's (USFA's) National Fire Incident Reporting System (NFIRS) and the National Fire Protection Association's (NFPA's) annual fire department experience survey are used to provide details about the types of vehicles involved in fire and the circumstances of highway vehicle fires.

Mechanical or electrical failures caused roughly three-quarters of the highway vehicle fires, but only 11% of the deaths. Collisions and overturns were factors contributing to the ignition in only 3% of the fires, but fires resulting from these incidents caused 58% of these vehicle fire deaths. Older teens and young adults are the age groups at highest risk of highway vehicle fire death and injuries. One-third (35%) of non-fatal highway vehicle fires injuries occurred when civilians attempted to fight the fire themselves.

Keywords: fire statistics, vehicle, highway, car fires, truck, bus, motorcycle.

Acknowledgements

The National Fire Protection Association thanks all the fire departments and state fire authorities who participate in the National Fire Incident Reporting System (NFIRS) and the annual NFPA fire experience survey. These firefighters are the original sources of the detailed data that make this analysis possible. Their contributions allow us to estimate the size of the fire problem.

We are also grateful to the U.S. Fire Administration for its work in developing, coordinating, and maintaining NFIRS.

For more information about the National Fire Protection Association, visit www.nfpa.org or call 617-770-3000. To learn more about the One-Stop Data Shop go to www.nfpa.org/osds or call 617-984-7443.

Copies of this analysis are available from:
National Fire Protection Association
One-Stop Data Shop
1 Batterymarch Park
Quincy, MA 02169-7471
www.nfpa.org
e-mail: osds@nfpa.org
phone: 617-984-7443

NFPA No. USS27

Executive Summary

In 2003-2007, U.S. fire departments responded to an average of 287,000 vehicle fires per year. These fires caused an average of 480 civilian deaths, 1,525 civilian injuries, and $1.3 billion in direct property damage annually.

Details about the causes and circumstances of vehicle fires are provided by Version 5.0 of the U.S. Fire Administration's National Fire Incident Reporting System (NFIRS 5.0). National estimates of these factors are derived from NFIRS 5.0 and NFPA's annual fire department experience survey. The statistics in the following paragraphs are annual averages for fires reported in 2003-2007.

Highway vehicles account for the vast majority of vehicle fires and associated losses. Ninety-three percent of reported vehicle fires and 92% of vehicle fire deaths involved highway-type vehicles such as cars, trucks, buses, recreational vehicles, and motorcycles. The term "highway vehicle fires" is used to describe the type of vehicle, *not* the location of the fire. During 2003-2007, the 267,600 highway vehicles reported per year caused an average of 441 civilian deaths, 1,326 civilian fire injuries, and $1.0 billion in direct property damage. On average, 31 highway vehicle fires were reported per hour. These fires killed one person a day. Overall, highway vehicles fires were involved in 17% of reported U.S. fires, 12% of U.S. fire deaths, 8% of U.S. civilian fire injuries, and 9% of the direct property damage from reported fires.

According to the U.S Federal Highway Administration data, roughly 2,980 billion miles were driven, on average, per year on U.S. roads during this period. Roughly 90 highway vehicle fires and 0.15 highway vehicle fire deaths were reported per billion miles driven.

Some form of mechanical failure or malfunction, such as leaks or breaks, backfires, or worn-out parts, contributed to 49% of the highway vehicle fires and 11% of the associated deaths. Electrical failures or malfunctions contributed to 23% of the highway vehicle fires but less than 1% of the associated deaths. Although collisions or overturns were factors in only 3% of the fires, 58% of the deaths resulted from these incidents. Older vehicles were more likely to have a fire caused by mechanical or electrical failures.

Eight percent of the highway vehicle fires were intentionally set. More than half (54%) of these intentional fires originated in the operator or passenger area

Almost two-thirds (64%) of the highway vehicle fires began in the engine, running gear, or wheel area. Thirty-five percent of the associated civilian fire deaths, 46% of the civilian fire injuries, and 53% of the direct property damage resulted from fires that originated in this type of area. Only 2% of the highway vehicle fires started in the fuel tank or fuel line area but these fires caused 18% of the associated deaths.

Although only 14% of the U.S. population was between 15 and 24 in 2003-2007, 25% of the people killed in highway vehicle fires during these years were in this age group, giving them a risk of vehicle fire death nearly twice that of the general population. This group also had the highest risk of vehicle fire injury. Seventy-eight percent of the people who died from highway vehicle fires and 79% of those who were non-fatally injured were male.

One-third (35%) of non-fatal highway vehicle fires injuries occurred when civilians attempted to fight the fire themselves.

NFPA survey shows that vehicle fires hit a new low in 2008.
NFPA's annual fire department survey, based on fire department reports about the number of responses they made, provides estimates of how many fires were reported. The survey does not collect details about causes and circumstances. Because it is designed as a statistical sample, however, projections can be made about totals of broad types of fires and associated losses.

During 2008, U.S. fire departments responded to an estimated 236,000 fires involving vehicles of all types, including highway and other non-road vehicles such as water vessels, aircraft, construction, yard, and agricultural vehicles. These fires caused an estimated 365 civilian deaths, 1,065 civilian injuries, and $1.5 billion in direct property damage. Vehicle fires, as well as civilian deaths and injuries caused directly by these fires, were at their lowest point in 2008 since NFPA began tracking vehicle fires and losses with its current methods.

In 2008, an estimated 207,000 highway vehicle fires caused 350 civilian fire deaths, 850 civilian fire injuries, and $1.2 billion in direct property damage. From 1980 to 2008, these fires fell a cumulative 55%, and have been hitting new lows every year since 2002. Civilian deaths from highway vehicle fires fell 4% from 365 in 2007 to 350 in 2008, two consecutive years of record lows. Civilian injuries in highway vehicle fires fell 43% from 1,500 in 2007 to 850 in 2008. From 1980 to 2008, these injuries fell a cumulative 70%. Direct property damage, adjusted for inflation, rose 4%.

AAA and NFPA offer the following safety tips for highway vehicle fire safety:

- Have your vehicles inspected at least annually by a trained, professional technician.
- Watch for fluid leaks under vehicles, cracked or blistered hoses, or wiring that is loose, has exposed metal or has cracked insulation. Have any of these conditions inspected and repaired as soon as possible.
- Be alert to changes in the way your vehicle sounds when running, or to a visible plume of exhaust coming from the tailpipe. A louder than usual exhaust tone, smoke coming from the tailpipe or a backfiring exhaust could mean problems or damage to the high-temperature exhaust and emission control system on the vehicle. Have vehicles inspected and repaired as soon as possible if exhaust or emission control problems are suspected.
- Avoid smoking. If you must smoke, use your vehicle ashtray.
- Drive according to posted speed limits and other traffic rules. Remain alert to changing road conditions at all times.

If a fire occurs:

- **Stop** – If possible, pull to the side of the road and turn off the ignition. Pulling to the side makes it possible for everyone to get out of the vehicle safely. Turn off the ignition to shut off the electric current and stop the flow of gasoline. Put the vehicle in park or set the emergency brake; you

don't want the vehicle to move after you leave it. Keep the hood closed because more oxygen can make the fire larger.

- **Get Out** – Make sure everyone gets out of the vehicle. Then move at least 100 feet away. Keep traffic in mind and keep everyone together. There is not only danger from the fire, but also from other vehicles moving in the area.
- **Call for Help** – Call 9-1-1 or the emergency number for your local fire department. Firefighters are specially trained to combat vehicle fires. Never return to the vehicle to attempt to fight the fire yourself. Vehicle fires can be tricky, even for firefighters.

Table of Contents

List of Tables and Figures

List of Tables and Figures
(Continued)

Tables and Figures **Page**

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Fire Analysis and Research Division
One Batterymarch Park, Quincy, MA 02169
Email: osds@nfpa.org
www.nfpa.org

Vehicle Fires in the U.S. in 2003-2007

U.S. fire departments responded to an average of 287,000 vehicle fires per year in 2003-2007. These fires caused an average of 480 civilian deaths, 1,525 civilian injuries, and $1.3 billion in direct property damage.

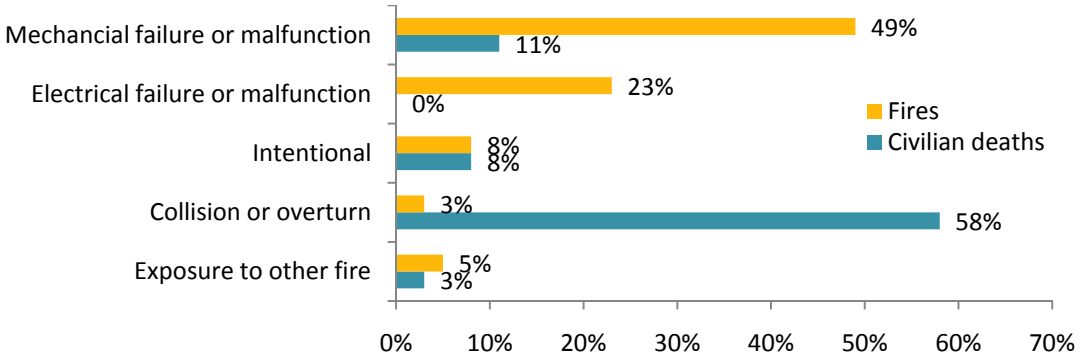
- Highway vehicles[1] accounted for 267,600 (93%) of the reported vehicle fires and 441 (92%) of the associated deaths.
- Aircraft fires accounted for less than 1% of the vehicle fires, but 6% of the associated deaths.
  - The majority of aircraft fire deaths (4% of all vehicle fire deaths) resulted from fires in personal, business, or utility aircraft.
  - Aircraft fires were the only type of vehicle fires with more civilian deaths than civilian injuries.

Highway Vehicle Fires

Overall, highway vehicle fires were involved in 17% of reported U.S. fires, 12% of U.S. fire deaths, 8% of U.S. civilian fire injuries, and 9% of the direct property damage from reported fires.

- On average, 31 highway vehicle fires were reported per hour. These fires killed one person a day.

2003-2007 Highway Vehicle Fires and Deaths by Fire Causal Factors



- Mechanical or electrical failures or malfunctions were factors in roughly three-quarters of the highway vehicle fires.
- Collisions and overturns were factors in only 3% of highway vehicle fires, but these incidents accounted for 58% of the associated deaths.

[1] Highway vehicles include cars, trucks, recreational vehicles, motorcycles, and other vehicles intended for road use. "Highway vehicle fire" describes the type of vehicle. It does not mean the fire occurred on a highway.

Overview of the Vehicle Fire Problem

236,000 reported vehicle fires caused 365 civilian deaths in 2008.
U.S. fire departments responded to an estimated 236,000 vehicle fires in the United States during 2008. These fires caused an estimated 365 civilian deaths, 1,065 civilian injuries and $1.5 billion in direct property damage. Vehicle fires accounted for 16% of the 1,451,500 fires reported to U.S. fire departments that year. Vehicle fires also caused 11% of all civilian fire deaths, 6% of all reported civilian fire injuries, and 10% of the nation's direct property damage from fire in 2008. Vehicle fires caused roughly three times the number of deaths as non-residential structure fires.[2]

Definitions

Vehicle fire: A fire involving any type of mobile property such as cars, trucks and other highway vehicles; boats and ships; railroad and mass-transit vehicles; aircraft; and agricultural, construction and yard vehicles is considered a vehicle fire. A vehicle that burns inside a structure is counted as a vehicle fire if the structure was not involved. If the structure becomes involved, the incident is counted as a structure fire.

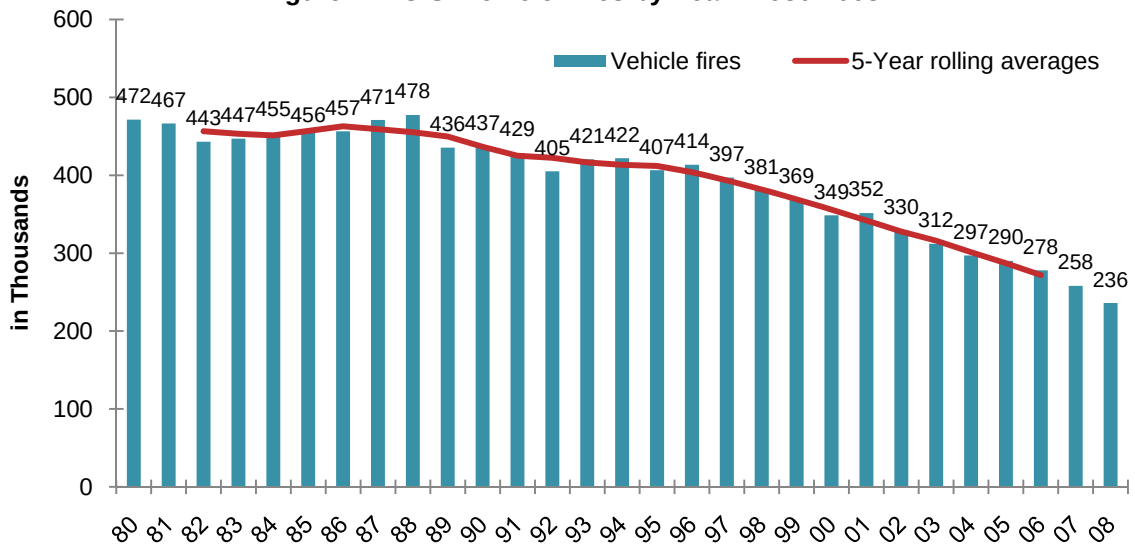
Highway vehicle fire: A fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Passenger road vehicles are designed primarily to carry people on roadways. These include cars, buses, recreational vehicles, and motorcycles. Pick-up trucks are groups with trucks, not passenger road vehicles.

Vehicle fires fell to a record low.
Table 1.1 shows that the total number of reported vehicle fires fell 9% from the 258,000 reported in 2007 to 236,000 in 2008. Figure 1.1 shows that this was the smallest vehicle fire incidence since the National Fire Protection Association (NFPA) began tracking vehicle fires and losses with its current methods. After declining in the early eighties, vehicle fires began increasing in 1983 to a peak of 477,500 in 1988. Since 1980, reported vehicle fires have fallen a cumulative 50%, consistent with the 52% drop in reported structure fires and a 52% drop in fires of all types.

[2] Michael J. Karter, Jr., *Fire Loss in the United States during 2008*, Quincy, MA: NFPA, September 2009. This report summarizes the results of the NFPA Annual Fire Department Survey and is the source for 2009 statistics. Overall vehicle fire trend data was obtained from the *Fire Loss in the United States* annual reports for 1980-2008.

Figure 1.1. U.S. Vehicle Fires by Year: 1980-2008

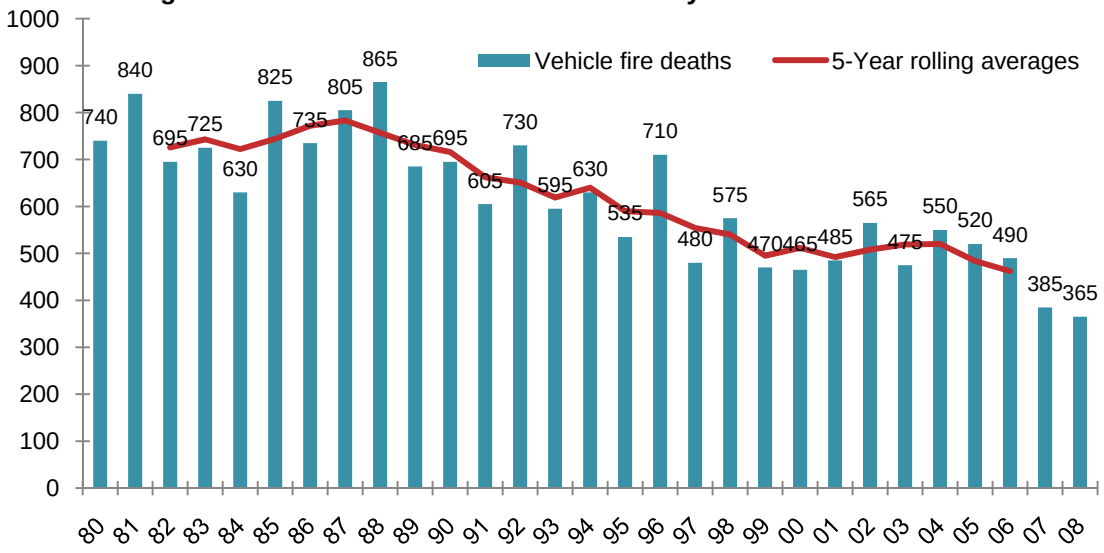


Source: *Fire Loss in the U.S.* series by Michael J. Karter, Jr.

Vehicle fire deaths also hit a new low.

Figure 2 shows that the death toll due to vehicle fires fluctuates greatly from year to year. Vehicle fire deaths fell 5% from 385 in 2007 to 365 in 2008. A generally downward trend can be seen in the five-year rolling averages although the trend line had been fairly flat from the late 1990s through 2005. Only fires and fire deaths reported to local public fire departments in the United States are counted. Fires or fire deaths on the open seas or not attended by local fire departments are not captured in these statistics. Only deaths that resulted from a fire are considered fire deaths in this analysis.

Figure 2. U.S. Civilian Vehicle Fire Deaths by Year: 1980-2008



Source: *Fire Loss in the U.S.* series by Michael J. Karter, Jr.

Data Sources and Methodology

2008 data came from the NFPA Fire Experience Survey.
The NFPA Fire Analysis and Research Division uses two data sources in most of its analyses. The first, the NFPA Annual Fire Experience Survey, provides an overview of the fire experience in the previous year. Each year, all large departments serving populations over 50,000 and one-third of the smaller departments in a sample stratified by size of population protected, are asked about their fire experience. The final sample of respondents contains roughly one-tenth of all local fire departments. A summary of the fire experience for the previous year is issued in the summer or fall of the following year. The 2008 data cited in this analysis came from the NFPA survey as reported in Michael Karter's *Fire Loss in the United States during 2008*.

NFIRS data provide the details.
The survey provides the big picture; the U.S. Fire Administration's (USFA's) National Fire Incident Reporting System (NFIRS) provides the details. Local fire officers complete fire reports describing the facts of the incident – the when, where, what and how of each fire. These reports (or data from these reports) are forwarded to or submitted through state fire agencies. After the states process the data, they forward or release it to the USFA. NFIRS is the largest, most detailed source of incident information about fire in the world.

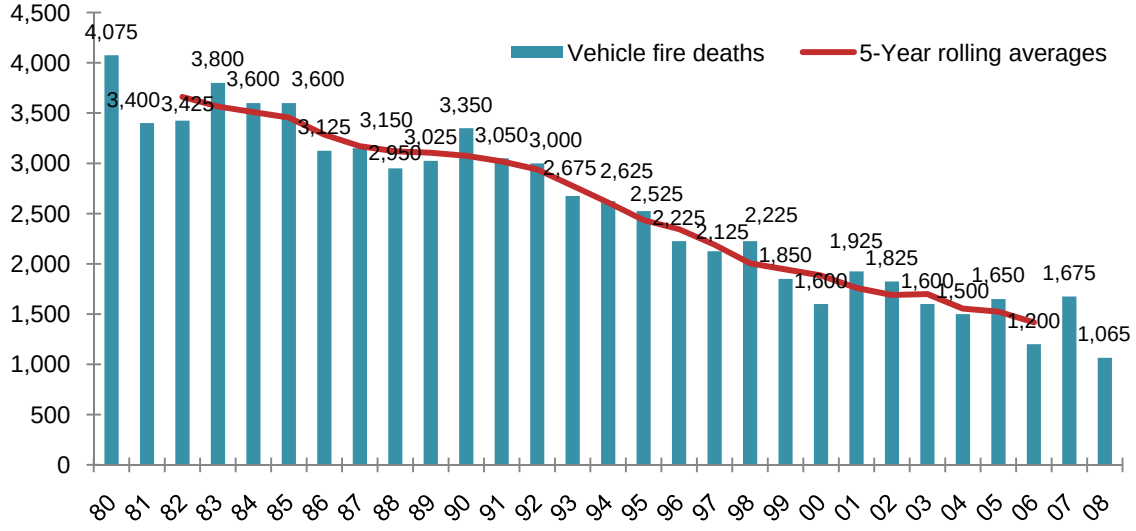
NFIRS and the NFPA survey were used to develop national estimates.
Because some states and some departments do not participate in NFIRS every year, and reporting practices are not uniform among those who do participate, the raw NFIRS numbers would dramatically underestimate the extent of the fire problem. Total fires, casualties and losses reported to NFIRS (or, in recent years, NFIRS 5.0) are compared to those found in the NFPA Fire Experience Survey. Scaling ratios are then derived to apply to the raw NFIRS 5.0 numbers to develop national estimates.[3] A more detailed description of this methodology is found in Appendix A.

Vehicle fires were identified by NFIRS incident type codes 130-139. Mobile property type was used to identify the type of vehicle involved. Estimates include a proportional share of fires in which the mobile property type was undetermined, not reported or coded as none. Unknown data were allocated proportionally for most fields except property use and incident type. Unless otherwise specified, the statistics in this analysis are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Except for trend tables, property damage has not been adjusted for inflation.

[3] John R. Hall, Jr. and Beatrice Harwood, "The National Estimates Approach to U.S. Fire Statistics", *Fire. Technology*, May 1989, Volume 25, Number 2, pp. 99-113.

Vehicle fire injuries were another record low.
Reported civilian injuries in vehicle fires fell 36% from 1,675 in 2007 to 1,065 in 2008, the lowest point since tracking began. The 74% drop in reported civilian vehicle fire injuries from 1980 to 2008 is larger than the 50-51% drop in reported vehicle fires and civilian vehicle fire deaths during the same period. (See Figure 3).

Figure 3. U.S. Civilian Vehicle Fire Injuries by Year: 1980-2008



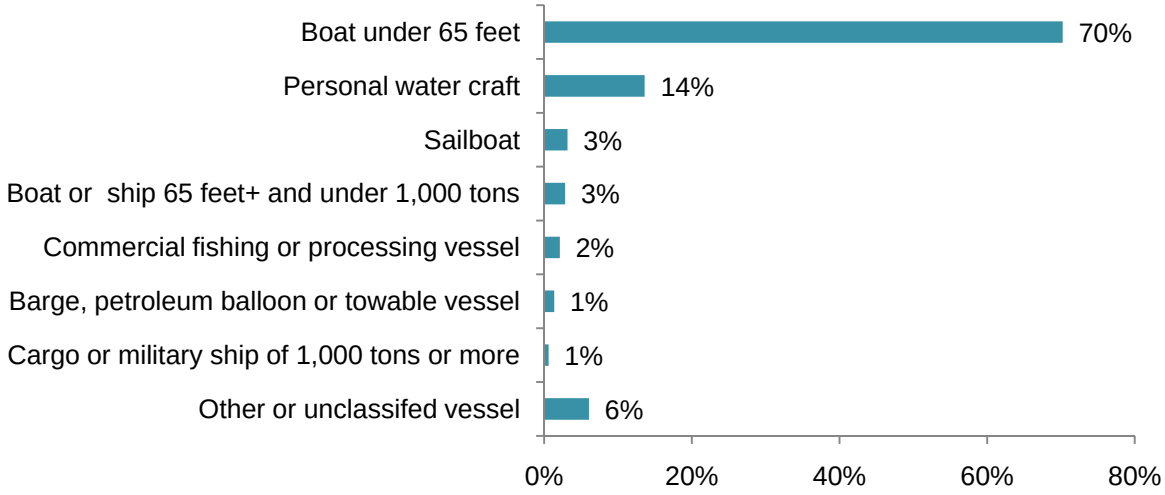
Source: *Fire Loss in the U.S.* series by Michael J. Karter, Jr.

Highway-type vehicles were involved in 93% of reported vehicle fires in 2003-2007.
Table 2.1 shows that 267,590, or 93%, of reported vehicle fires and 441, or 92%, of vehicle fire deaths involved highway-type vehicles such as cars, trucks, buses, and motorcycles. These are discussed in greater detail later in the report. The term "highway vehicle fires" is used to describe the type of vehicle *not* the location of the fire. Highway vehicles include cars, trucks, buses, motorcycles, recreational vehicles, etc.

Water vessels were involved in 1% of reported vehicle fires.
Local U.S. fire departments responded to an average of 2,050 water vessel fires per year during 2003-2007. These fires caused an average of three civilian deaths, 95 civilian injuries, and $41 million dollars in direct property damage annually. Water vessel fires accounted for 1% of all vehicle fires, 1% of vehicle fire deaths, 6% of vehicle fire injuries, and 3% of the associated direct property damage. Water vessels may be stored on land, used as permanent residences, or in cases of large ships, function like a mixed occupancy property.

Figure 4 shows that the majority of the water vessels involved in fires reported to local departments were small. Fires handles by the Coast Guard are not included in these statistics.

Figure 4. Types of Water Vessels Involved in Reported Fires: 2003-2007 Annual Averages



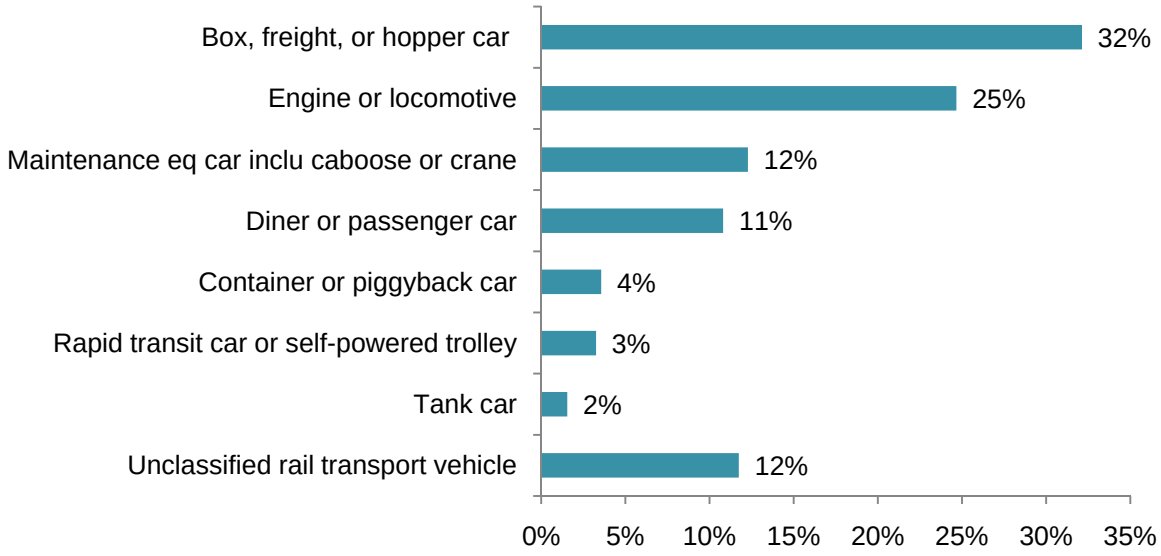
The deadliest reported water vessel fire handled by local fire departments in recent years occurred early on an October 2006 afternoon. Six people were fatally injured in an incident involving a tugboat and two barges. The aft spud, a five-ton steel shaft used as a mooring device on one of the barges, released from a fully upright position, fell into the water, and struck a submerged natural gas pipeline. The released gas ignited in a fireball, engulfing the vessels. The victims had no time to escape. Two people, one on the tugboat and one on one of the barges, survived the fire.[4]

Links or references to investigations of serious marine fires done by the National Transportation Safety Board can be found by searching on "fire" at http://www.ntsb.gov/Publictn/M_Acc.htm.

Fire departments responded to an average of 1,290 rail vehicle fires annually. During 2003-2007, U.S. fire departments also responded to an average of 1,290 fires involving rail vehicles per year. These fires resulted in an average of six civilian injuries and $28 million in direct property damage annually. Deaths averaged less than one per year. Figure 5 shows that 32% of the rail vehicles involved in fires were box, freight or hopper cars; one-quarter were engines or locomotives; 12% were maintenance equipment cars including cabooses and cranes; and 11% were diner or passenger cars. Some type of mechanical failure or malfunction was a factor in 44% of the fires. An electrical failure or malfunction played a role in 19%.

[4] Stephen G. Badger, *Catastrophic Multiple-Death Fires for 2006*, Quincy, MA: National Fire Protection Association, 2007.

Figure 5. Types of Rail Vehicles Involved in Reported Fires: 2003-2007 Annual Averages



NFIRS captures types of properties related to railroads:, railroad rights of way, and railroad yards. The frequency of these fires are shown by broad incident type in Table A. below:

Table 1.A. Fires in or on Railroad Properties 2003-2007 Annual Averages

Incident Type	Railroad Right of Way		Railroad Yard	
Structure fire	310	(3%)	50	(6%)
Vehicle fire	790	(7%)	320	(34%)
Outside or unclassified fire	9,540	(90%)	550	(60%)
Total	10,650	(100%)	930	(100%)

Aircraft under 12,500 pounds were involved in 4% of vehicle fire deaths.
During 2003-2007, local U.S. fire departments responded to an average of 310 aircraft fires per year. These fires caused an average of 29 civilian deaths, 21 civilian injuries and $44 million in direct property damage annually. Although aircraft accounted for less than 1% of the vehicle fires, Table 2 shows that these incidents caused 6% of the vehicle fire deaths in 2003-2007. Four percent of the vehicle fire deaths occurred in fires in personal, business or utility aircraft weighing less than 12,500 pounds. Aircraft fires are the only type of vehicle fires with more fatalities than injuries. On average, collisions or overturns were factors in 12% of the aircraft fires. Aircraft mishaps are typically investigated by the National Transportation Safety Board's (NTSB). NTSB aircraft accident synopses and investigation reports are available online at http://www.ntsb.gov/aviation/aviation.htm.

Three deadly U.S. aircraft fires are described below.

- On an August 2006 morning, a commercial airplane was cleared for takeoff on one runway at a Kentucky airport but instead attempted to take off from a

shorter runway. Past the end of the runway and still on the ground, the aircraft crashed through a fence, struck trees, and stopped in a field where it caught fire. The impact and post-crash fire destroyed the aircraft. Forty-seven passengers and three crew members were on board the plane. Fourteen people died of smoke inhalation, 10 died of thermal injuries, and the other 25 died of blunt force trauma injuries. The co-pilot survived.[5]

- Early on a July 2006 afternoon, an airplane with five people on board made a touch-down on the runway, then gave power and took off again for a go-around. The aircraft banked, stalled, and collided with a single-family home and caught on fire when it crashed in a cornfield. All five people in the aircraft died of thermal injuries or soot inhalation. No one was injured or killed on the ground or in the home.[5]

- On a July 2007 morning, an aircraft pilot reported smoke in the cockpit and declared an emergency before crashing into Florida two single-family houses. The aircraft struck the first story of both homes. Aviation fuel ignited and set fire to both homes. The two people on the plane died, as did three people in the homes.[6]

On average, 9,510 industrial, agricultural and construction vehicles were reported annually.

During 2003-2007, U.S. fire departments responded to an average of 9,510 industrial, agricultural or construction vehicles per year. These fires caused an average of four civilian deaths, 46 civilian injuries, and $182 million in direct property damage per year. Included in the 9,510 fires were:

- 3,710 involving agricultural vehicles such as balers or choppers;
- 1,930 construction vehicles such as bulldozers, shovels, graders, scrapers, trenchers, plows, tunneling equipment and road pavers;
- 1,240 industrial loaders, such as forklifts, industrial tow motors, and stackers;
- 510 timber harvest materials, including skycars and loaders;
- 90 cranes; and
- 2,030 unclassified industrial, construction or agricultural vehicles.

A 2009 NFPA report, *Industrial Loader and Forklift Fires,* also by Marty Ahrens, provides more detailed on that subject.

Department of Transportation (DOT) has regulatory authority over transportation vehicles.

The Department of Transportation (DOT) and its divisions regulate vehicles used for transportation. Questions about regulations or specific makes and models should be addressed to the DOT or its subdivisions. In their chapter "Passenger Vehicle Fires" in the

[5] Stephen G. Badger, *Catastrophic Multiple-Death Fires for 2006,* Quincy, MA: National Fire Protection Association, 2007.
[6] Stephen G. Badger, *Catastrophic Multiple-Death Fires for 2007,* Quincy, MA: National Fire Protection Association, 2008.

20th edition of NFPA's *Fire Protection Handbook*, Long et al. (2008) note that the National Highway Traffic Safety Administration (NHTSA) of DOT is responsible for the adoption and enforcement of federal motor vehicle safety standards (FMVSS).[7]

Since its inception in 1966, the NHTSA has issued four fire-safety standards for new motor vehicles. The Federal Motor Vehicle Safety Standard (FMVSS) 301 was developed to reduce the danger from fuel spillage following crashes involving cars, trucks, and buses weighing 10,000 pounds or less. Federal Motor Vehicle Safety Standard 302 sets flammability standards for the materials used in the driver and passenger area of vehicles. This standard aims to reduce the danger of interior fires caused by matches or smoking. The other two standards address vehicles using compressed natural gas.

Vehicle fires have historically received less attention than structure fires.
Most of the fire community has given only intermittent attention to vehicle fires. What attention has been given has typically focused narrowly on major multiple-death incidents. As in buildings, most vehicle fire deaths occur in ones and twos in private vehicles such as personal cars. Attempts to further reduce fires and their related losses necessitate strategies that reduce both the occurrence and the severity of vehicle fires.

Vehicle fires are a major component of the fire death problem. In 2003-2007, three-quarters (78%) of vehicle fire deaths resulted from passenger road fires. The deadliest highway vehicle fire in recent years was the September 23, 2005 bus fire in Wilmer, Texas claimed 23 lives. This fire occurred during the emergency evacuation in anticipation of Hurricane Rita. The National Transportation Safety Board (NTSB) held hearings on this fire in August 2006.[8] NFPA testified on the scope of the bus fire problem and the sources we use to produce vehicle fire statistics. NFPA's analysis, *Vehicle Fires Involving Buses and School Buses*,[9] was submitted into the record. NTSB's final report on the incident is available at http://www.ntsb.gov/Publictn/H_Acc.htm.

Additional and more in-depth fire testing of automobiles and other vehicles can increase our knowledge of how these fires develop. This detailed information can provide engineers with the information needed to develop solutions to the automobile fire death problem (similar to the advances, such as the airbag, which have resulted from collision testing). The Society of Automotive Engineers (SAE) sponsored its first program on fire safety at its World Congress in Detroit in April 2005, and has included several sessions on fire safety each year since then.

The SP Technical Research Institute of Sweden is organizing a new, biannual international conference, FIVE (Fires in Vehicles) to share information about road and rail vehicle fires and safety. The conference will be held September 29-30, 2010 in Gothenburg, Sweden. For more information, see http://www.firesinvehicles.com/en/Sidor/default.aspx.

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[7] R.T. Long, Jr., Jeff D. Colwell, Rose Ray, Helene L. Grossman, Ben Thomas and Robert Strassberger. "Passenger Vehicle Fires," *Fire Protection Handbook*, 20th edition, Section 21, Chapter 1, Quincy, MA: National Fire Protection Association, 2008.
[8] Additional information on the hearing may be found at http://www.ntsb.gov/Events/2006/WilmerTX/.
[9] Marty Ahrens. *Vehicle Fires Involving Buses and School Buses*, Quincy, MA: National Fire Protection Association, August 2006.

In 2003, NFPA, through its Technical Committee on Hazard and Risk of Contents and Furnishings began work on the development of a new document, NFPA 556, now titled *Guide on Methods for Evaluating Fire Hazard to Occupants of Passenger Road Vehicles.* The document is in the 2010 cycle. More information on NFPA 556 can be viewed on NFPA's web site, www.nfpa.org.

In most categories of vehicles, many, if not most, fire deaths occur in fires following survivable collisions. Additional reductions in vehicle fire deaths may result from public safety programs and studies designed to reduce the number of collisions that occur in the United States. This two-pronged approach would very likely produce a positive impact on the vehicle fire death problem.

It is hoped that the information in this report will help individuals, industry, and regulatory bodies to devise new ways to reduce the vehicle fire problem.

Table 1.1.
U.S. Vehicle Fire Problem, by Year: 1980-2008

Year	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)	Direct Property Damage (in Millions of 2008 Dollars)
1980	471,500	740	4,075	$685	$1,790
1981	466,500	840	3,400	$594	$1,403
1982	443,000	695	3,425	$591	$1,315
1983	447,000	725	3,800	$694	$1,497
1984	454,500	630	3,600	$749	$1,548
1985	455,500	825	3,600	$792	$1,581
1986	456,500	735	3,125	$783	$1,537
1987	471,000	805	3,150	$842	$1,593
1988	477,500	865	2,950	$941	$1,712
1989	435,500	685	3,025	$963	$1,671
1990	436,500	695	3,350	$967	$1,593
1991	428,500	605	3,050	$1,049	$1,656
1992	405,000	730	3,000	$965	$1,480
1993	420,500	595	2,675	$1,030	$1,533
1994	422,000	630	2,625	$1,111	$1,613
1995	406,500	535	2,525	$1,152	$1,625
1996	413,500	710	2,225	$1,333	$1,829
1997	397,000	480	2,125	$1,269	$1,700
1998	381,000	575	2,225	$1,337	$1,765
1999*	368,500	470	1,850	$1,324	$1,708
2000	348,500	465	1,600	$1,381	$1,726
2001	351,500	485	1,925	$1,512	$1,837
2002	329,500	565	1,825	$1,392	$1,664
2003	312,000	475	1,600	$1,356	$1,586
2004	297,000	550	1,500	$1,304	$1,486
2005	290,000	520	1,650	$1,318	$1,451
2006	278,000	490	1,200	$1,319	$1,407
2007	258,000	385	1,675	$1,411	$1,463
2008	236,000	365	1,065	$1,494	$1,494

* Changes introduced in 1999 with Version 5.0 of NFIRS can make it advisable to analyze data from 1999 on separately from earlier years. Most of the statistical information in the remainder of this report is presented as 2003-2007 annual averages.

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires were estimated to the nearest five hundred, civilian deaths to the nearest five, civilian injuries to the nearest twenty-five, and direct property damage was rounded to the nearest million dollars.

Source: NFPA survey. Inflation adjustments were based on the consumer price index found in the U.S. Census Bureau's *Statistical Abstract of the United States: 2010*, "Table 708, Purchasing Power of the Dollar: 1950 to 2008."

Table 1.2.
U.S. Vehicle Fire Problem, by Type of Vehicle
2003-2007 Annual Averages

Vehicle Type	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Highway vehicles	*267,590*	*(93%)*	*441*	*(92%)*	*1,326*	*(87%)*	*$1,023*	*(76%)*
Passenger road vehicles	244,030	(85%)	373	(78%)	1,157	(76%)	$776	(58%)
Automobile or passenger car	189,290	(66%)	283	(59%)	811	(53%)	$546	(41%)
Motor home, camper or bookmobile	2,920	(1%)	5	(1%)	62	(4%)	$39	(3%)
Bus, school bus, or trackless trolley	2,350	(1%)	7	(2%)	27	(2%)	$26	(2%)
Travel trailer designed to be towed	1,330	(0%)	2	(0%)	21	(1%)	$9	(1%)
Off-road recreational vehicle	1,620	(1%)	2	(0%)	11	(1%)	$6	(0%)
Motorcycle or trail bike	1,580	(1%)	2	(0%)	20	(1%)	$4	(0%)
Mobile home or building, or manufactured housing	170	(0%)	0	(0%)	3	(0%)	$2	(0%)
Collapsible camping trailer	200	(0%)	1	(0%)	4	(0%)	$1	(0%)
Unclassified passenger road vehicle	44,570	(16%)	70	(15%)	197	(13%)	$144	(11%)
Trucks or freight road vehicles	23,550	(8%)	68	(14%)	169	(11%)	$247	(18%)
Semi-trailer, with or without tractor	6,440	(2%)	30	(6%)	46	(3%)	$94	(7%)
General use truck, dump truck or fire apparatus	6,140	(2%)	8	(2%)	40	(3%)	$41	(3%)
Pickup truck or non-motorized hauling rig	3,190	(1%)	6	(1%)	21	(1%)	$14	(1%)
Garbage, waste or refuse truck	1,980	(1%)	0	(0%)	7	(0%)	$17	(1%)
Tank truck for flammable or combustible liquid or chemical cargo	400	(0%)	7	(1%)	17	(1%)	$16	(1%)
Tank truck for nonflammable cargo	300	(0%)	2	(0%)	2	(0%)	$3	(0%)
Tank truck for compressed or LP-gas	60	(0%)	0	(0%)	1	(0%)	$1	(0%)
Unclassified freight road transport vehicle	5,040	(2%)	15	(3%)	36	(2%)	$61	(5%)

Table 1.2.
U.S. Vehicle Fire Problem, by Type of Vehicle
2003-2007 Annual Averages
(Continued)

Vehicle Type	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Rail vehicles	1,290	(0%)	0	(0%)	6	(0%)	$28	(2%)
Box, freight, or hopper car	410	(0%)	0	(0%)	0	(0%)	$2	(0%)
Engine or locomotive	320	(0%)	0	(0%)	3	(0%)	$20	(1%)
Maintenance equipment car including caboose or crane	160	(0%)	0	(0%)	0	(0%)	$1	(0%)
Diner or passenger car	140	(0%)	0	(0%)	2	(0%)	$0	(0%)
Container or piggyback car	50	(0%)	0	(0%)	0	(0%)	$0	(0%)
Rapid transit car or self-powered trolley	40	(0%)	0	(0%)	0	(0%)	$0	(0%)
Tank car	20	(0%)	0	(0%)	0	(0%)	$0	(0%)
Unclassified rail transport vehicle	150	(0%)	0	(0%)	0	(0%)	$3	(0%)
Water vehicles	2,050	(1%)	3	(1%)	95	(6%)	$41	(3%)
Boat under 65 feet	1,440	(1%)	1	(0%)	74	(5%)	$25	(2%)
Personal water craft	280	(0%)	0	(0%)	13	(1%)	$1	(0%)
Sailboat	60	(0%)	1	(0%)	3	(0%)	$1	(0%)
Boat or ship 65 feet or more and under 1,000 tons	60	(0%)	0	(0%)	0	(0%)	$4	(0%)
Commercial fishing or processing vessel	40	(0%)	1	(0%)	2	(0%)	$2	(0%)
Barge, petroleum balloon or towable water vessel	30	(0%)	0	(0%)	0	(0%)	$6	(0%)
Cargo or military ship of 1,000 tons or more	10	(0%)	0	(0%)	1	(0%)	$0	(0%)
Cruise liner or passenger ship of 1,000 tons or more	0	(0%)	0	(0%)	0	(0%)	$0	(0%)
Tank ship	0	(0%)	0	(0%)	0	(0%)	$0	(0%)
Unclassified water transport vessel	120	(0%)	0	(0%)	2	(0%)	$2	(0%)

Table 1.2.
U.S. Vehicle Fire Problem, by Type of Vehicle
2003-2007 Annual Averages
(Continued)

Vehicle Type	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Aircraft	310	(0%)	29	(6%)	21	(1%)	$44	(3%)
Personal, business, or utility aircraft under 12,500 pounds	160	(0%)	18	(4%)	12	(1%)	$6	(0%)
Jet or turbine-powered fixed wing commercial aircraft	40	(0%)	1	(0%)	1	(0%)	$15	(1%)
Personal, business, or utility aircraft of 12,500 pounds or more	30	(0%)	5	(1%)	4	(0%)	$12	(1%)
Propeller-driven or turboprop fixed-wing commercial aircraft	30	(0%)	0	(0%)	0	(0%)	$1	(0%)
Military fixed-wing aircraft	10	(0%)	1	(0%)	1	(0%)	$8	(1%)
Non-military helicopter or gyrocopter	10	(0%)	1	(0%)	0	(0%)	$1	(0%)
Military non-fixed-wing aircraft	0	(0%)	0	(0%)	0	(0%)	$0	(0%)
Balloon	0	(0%)	0	(0%)	0	(0%)	$0	(0%)
Unclassified air transport vehicle	30	(0%)	3	(1%)	2	(0%)	$1	(0%)
Industrial, agricultural and construction vehicles	9,510	(3%)	4	(1%)	46	(3%)	$182	(14%)
Agricultural vehicle including baler or chopper	3,710	(1%)	2	(0%)	13	(1%)	$51	(4%)
Construction vehicle including bulldozer, shovel grader, scraper, trencher and plow	1,930	(1%)	1	(0%)	7	(0%)	$45	(3%)
Industrial loader, fork lift, tow motor or stacker	1,240	(0%)	0	(0%)	12	(1%)	$26	(2%)
Timber harvest vehicle	510	(0%)	0	(0%)	1	(0%)	$21	(2%)
Crane	90	(0%)	0	(0%)	1	(0%)	$5	(0%)
Unclassified industrial, agricultural or construction vehicle	2,030	(1%)	1	(0%)	12	(1%)	$34	(3%)

Table 1.2.
U.S. Vehicle Fire Problem, by Type of Vehicle
2003-2007 Annual Averages
(Continued)

Vehicle Type	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Miscellaneous vehicles	6,250	(2%)	3	(1%)	30	(2%)	$24	(2%)
Home or garden vehicle	1,490	(1%)	1	(0%)	17	(1%)	$2	(0%)
Mechanically moved shipping container	70	(0%)	0	(0%)	0	(0%)	$0	(0%)
Armored vehicle	30	(0%)	0	(0%)	1	(0%)	$0	(0%)
Aerial tramway vehicle	10	(0%)	0	(0%)	0	(0%)	$0	(0%)
Missile, rocket or space vehicle	0	(0%)	0	(0%)	0	(0%)	$0	(0%)
Unclassified mobile property	4,660	(2%)	2	(1%)	13	(1%)	$21	(2%)
Total	**287,000**	**(100%)**	**480**	**(100%)**	**1,525**	**(100%)**	**$1,342**	**(100%)**

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest ten, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Vehicle fires in which the mobile property type was unknown or not reported were allocated proportionally among fires with known mobile property type. Structure fires in which mobile property was involved are not included in this table.

Source: NFIRS 5.0 and NFPA survey.

The U.S. Highway Vehicle Fire Problem

267,600 highway vehicle fires, on average, were reported per year in 2003-2007.
In 2003-2007, the estimated average of 267,600 highway vehicle fires reported to U.S. fire departments per year caused an estimated annual average of 441 civilian deaths, 1,326 civilian fire injuries and $1.0 billion in direct property damage. On average, 31 highway vehicle fires were reported per hour. These fires killed one person a day. Overall, highway vehicles fires were involved in 17% of reported U.S. fires, 12% of U.S. fire deaths, 8% of U.S. civilian fire injuries, and 9% of the direct property damage from reported fires.

Definitions

Vehicle fire: A fire involving any type of mobile property such as cars, trucks and other highway vehicles; boats and ships; railroad and mass-transit vehicles; aircraft; and agricultural, construction and yard vehicles is considered a vehicle fire. A vehicle that burns inside a structure is counted as a vehicle fire if the structure was not involved. If the structure becomes involved, the incident is counted as a structure fire. A fire in mobile property used as a structure is considered a structure fire.

Highway vehicle fire: A fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Passenger road vehicles are designed primarily to carry people on roadways. These include cars, buses, recreational vehicles, and motorcycles. Pick-up trucks are groups with trucks, not passenger road vehicles.

Highway vehicle fires hit a new low in 2008.
Table 2.1 shows that in 2008, highway vehicle fires hit their lowest total since 1980, the first year of available data. In 2008, an estimated 207,000 highway vehicle fires caused 350 civilian fire deaths, 850 civilian fire injuries, and $1.2 billion in direct property damage. From 1980 to 2008, these fires fell a cumulative 55%. Structure fires fell 52% during the same period. From 2007 to 2008, highway vehicle fires fell 9%. The trend data in this section is based on national estimates from the NFPA survey only. Detailed analysis about the types of vehicles and circumstances of the fires derived from NFPA's annual fire department experience survey and data from Version 5.0 of the U.S. Fire Administration's (USFA's) National Fire Incident Reporting System (NFIRS). These estimates include a proportional share of vehicle fires in which the mobile property type was unknown or not reported.

Civilian deaths from highway vehicle fires fell 4% from 365 in 2007 to 350 in 2008, two consecutive years of record lows. The 2008 death toll was 46% lower than the 650 reported in 1980. Civilian injuries in highway vehicle fires fell 43% from 1,500 in 2007 to 850 in 2008. From 1980 to 2008, these injuries fell a cumulative 70%. Total direct property damage, adjusted for inflation, rose 4% from 2007 to 2008 but fell 3% since 1980. The average loss per fire, adjusted for inflation, rose 14% from 2007 to 2008 and more than doubled since 1980.

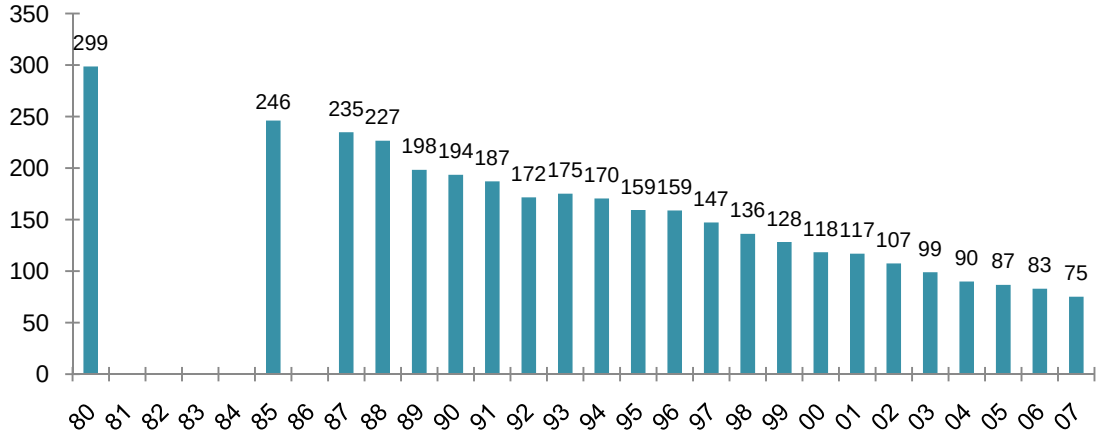
The 2003-2007 statistics that follow include a proportional allocation of fires in which the mobile property type was unknown or not reported and are based on data collected in NFIRS 5.0 only.

Highway vehicles were involved in the vast majority of vehicle fires and losses.
Table 1.2 showed that in 2003-2007, highway vehicles were involved in 93% of the 287,000 vehicle fires reported annually, 92% of the 480 associated fire deaths, 87% of the 1,525 associated injuries, and 76% of the $1.3 billion in direct property damage reported per year. Table 2.2 shows that automobiles or passenger cars were involved in 71% of the *highway vehicle* fires, unclassified passenger road vehicle fires in 17%, and trucks or freight road vehicles in 9%. The NFIRS coding system does not have a separate category for sport utility vehicles.

90 highway vehicle fires were reported per billion miles driven.
According to the U.S Federal Highway Administration data, roughly 2,980 billion miles were driven, on average, per year on U.S. roads during 2003-2007.[10] Roughly 90 highway vehicle fires and 0.15 highway vehicle fire deaths were reported per billion miles driven.

The number of miles driven by highway vehicles has steadily increased over time from 1,775 billion in 1980 to 3,030 billion in 2007. Figure 2.1 shows that the number of fires per billion miles driven has fallen 75% from 299 in 1980 to 75 in 2007. The decline has been fairly steady over time.

Figure 2.1. Highway Vehicle Fires per Billion Miles Driven

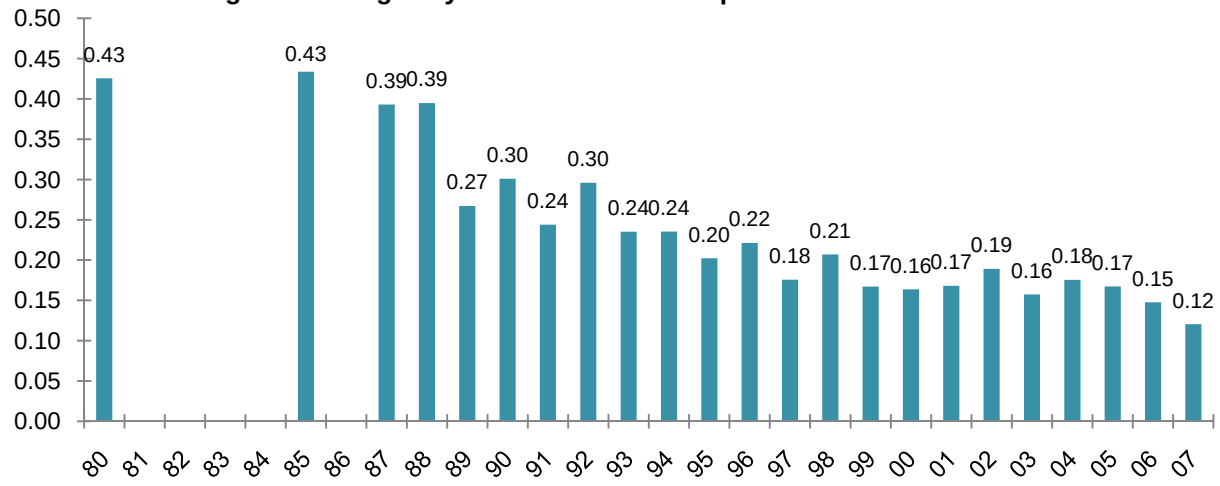


Source: NFPA survey and Federal Highway Administration Data from *Statistical Abstract of the United States.*

[10] U.S. Census Bureau, *Statistical Abstract of the United States: 2010,* 129th edition, Washington DC, 2009, Table 1065, "Motor Vehicle Distance Traveled by Type of Vehicle: 1970 to 2007.from U.S. Federal Highway Administration's *Highway Facts.*

Figure 2.2 shows that the highway vehicle fire deaths per billion miles driven fell 72% from 0.43 in 1980 to 0.12 in 2007. However, the decline was much less steady. A sharp drop was seen from 1988 to1989 and the early 1990s. The rate has been generally heading downward since then with some fluctuation.

Figure 2.2. Highway Vehicle Fire Deaths per Billion Miles Driven



Source: NFPA survey and Federal Highway Administration Data from *Statistical Abstract of the United States.*

Highway vehicle fires tend to be more common in the summer.
Table 2.3 shows that the peak month for these fires was July. August ranked second and June ranked third. February had the smallest number of fires. Friday was the peak day of the week for these fires; Monday and Saturday ranked second. The fewest fires occurred on Sunday. (See Table 2.4.)

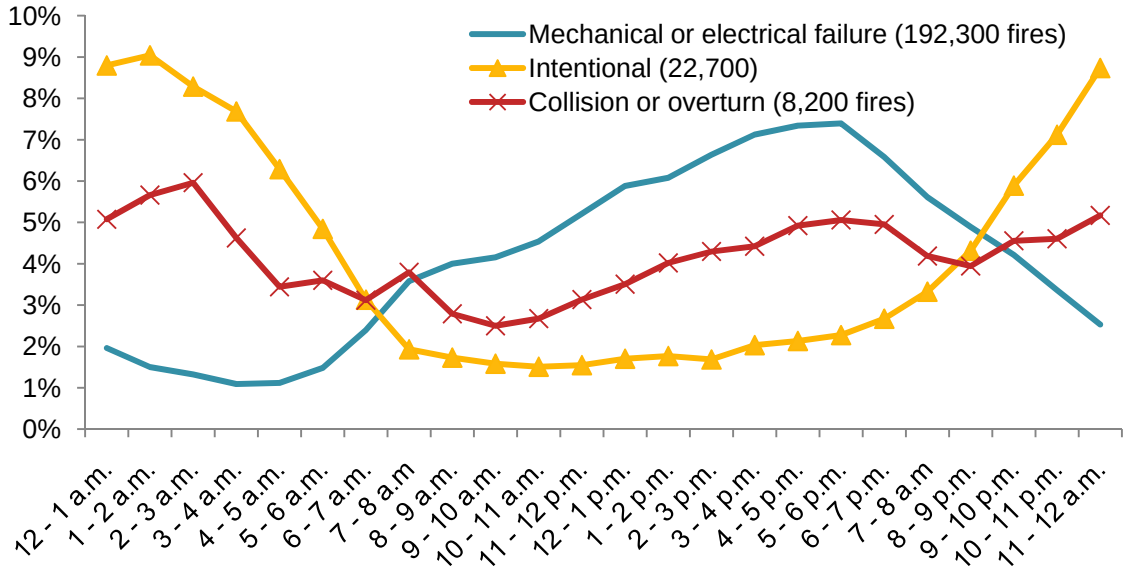
Vehicle fire times correlate with times vehicles are in use and vary by fire cause.
Table 2.5 shows that highway vehicle fire times appear to be correlated with the times vehicles are in use. The smallest number of fires occurred between 5:00 and 6:00 a.m. Fires increased steadily as the day moved on, peaking between 4:00 and 6:00 p.m. (perhaps related to rush hour traffic). From that point forward, fires steadily decreased. This pattern is very similar to the time of day pattern for home structure fires except that the peak time for fires in homes was during the 5:00-7:00 p.m. period when the returning household members may turn up the heat and cook the evening meal.[11]

Only 15% of the highway vehicle fires occurred between 1:00 and 6:00 a.m., but these hours accounted for one-third (33%) of the highway vehicle fire deaths. The 2001 National Household Travel Survey collected information about the time of day people were on the road in a vehicle. Only 2% of all person trips began during these hours.[12]

[11] Marty Ahrens. *Home Structure Fires*, Quincy, MA: NFPA, Fire Analysis and Research Division, 2010, p. 28.
[12] Pat S. Hu and Timoth R. Reuscher. *Summary of Travel Trends: 2001 National Household Travel Survey,* Prepared for U.S. Department of Transportation Federal Highway Administration, Washington, DC, 2004. Table 28, p. 49, accessed at http://nhts.ornl.gov/2001/pub/STT.pdf on June 3, 2010.

Table 2.6 and Figure 2.3 show that the time a highway vehicle fire occurs varies with the cause of the fire. Intentional highway vehicle fires are most common late at night and in the earliest morning hours.

Figure 2.3. Highway Vehicle Fires by Causal Factors and Alarm Time 2003-2007 Annual Averages



Source: NFIRS 5.0 and NFPA survey.

Although vehicle fires resulting from collision or overturns also peaked between 1:00 and 3:00 a.m., the peak was not as high and the variation by time of day smaller. Fires resulting from mechanical or electrical failures or malfunctions begin increasing in frequency with the morning commute, peaking between 2:00 and 7:00 p.m.

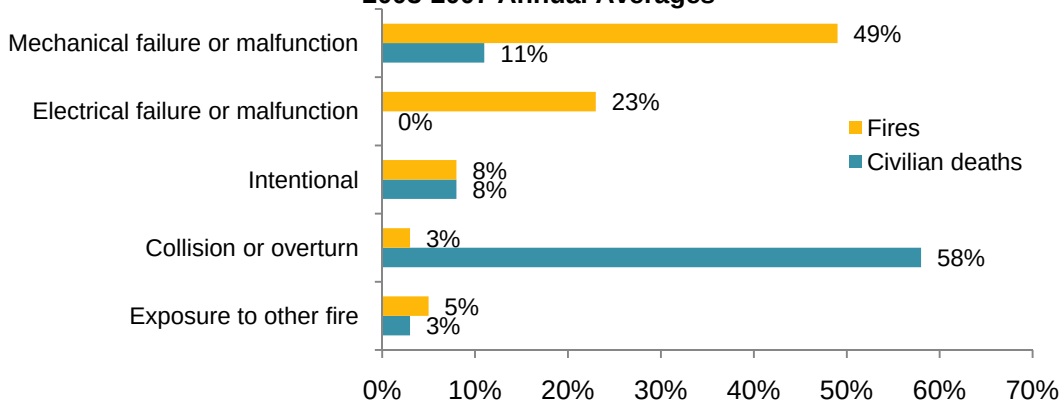
Most highway vehicle fires occurred on road or parking properties.
Table 2.7 shows that the two-thirds (68%) of the highway vehicle fires occurred on some type of highway, street or parking area, including 33% on streets (including residential, commercial and unclassified), roads or driveways, and 17% in parking lots or parking areas. The 19% that occurred on highways or divided highways accounted for 48% of the associated fire deaths, suggesting a possible association of fatal vehicle fire with higher rates of vehicle speed.

Cause profile differs for fatal vs. non-fatal vehicle fires.
Figure 2.4 provides a summary of causal factors pulled from Tables 2.8 and 2.9, the NFIRS 5.0 fields for cause of ignition and factors contributing to ignition. These causal factors are not mutually exclusive. They are discussed in more detail on the following pages.

Eight percent of the highway vehicle fires were intentionally set.
Table 2.8 shows that during 2003-2007, an annual average of 22,700 intentionally set highway vehicle fires (8%) caused 8% of the highway civilian vehicle fire deaths, 5% of the civilian fire injuries, and 15% of the associated property damage. In earlier versions of NFIRS, the two codes of incendiary and suspicious had generally been grouped together when discussing arson. NFIRS 5.0 has eliminated the code for suspicious and replaced the term "incendiary" with

"intentional." Due to inconsistent definitions, tracking trends of vehicle arson across the different versions is problematic.

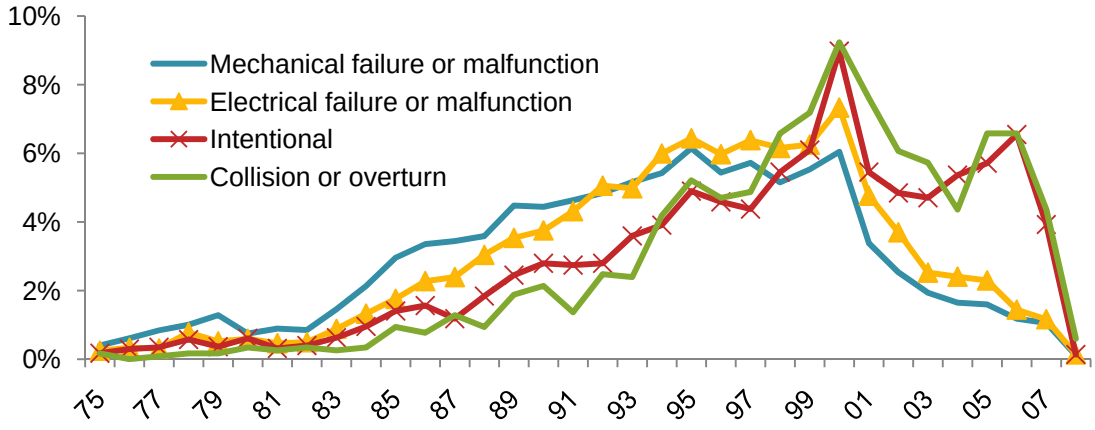
Figure 2.4. Highway Vehicle Fires and Deaths by Fire Causal Factors 2003-2007 Annual Averages



Source: NFIRS 5.0 and NFPA survey.

Figure 2.5 shows that highway vehicles that were intentionally ignited or that burned after a collision or overturn tended to be newer than those that resulted from mechanical or electrical failures. For example, 11% of the intentional highway vehicle fires and 12% of the collision or overturn related fires in 2007 involved vehicles of model year 2006 or later. In contrast, only 2% of the fires resulting from mechanical failures or malfunctions and 3% of the fires resulting from electrical failures or malfunctions were in these newer vehicles. In 2007, vehicles with model years of 1999 or earlier accounted for 81% of the fires from mechanical problems, 74% of the incidents associated with electrical failures, but only 54% of the intentionally set fires, and 49% of the collision or overturn related fires. The percentages were calculated based on vehicles with valid model years of 1975 or later.

Figure 2.5. Model Year of 2007 Vehicle Fires, by Fire Causal Factor



Source: NFIRS 5.0 and NFPA survey.

A 1994 survey by the U.S. Energy Administration found that newer vehicles tended to be driven more than older ones. Vehicles with model years of 1994 or 1995 in 1994 were driven 1.7 times as many miles per vehicle than vehicles that were at least 14 years old. The authors noted that in

a 1988 survey, newer cars were driven more than twice as many miles as vehicles at least 14 years old, suggesting that the ratio had been even larger in the past.[13] These differences in miles driven suggest that the risk of a mechanical or electrical problem in older cars is even higher because these vehicles are driven less.

3 of every 5 highway vehicle fire deaths occurred in fires caused by collisions or overturns.
Table 2.9 shows that collisions or overturns were factors contributing to the ignition in only 3% of the fires in this group, but these fires caused 58% of these vehicle fire deaths. Collisions or overturns were contributing factors in an average of 8,200 highway vehicle fires per year. These fires resulted in an average of 255 fire deaths per year. Roughly one of every 32 highway vehicle *fires* in which a collision or overturn was a factor resulted in death. This is *not* the same as saying that roughly one of every 32 highway vehicle *collisions* resulted in death. Nevertheless, it is very clear that highway vehicle fires caused by collision or overturn have a high fatality rate.

Twelve percent of highway vehicle fires started by collisions or overturns in 2007 involved model years of 2006 or later.

According to National Highway Traffic Safety Administration's (NHTSA's) *Traffic Safety Facts 2008*, fires were seen in 14,000, or 0.1%, of the highway vehicle crashes in 2008. However, fire was associated with 1,522, or 3.0%, of the fatal crashes that year.[14] These fatal crash figures are much higher than NFPA's total vehicle fire death estimates, possibly because no distinction is made about the cause of death. NHTSA's estimate of fires associated with crashes is also higher than NFPA's. It is possible that some of the crash fires in NFIRS were captured under other codes, such as unclassified. It is also possible that some of these incidents were never reported to local fire departments and were handled exclusively by police. Some of the fires in NHTSA may not have involved crashes. Unfortunately, a conclusive explanation for the difference is not available at this time.

Mechanical or electrical failures caused almost 3/4 of highway vehicle fires, but only 1/9 of the deaths.
Table 2.9 also shows that some form of mechanical failure or malfunction, such as leaks or breaks, backfires, or worn-out parts, contributed to 49% of the highway vehicle fires and 11% of the associated deaths reported in 2003-2007. Leaks or breaks were factors in 11% of the fires and 8% of the associated deaths.

Electrical failures or malfunctions contributed to 23% of the highway vehicle fires but less than 1% of the associated deaths. The heat source was identified as arcing in 16% of the highway vehicle fires. (See Table 2.10.)

[13] U.S. Energy Information Administration. *Household Vehicles Energy Consumption 1994,* Washington, DC, 1997, p. 18, accessed at http://tonto.eia.doe.gov/ftproot/consumption/046494.pdf on June 3, 2010.
[14] The National Highway Traffic Safety Administration, National Center for Statistics and Analysis, U.S. Department of Transportation, *Traffic Safety Facts 2008: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System,* p. 68, online at http://www-nrd.nhtsa.dot.gov/Pubs/811170.PDF.

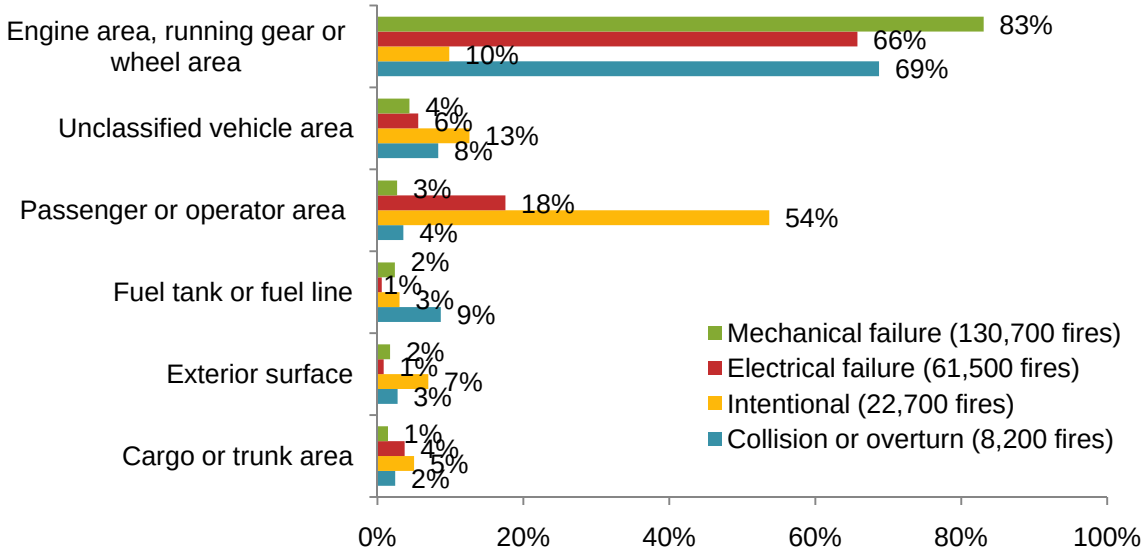
Five percent of the highway vehicle fires were caused by exposure to other fires. These incidents caused 3% of the associated civilian deaths.

Older vehicles were more likely to have a fire caused by equipment failure. In 2007, only 2% of vehicles involved in fires resulting from mechanical failure were model year 2006 or later. Three percent of the 2007 fires resulting from electrical failures were model year 2006 or later. In 2007, vehicles with model years of 1999 or earlier accounted for 81% of the fires from mechanical problems and 74% of the incidents associated with electrical failures.

Fires started most often in the engine, running gear or wheel area, but fuel tank or fuel line fires caused a disproportionate share of the deaths.
Almost two-thirds (64%) of the highway vehicle fires began in the engine, running gear, or wheel area. Table 2.11 shows that 35% of the civilian fire deaths, 46% of the civilian fire injuries, and 53% of the direct property damage resulted from fires that originated in this type of area. Only 2% of the highway vehicle fires started in the fuel tank or fuel line area, but these fires caused 18% of the associated deaths.

The leading areas of origin for highway vehicle fires varied by the cause of the fire.
Figure 2.6 and Table 2.12 show that 69% of the highway vehicle fires resulting from collisions or overturns began in the engine, running gear, or wheel area. Forty-two percent of the collision or overturn fire fatalities resulted from fires beginning in these areas. Twenty-three percent of the collision or overturn fire deaths resulted from the 9% of fires originating in the fuel tank or fuel line.

Figure 2.6. Area of Origin in 2003-2007 Vehicle Fires, by Fire Causal Factor



Source: NFIRS 5.0 and NFPA survey.

Table 2.13 shows that more than half (54%) of the intentionally set highway vehicle fires originated in the operator or passenger area. Eighty-three percent of the highway vehicle fires resulting from a mechanical failure or malfunction originated in the engine, running gear or

wheel area. (See Table 2.14.) While 66% of the incidents resulting from electrical failures or malfunctions started in the engine, running gear or wheel area, Table 2.15 shows that 18% started in the operator or passenger area.

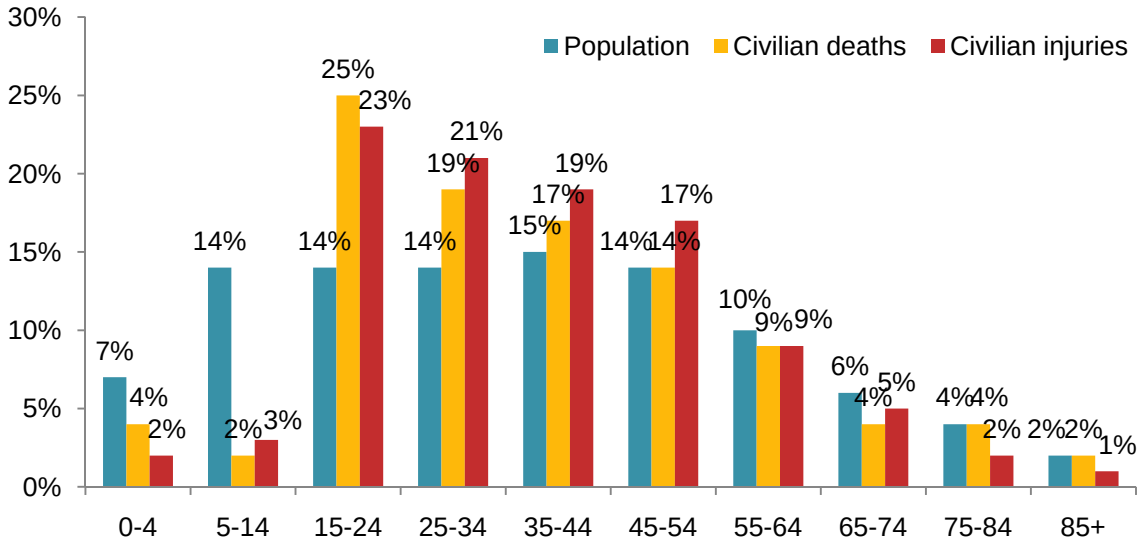
Table 2.16 shows that more than one-quarter (29%) of the highway vehicle fires began with the ignition of flammable or combustible liquids or gases (including fuel and accelerants), piping, or filters. These fires caused 68% of the civilian deaths and 56% of the injuries. Twenty-one percent of the total highway vehicle fires began with the ignition of a flammable or combustible liquid or gas in or escaping from a combustion engine. Thirty-nine percent of the associated deaths resulted from this scenario.

Electrical wire or cable insulation was the item first ignited in 28% of the highway vehicle fires. These fires accounted for only 1% of the associated deaths and 14% of the associated injuries.

Table 2.17 shows that in 49% of the fires starting with a flammable or combustible liquid or gas, piping or filter, gasoline was the type of material first ignited.

Older teens and young adults are at highest risk of highway vehicle fire death.
Although only 14% of the U.S. population was between 15 and 24 years of age in 2003-2007, Figure 2.7 and Table 2.18 show that 25% of the people killed in highway vehicle fires during these years were in this age group, giving them a risk of vehicle fire death nearly twice that of the general population. This group also had the highest risk of vehicle fire injury. Young adults between 25 and 34 had the second highest risk of vehicle fire death and injury. In 2008, teens and young adults ages 15-24 had the highest overall motor vehicle accident death rates, followed closely by people aged 75 or older.[15]

Figure 2.7. Highway Vehicle Civilian Fire Deaths and Injuries by Victim's Age Group 2003-2007



Source: NFIRS 5.0 and NFPA survey; U.S. Census data

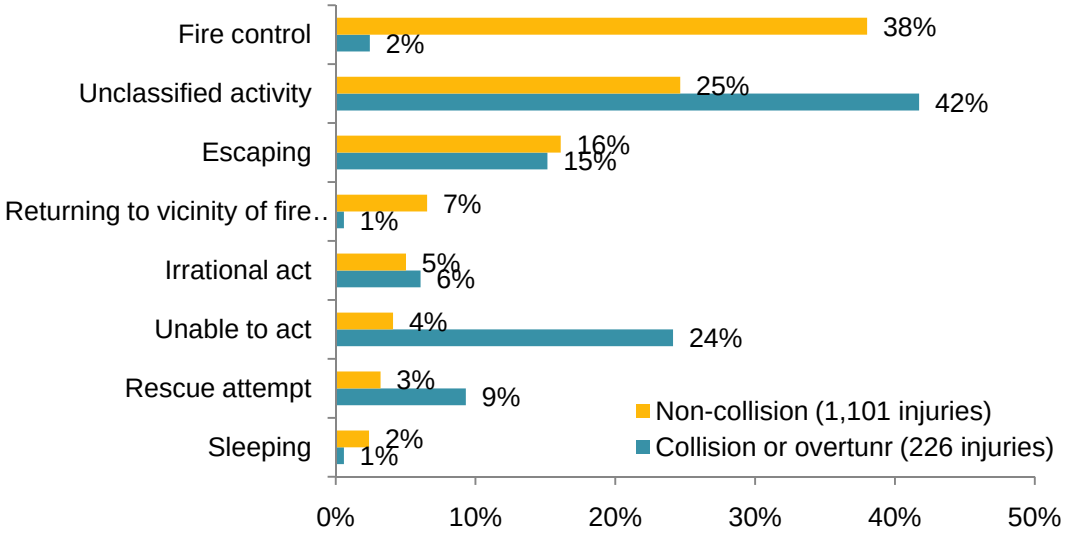
[15] National Safety Council. *Injury Facts ®, 2010 Edition*, Itasca, IL, 2010, p. 92.

Males are at greater risk of vehicle fire death and injury.
Seventy-eight percent of the people who died from highway vehicle fires and 79% of those who were non-fatally injured were male. This is a far greater gender difference than is seen among home fire victims. Fifty-six percent of home fire fatalities were male, as were 53% of those who were non-fatally injured.[16]

One-third of non-fatal highway vehicle fire injuries occurred when civilians attempted to fight the fire themselves.
Almost half (46%) of the people who died of highway vehicle fires in 2003-2007were unable to act at the time of the fire. The victim's activity at time of injury was unclassified in 38% of the highway vehicle fire deaths. Six percent of the victims were acting irrationally; 5% were escaping. It is possible that activity at time of injury may also include the immediate moments before the fire started. Table 2.19 shows that one-third (35%) of the people who sustained non-fatal injuries in these fires were engaged in fire control activities when they were injured, 25% were engaged in unclassified activities, 17% were escaping, 6% were unable to act, and 5% were acting irrationally.

1/4 of non-fatally injured victims of collision fires were unable to act.
Figure 2.8 shows that 38% of the civilians who were non-fatally injured in highway vehicle fires that did not result from collision or overturn were fighting the fire themselves when injured. Only 2% of those injured in fires following collisions or overturns were injured when fighting the fire. One-quarter (24%) of the civilians injured in collision or overturn vehicle fires were unable to act compared to only 4% of those injured in vehicle fires due to other factors. In these figures, "collision" includes both collisions and overturns.

Figure 2.8. Non-Fatal Highway Vehicle Fire Injuries Resulting Collision and Non-Collision Fires by Activity when Injured: 2003-2007



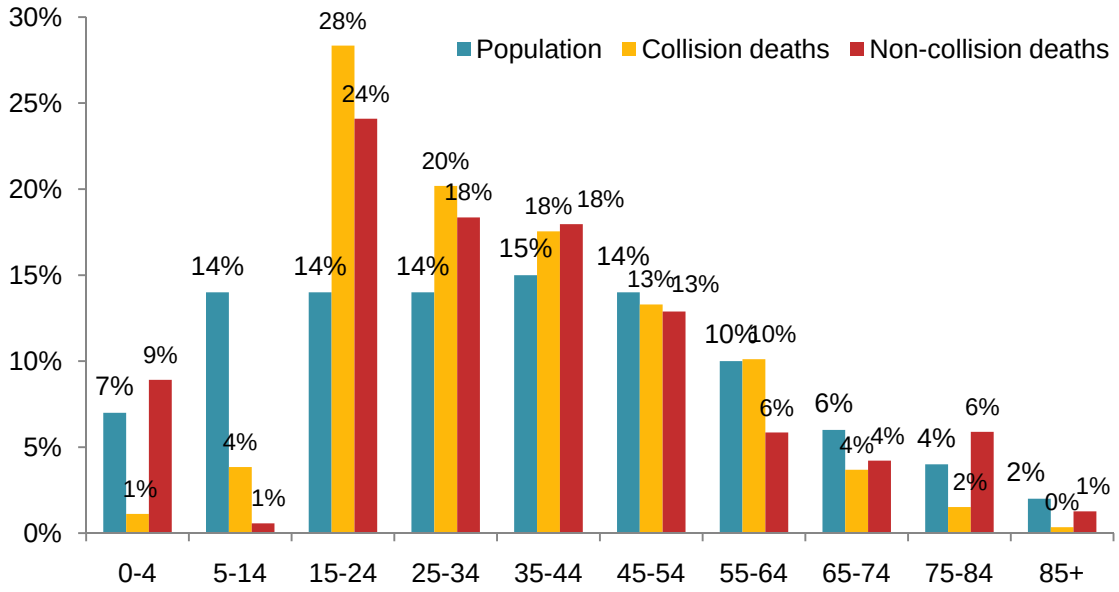
Source: NFIRS 5.0 and NFPA survey.

[16] Jennifer D. Flynn. C*haracteristics of Home Fire Victims*, Quincy, MA: NFPA, Fire Analysis and Research Division, March 2010, p. 5.

More than half of highway vehicle fire deaths resulted from burns *and* smoke inhalation. Table 2.20shows that 55% of the civilian fire deaths and 13% of the non-fatal civilian injuries from highway vehicle fires resulted from a combination of burns and smoke inhalation. Twenty-one percent of the deaths and 47% of the non-fatal injuries were caused by thermal burns only. Internal trauma was the primary apparent symptom in 6% of the deaths and less than 1% of the injuries. Smoke inhalation was the primary symptom in 6% of the deaths and 16% of the injuries.

Risk of vehicle fire death by age group varies by fire cause.
The 15-24 age group was at the highest risk of death from both fires resulting from collisions or overturns and vehicle fires or other causes. While children under five face a very low risk of fire death following a collision or overturn, Table 2.21 and Figure 2.9 show that, compared to the general population, these children face an elevated risk of death in vehicle fires in which collisions or overturns were not factors. The percentage of older adult fire deaths was also a greater share of the non-collision, non-overturn fire deaths than of fire deaths that followed a collision or overturn. These percentages were calculated from deaths with known factors contributing to ignition.

Figure 2.9. Collision vs. Non-Collision Vehicle Fire Deaths by Age Group 2003-2007



Source: NFIRS 5.0 and NFPA survey; U.S. Census data

A paper presented at the Society of Automotive Engineers' (SAE's) World Congress examined the circumstances of fire deaths from vehicle fires that did not result from collisions or overturns.[17] Examples of fires in the report suggest that limited mobility played a role in some deaths.

[17] Marty Ahrens. "Vehicle Fire Deaths Resulting from Fires Not Caused by Collisions or Overturns: How Do They Differ from Collision Fire Deaths?" SP-2166 Fire Safety, 2008, Warrendale, PA: SAE International.

The National Transportation Safety Board (NTSB) found that it took between 1½ and 2 hours to get the assisted living residents on board the bus that burned on September 23, 2005 in Wilmer, Texas during the evacuation from Hurricane Rita, killing 23 passengers. Twenty-two wheelchairs and five walkers were also loaded. Cognitive and mobility impairments were among the factors contributing to the deaths.[18]

Other incidents came from reports in NFPA's files. In June 2002, three of four children, ages 1½ to 4, properly restrained in car seats, died in a Minnesota day care van fire. A mechanical failure started the fire in the fuel tank area under the 1994 van. The driver was only able to get one child out before the fire became too intense. In 2000, two passengers in wheelchairs died in a Maryland handicapped transport van fire that began in the van's interior. The seven passengers in conventional seats and the driver were able to escape. Six shackled prisoners died in a 1997 Tennessee prison van fire.

Other incidents involved improper transport. In 2004, a man died when gasoline was carried inside a car in Arizona. In a 1998 Colorado fire, a man died after gasoline in a milk container on the car seat ignited in a flash fire. Other incidents involved people using vehicles for shelter and makeshift arrangements for heat and electricity.

Appendix B contains a collection previously published incident descriptions about highway vehicle fires that followed collisions or overturns. Appendix C contains a collection of vehicle fire incidents that were not preceded by collision or overturn.

Bus Fires

Buses carry more passengers than other highway vehicles. The 2005 Wilmer, Texas bus fire that claimed 23 lives drew national attention to bus fire safety. A fairly detailed statistical analysis of bus fires was done in 2006 in response.[19] A few key points are updated here.

In 2003-2007, U.S. fire departments responded to an average of 2,400 fires involving buses, school buses, or trackless trolleys per year. These fires caused an average of seven civilian deaths, 27 civilian injuries, and $26 million in direct property damage annually. On average, nine such fires were reported every day.

Table 2.22 shows that only 4% of the bus fires were intentionally set. Table 2.23 shows that some form of mechanical failure or malfunction was a factor in 62% of these fires, including leaks or breaks (13%) and worn out (5%). Electrical failures or malfunctions played a role in 24% of these fires. Seventy percent of these fires began in the engine area, running gear or wheel area and 12% began in the operator or passenger area. (See Table 2.24.) Twenty-nine percent of these fires began with the ignition of electrical wire or cable insulation. Flammable or combustible liquids or

[18] National Transportation Safety Board. Motor coach Fire during Hurricane Rita Evacuation on Interstate 45 near Wilmer, Texas: September 23, 2005. Highway Accident Report NTSB/HAR – 07/01 PB 2007- 916202, 2007.
[19] See Ahrens, Marty. *Vehicle Fires Involving Buses and School Buses*, Quincy, MA: National Fire Protection Association, August 2006.

gases or associated parts were first ignited in 27%. An unclassified item was first ignited in 18%; 11% started with the ignition of a tire. (See Table 2.25.)

According to the U.S Federal Highway Administration data, buses were driven roughly 6.8 billion miles, on average, per year on U.S. roads during 2003-2007.[20] Roughly 318 highway bus fires were reported per billion miles driven. This was roughly 3.5 times the rate for all highway vehicles combined.

Preventing Vehicle Fires

A variety of organizations are concerned about vehicle fires.
Two chapters in the 20th edition of NFPA's *Fire Protection Handbook,* "Passenger Vehicle Fires" by Long et al., and "Fire Safety in Commercial Vehicles" discuss the different agencies and organizations trying to prevent vehicle fires.[21]

Some of the relevant NFPA codes and standards include NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages;* NFPA 385, *Standard for Tank Vehicles for Flammable and Combustible Liquids;* and NFPA 1192 *Standard on Recreational Vehicles.* A new document, NFPA 556, *Guide on Methods for Evaluating Fire Hazard to Occupants of Passenger Road Vehicles,* has been proposed. The deadline for proposals was December 1, 2008 and the document is in the annual 2010 cycle. NFPA 556 can be viewed on NFPA's web site, www.nfpa.org.

The SP Technical Research Institute of Sweden is organizing a new, biannual international conference, FIVE (Fires in Vehicles) to share information about road and rail vehicle fires and safety. The conference will be held September 29-30, 2010 in Gothenburg, Sweden. For more information, see http://www.firesinvehicles.com/en/Sidor/default.aspx.

The Society of Automotive Engineers (SAE) sponsored its first program on fire safety at its 2005 World Congress in Detroit in April 2005 and has included several sessions on fire every year since then. More information may be found at www.sae.org.

The Motor Vehicle Fire Research Institute funds and compiles research on many different aspects of automobile fire safety. Final reports and descriptions of ongoing projects can be found at http://www.mvfri.org/.

[20] U.S. Census Bureau, *Statistical Abstract of the United States: 2010,* 129th edition, Washington DC, 2009, Table 1065, "Motor Vehicle Distance Traveled by Type of Vehicle: 1970 to 2007.from U.S. Federal Highway Administration's *Highway Facts.*
[21] R.T. Long, Jr., Jeff D. Colwell, Rose Ray, Helene L. Grossman, Ben Thomas and Robert Strassberger. "Passenger Vehicle Fires," *Fire Protection Handbook,* 20th edition, Section 21, Chapter 1, Quincy, MA: National Fire Protection Association, 2008.

The National Highway Traffic Safety Administration regulates highway vehicles and orders recalls.
Passenger road vehicles are regulated by The National Highway Traffic Safety Administration (NHTSA) of the Department of Transportation (DOT). The DOT sets minimum safety standards for new motor vehicles and motor vehicle equipment and investigates reports of defects in motor vehicles, including fire hazards. Recalls are ordered when necessary. Information about safety problems and recalls can be found at http://www-odi.nhtsa.dot.gov/.

The NHTSA has issued four fire safety-standards for new motor vehicles since it was created in 1966. The Federal Motor Vehicle Safety Standard (FMVSS) 301 was developed to reduce the danger from fuel leakage following crashes involving cars, trucks and buses weighing no more than 10,000 pounds.

Flammability standards for the materials used in the driver and passenger area of vehicles were set in Federal Motor Vehicle Safety Standard 302 to reduce the danger of interior fires caused by matches or smoking. The other two standards address vehicles using compressed natural gas.[22]

Burned/Recovered Motor Vehicle Act reduced vehicle fires 74% in Massachusetts.
As mentioned earlier, intentional motor vehicle fires cause a disproportionate share of the vehicle fire dollar loss. The Commonwealth of Massachusetts passed legislation to address the problem of vehicle arson motivated by insurance fraud. Effective August 1987, the Burned/Recovered Motor Vehicle Act required owners of burned motor vehicles to personally appear and complete a report at fire headquarters in the community where the fire occurred before the insurance company could pay their claim for fire damages. Vehicle fires in Massachusetts fell 75% from 1987 to 2008. In 1987, 41% of the Massachusetts vehicle fires were caused by arson. By 1990, 30% were incendiary or suspicious, and from 1995 to 2001, 14-17% of the vehicle fires were incendiary or suspicious. As with national data, a sharp decline in intentional fires was seen when Massachusetts began using NFIRS 5.0 in 2002 and the code for suspicious was dropped.[23,24]

Different road and vehicle configurations and alternate fuels or power sources pose challenges to emergency personnel.
Firefighters and other emergency personnel are often called to vehicle collisions with and without fire. The vast array of vehicle makes and models, the different fuel or power sources, and the different locations of batteries, airbags, and other equipment can make it difficult to conduct operations in ways that maximize the safety of vehicle occupants and the emergency personnel. These issues were addressed in a Fire Protection Research Foundation Report, *Fire Safety of the Traveling Public and Firefighters for Today's and Tomorrow's* Fleets by Milke et al. Alternate fuels are addressed in two chapters in the 20th edition of NFPA's *Fire Protection Handbook:* "Vehicle Fueling Using Gaseous Fuels," by Carl H. Rivkin, and "Fuel Cell Vehicles" by Glenn W. Scheffler and William P. Collins. NFPA and SAE are co-sponsoring the *U.S.*

[22] Larry Strawhorn, "Motor Vehicles," *Fire Protection Handbook*, 19th edition, Section 14, Chapter 1, p. 14-5, Quincy, MA: NFPA, 2003.
[23] Massachusetts Fire Incident Reporting System - 2008 Annual Report: Stow, Massachusetts, 2010, p. 1.
[24] Massachusetts Fire Incident Reporting System - 1995 Annual Report: Boston, Massachusetts, 1996, p. 44.

National Electric Vehicles Safety Standards Summit on October 19-20, 2010, at the Cobo Convention Center in Detroit, Michigan.[25]

The Fire Protection Research Foundation, with a grant from the Department of Homeland Security (DHS) and the Federal Emergency Management Agency (FEMA), is working to identify best practices for first-responders at incidents involving hybrid and totally electric vehicles (EVs). NFPA has also received funding from the U.S. Department of Energy (DOE) to create U.S. Emergency Responder Safety Training for Advanced Electric Drive Vehicles. A variety of training materials, including class-room training, webinars, videos ,and simulations will be developed to prepare responders for incidents involving advanced electric vehicles, including plug-in hybrid EVs, EVs, and fuel cell vehicles.[26]

Readers may also be interested in NFPA 52, *Compressed Natural Gas (CNG) Vehicular Fuel Systems Code.* The NFPA Standards Council created a new Hydrogen Technology Technical Committee in November of 2005 that will be responsible for producing a comprehensive hydrogen technologies safety code entitled NFPA 2 Hydrogen Technologies.

Vehicle fires in tunnels pose unusual challenges. These are discussed in Arthur G. Bendelius's *Fire Protection Handbook* chapter "Road Tunnels and Bridges." In November, 2007, a workshop was held on the state of the art and research needs for safety and security in roadway tunnels. Kathleen Almand of the Fire Protection Research Foundation prepared a report on the workshop. NFPA 502, *Standard for Road Tunnels, Bridges, and Other Limited Access Highways*, is another resource.

General Safety Tips to Prevent Vehicle Fires

AAA and NFPA offer the following safety tips:

- Have your vehicles inspected at least annually by a trained, professional technician.
- Watch for fluid leaks under vehicles, cracked or blistered hoses, or wiring that is loose, has exposed metal or has cracked insulation. Have any of these conditions inspected and repaired as soon as possible.
- Be alert to changes in the way your vehicle sounds when running, or to a visible plume of exhaust coming from the tailpipe. A louder than usual exhaust tone, smoke coming from the tailpipe or a backfiring exhaust could mean problems or damage to the high-temperature exhaust and emission control system on the vehicle. Have vehicles inspected and repaired as soon as possible if exhaust or emission control problems are suspected.
- Avoid smoking. If you must smoke, use your vehicle ashtray.

[25] NFPA and SAE News Release. "NFPA and SAE Announce National Safety Summit on the Safe Implementation of Electric Vehicles" accessed at http://www.nfpa.org/newsReleaseDetails.asp?categoryid=488&itemId=46997&cookie%5Ftest=1 on May 6, 2010.

[26] Fred Durso, Jr. "Plugged In: NFPA Develops a Program to Train Emergency Personnel on Avoiding Shock and Other Hazards from Advanced Electric-Drive Vehicles," *NFPA Journal* ®, March/April 2010.

- Drive according to posted speed limits and other traffic rules. Remain alert to changing road conditions at all times.

If a fire occurs:

- **Stop** – If possible, pull to the side of the road and turn off the ignition. Pulling to the side makes it possible for everyone to get out of the vehicle safely. Turn off the ignition to shut off the electric current and stop the flow of gasoline. Put the vehicle in park or set the emergency brake; you don't want the vehicle to move after you leave it. Keep the hood closed because more oxygen can make the fire larger.
- **Get Out** – Make sure everyone gets out of the vehicle. Then move at least 100 feet away. Keep traffic in mind and keep everyone together. There is not only danger from the fire, but also from other vehicles moving in the area.
- **Call for Help** – Call 9-1-1 or the emergency number for your local fire department. Firefighters are specially trained to combat vehicle fires. Never return to the vehicle to attempt to fight the fire yourself. Vehicle fires can be tricky, even for firefighters.

Table 2.1.
U.S. Highway Vehicle Fire Problem, by Year: 1980-2008

Year	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)	Loss in 2008 Dollars (in Millions)
1980	456,000	650	2,850	$462	$1,207
1981	453,000	770	2,900	$500	$1,181
1982	433,000	575	3,250	$525	$1,169
1983	435,500	670	3,400	$591	$1,275
1984	437,000	530	3,250	$630	$1,302
1985	437,000	770	3,250	$683	$1,363
1986	438,000	665	2,850	$673	$1,321
1987	451,000	755	2,900	$738	$1,397
1988	459,000	800	2,750	$798	$1,452
1989	415,500	560	2,750	$795	$1,380
1990	415,000	645	3,025	$825	$1,359
1991	406,500	530	2,675	$827	$1,305
1992	385,500	665	2,750	$834	$1,279
1993	402,000	540	2,400	$875	$1,302
1994	402,000	555	2,325	$961	$1,395
1995	386,000	490	2,275	$1,013	$1,429
1996	395,000	550	2,075	$1,117	$1,533
1997	377,000	450	1,950	$1,084	$1,452
1998	358,500	545	2,050	$1,129	$1,491
1999*	345,000	450	1,600	$1,149	$1,483
2000	325,000	450	1,325	$1,187	$1,483
2001	327,000	470	1,750	$1,267	$1,539
2002	307,000	540	1,700	$1,184	$1,416
2003	286,000	455	1,400	$1,101	$1,288
2004	266,500	520	1,300	$969	$1,104
2005	259,000	500	1,450	$1,049	$1,155
2006	250,000	445	1,075	$982	$1,047
2007	227,500	365	1,500	$1,082	$1,122
2008	207,000	350	850	$1,167	$1,167

* Changes introduced in 1999 with Version 5.0 of NFIRS can make it advisable to analyze data from 1999 on separately from earlier years. Most of the statistical information in the remainder of this report is presented as 2002-2005 annual averages.

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires were estimated to the nearest five hundred, civilian deaths to the nearest five, civilian injuries to the nearest twenty-five, and direct property damage was rounded to the nearest million dollars. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFPA survey. Inflation adjustments were based on the consumer price index found in the U.S. Census Bureau's *Statistical Abstract of the United States: 2010*, "Table 708, Purchasing Power of the Dollar: 1950 to 2008."

Table 2.2.
U.S. Highway Vehicle Fire Problem, by Type of Vehicle
2003-2007 Annual Averages

Vehicle Type	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Passenger road vehicles	244,000	(91%)	373	(85%)	1,157	(87%)	$776	(76%)
Automobile or passenger car	189,300	(71%)	283	(64%)	811	(61%)	$546	(53%)
Motor home, camper or bookmobile	2,900	(1%)	5	(1%)	62	(5%)	$39	(4%)
Bus, school bus, or trackless trolley	2,400	(1%)	7	(2%)	27	(2%)	$26	(3%)
Off-road recreational vehicle	1,600	(1%)	2	(0%)	11	(1%)	$6	(1%)
Motorcycle or trail bike	1,600	(1%)	2	(1%)	20	(1%)	$4	(0%)
Travel trailer designed to be towed	1,300	(0%)	2	(1%)	21	(2%)	$9	(1%)
Mobile home or building, or manufactured housing	200	(0%)	0	(0%)	3	(0%)	$2	(0%)
Collapsible camping trailer	200	(0%)	1	(0%)	4	(0%)	$1	(0%)
Unclassified passenger road vehicle	44,600	(17%)	70	(16%)	197	(15%)	$144	(14%)
Trucks or freight road vehicles	23,600	(9%)	68	(15%)	169	(13%)	$247	(24%)
Semi-trailer, with or without tractor	6,400	(2%)	30	(7%)	46	(3%)	$94	(9%)
General use truck, dump truck or fire apparatus	6,100	(2%)	8	(2%)	40	(3%)	$41	(4%)
Pickup truck or non-motorized hauling rig	3,200	(1%)	6	(1%)	21	(2%)	$14	(1%)
Garbage, waste or refuse truck	2,000	(1%)	0	(0%)	7	(1%)	$17	(2%)
Tank truck for flammable or combustible liquid or chemical cargo	400	(0%)	7	(2%)	17	(1%)	$16	(2%)
Tank truck for nonflammable cargo	300	(0%)	2	(1%)	2	(0%)	$3	(0%)
Tank truck for compressed or LP-gas	100	(0%)	0	(0%)	1	(0%)	$1	(0%)
Unclassified freight road transport vehicle	5,000	(2%)	15	(3%)	36	(3%)	$61	(6%)
Total	**267,600**	**(100%)**	**441**	**(100%)**	**1,326**	**(100%)**	**$1,023**	**(76%)**

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest ten, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest hundred thousand dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. A proportional share of vehicle fires in which the mobile property type was unknown are included in this table. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.
Source: NFIRS 5.0 and NFPA survey.

Table 2.3.
U.S. Highway Vehicle Fires, by Month
2003-2007 Annual Averages

Month	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
January	21,100	(8%)	31	(7%)	83	(6%)	$78	(8%)
February	19,500	(7%)	30	(7%)	91	(7%)	$72	(7%)
March	21,800	(8%)	38	(9%)	102	(8%)	$83	(8%)
April	22,000	(8%)	43	(10%)	114	(9%)	$81	(8%)
May	23,000	(9%)	34	(8%)	125	(9%)	$86	(8%)
June	24,100	(9%)	33	(8%)	133	(10%)	$93	(9%)
July	26,100	(10%)	34	(8%)	143	(11%)	$110	(11%)
August	24,700	(9%)	39	(9%)	127	(10%)	$93	(9%)
September	22,400	(8%)	51	(11%)	126	(10%)	$83	(8%)
October	22,100	(8%)	42	(9%)	96	(7%)	$85	(8%)
November	20,300	(8%)	32	(7%)	91	(7%)	$80	(8%)
December	20,700	(8%)	34	(8%)	94	(7%)	$80	(8%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)
Average	22,300	(8%)	37	(8%)	111	(8%)	$85	(8%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.4.
U.S. Highway Vehicle Fires, by Day of Week
2003-2007 Annual Averages

Day of Week	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Sunday	35,600	(13%)	74	(17%)	190	(14%)	$143	(14%)
Monday	39,000	(15%)	60	(14%)	178	(13%)	$162	(16%)
Tuesday	37,900	(14%)	50	(11%)	187	(14%)	$144	(14%)
Wednesday	37,600	(14%)	56	(13%)	165	(12%)	$143	(14%)
Thursday	37,800	(14%)	60	(14%)	180	(14%)	$137	(13%)
Friday	40,800	(15%)	64	(14%)	202	(15%)	$148	(14%)
Saturday	39,000	(15%)	77	(18%)	225	(17%)	$145	(14%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)
Average	38,200	(14%)	63	(14%)	189	(14%)	$146	(14%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the day of week was unknown or not reported have been allocated proportionally among fires with known day of week. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.5
U.S. Highway Vehicle Fires, by Hour of Alarm
2003-2007 Annual Averages

Hour of Alarm	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Midnight - 12:59 a.m.	8,800	(3%)	24	(5%)	40	(3%)	$48	(5%)
1:00 – 1:59 a.m.	8,100	(3%)	27	(6%)	43	(3%)	$51	(5%)
2:00 - 2:59 a.m.	7,600	(3%)	29	(6%)	36	(3%)	$45	(4%)
3:00 - 3:59 a.m.	6,800	(3%)	29	(7%)	39	(3%)	$41	(4%)
4:00 - 4:59 a.m.	6,100	(2%)	19	(4%)	23	(2%)	$39	(4%)
5:00 - 5:59 a.m.	5,900	(2%)	18	(4%)	29	(2%)	$33	(3%)
6:00 - 6:59 a.m.	6,700	(3%)	24	(5%)	28	(2%)	$31	(3%)
7:00 - 7:59 a.m.	8,500	(3%)	11	(2%)	36	(3%)	$30	(3%)
8:00 - 8:59 a.m.	9,200	(3%)	11	(3%)	41	(3%)	$33	(3%)
9:00 - 9:59 a.m.	9,500	(4%)	14	(3%)	54	(4%)	$31	(3%)
10:00 - 10:59 a.m.	10,700	(4%)	9	(2%)	46	(3%)	$38	(4%)
11:00 - 11:59 a.m.	12,000	(4%)	11	(3%)	57	(4%)	$40	(4%)
Noon - 12:59 p.m.	13,700	(5%)	13	(3%)	75	(6%)	$44	(4%)
1:00 - 1:59 p.m.	14,300	(5%)	18	(4%)	72	(5%)	$44	(4%)
2:00 - 2:59 p.m.	15,400	(6%)	20	(5%)	107	(8%)	$51	(5%)
3:00 - 3:59 p.m.	16,700	(6%)	27	(6%)	86	(7%)	$50	(5%)
4:00 - 4:59 p.m.	17,100	(6%)	18	(4%)	85	(6%)	$50	(5%)
5:00 - 5:59 p.m.	17,000	(6%)	20	(5%)	81	(6%)	$56	(5%)
6:00 - 6:59 p.m.	15,500	(6%)	14	(3%)	67	(5%)	$49	(5%)
7:00 - 7:59 p.m.	13,500	(5%)	15	(3%)	62	(5%)	$46	(4%)
8:00 - 8:59 p.m.	12,300	(5%)	16	(4%)	67	(5%)	$42	(4%)
9:00 - 9:59 p.m.	11,700	(4%)	16	(4%)	59	(4%)	$42	(4%)
10:00 - 10:59 p.m.	10,600	(4%)	19	(4%)	52	(4%)	$45	(4%)
11:00 - 11:59 p.m.	9,700	(4%)	18	(4%)	40	(3%)	$46	(4%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)
Average	11,100	(4%)	18	(4%)	55	(4%)	$43	(4%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.6.
U.S. Highway Vehicle Fires, by Hour of Alarm and Selected Causal Factors 2003-2007

Hour of Alarm	Mechanical or Electrical Failure	Intentional	Collision
Midnight - 12:59 a.m.	2%	9%	5%
1:00 – 1:59 a.m.	2%	9%	6%
2:00 - 2:59 a.m.	1%	8%	6%
3:00 - 3:59 a.m.	1%	8%	5%
4:00 - 4:59 a.m.	1%	6%	3%
5:00 - 5:59 a.m.	1%	5%	4%
6:00 - 6:59 a.m.	2%	3%	3%
7:00 - 7:59 a.m.	4%	2%	4%
8:00 - 8:59 a.m.	4%	2%	3%
9:00 - 9:59 a.m.	4%	2%	2%
10:00 - 10:59 a.m.	5%	2%	3%
11:00 - 11:59 a.m.	5%	2%	3%
Noon - 12:59 p.m.	6%	2%	4%
1:00 - 1:59 p.m.	6%	2%	4%
2:00 - 2:59 p.m.	7%	2%	4%
3:00 - 3:59 p.m.	7%	2%	4%
4:00 - 4:59 p.m.	7%	2%	5%
5:00 - 5:59 p.m.	7%	2%	5%
6:00 - 6:59 p.m.	7%	3%	5%
7:00 - 7:59 p.m.	6%	3%	4%
8:00 - 8:59 p.m.	5%	4%	4%
9:00 - 9:59 p.m.	4%	6%	5%
10:00 - 10:59 p.m.	3%	7%	5%
11:00 - 11:59 p.m.	3%	9%	5%
Total	100%	100%	100%

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Sums may not equal totals due to rounding errors. These percentages were based on known data collected in both Version 5.0 and earlier versions of NFIRS. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.7.
U.S. Highway Vehicle Fires, by Property Use
2003-2007 Annual Averages

Fixed Property Use	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Outside or special property	**198,000**	**(74%)**	**367**	**(83%)**	**937**	**(71%)**	**$747**	**(73%)**
Highway, street or parking area	182,700	(68%)	335	(76%)	855	(64%)	$668	(65%)
Residential street, road or residential driveway	52,700	(20%)	63	(14%)	251	(19%)	$169	(16%)
Highway or divided highway	50,400	(19%)	212	(48%)	278	(21%)	$235	(23%)
Vehicle parking area	45,100	(17%)	16	(4%)	172	(13%)	$155	(15%)
Street or road in commercial area	13,900	(5%)	13	(3%)	59	(4%)	$44	(4%)
Unclassified street	20,500	(8%)	31	(7%)	95	(7%)	$66	(6%)
Open land, beach or campsite	10,000	(4%)	23	(5%)	51	(4%)	$49	(5%)
Open land or field	5,700	(2%)	14	(3%)	29	(2%)	$30	(3%)
Vacant lot	2,600	(1%)	3	(1%)	5	(0%)	$11	(1%)
Graded or cared-for plot of land	1,300	(1%)	4	(1%)	8	(1%)	$6	(1%)
Residential	**15,500**	**(6%)**	**11**	**(3%)**	**123**	**(9%)**	**$61**	**(6%)**
One- or two-family home	12,100	(5%)	8	(2%)	106	(8%)	$48	(5%)
Apartment or multi-family dwelling	1,900	(1%)	0	(0%)	11	(1%)	$6	(1%)
Mercantile or business	13,700	(5%)	5	(1%)	83	(6%)	$40	(4%)
Service station or gas station	3,300	(1%)	1	(0%)	31	(2%)	$7	(1%)
Grocery or convenience store	3,000	(1%)	0	(0%)	13	(1%)	$5	(0%)
Motor vehicle or boat sales, service or repair	2,900	(1%)	1	(0%)	23	(2%)	$14	(1%)
Storage	4,100	(2%)	3	(1%)	39	(3%)	$32	(3%)
Vehicle storage, garage or fire station	3,000	(1%)	1	(0%)	30	(2%)	$23	(2%)
Public assembly	2,800	(1%)	2	(0%)	16	(1%)	$8	(1%)
Industrial, utility, defense, agriculture or mining	1,400	(1%)	3	(1%)	13	(1%)	$18	(2%)
Educational	1,100	(0%)	0	(0%)	7	(1%)	$3	(0%)
Health care, detention, and correction	700	(0%)	0	(0%)	7	(1%)	$2	(0%)
Manufacturing or processing	700	(0%)	0	(0%)	5	(0%)	$5	(1%)
Unclassified or unknown property use	29,600	(11%)	49	(11%)	97	(7%)	$106	(10%)
Total	**267,600**	**(100%)**	**441**	**(100%)**	**1,326**	**(100%)**	**$1,023**	**(100%)**

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Property damage figures are not adjusted for inflation. This table includes a proportional share of fires in which the mobile property type was unknown. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.
Source: NFIRS 5.0 and NFPA survey.

Table 2.8.
U.S. Highway Vehicle Fires, by Cause
2003-2007 Annual Averages

Cause	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Unintentional	115,000	(43%)	295	(67%)	811	(61%)	$411	(40%)
Failure of equipment or heat source	106,300	(40%)	34	(8%)	352	(27%)	$354	(35%)
Intentional	22,700	(8%)	36	(8%)	66	(5%)	$155	(15%)
Unclassified	22,600	(8%)	74	(17%)	93	(7%)	$100	(10%)
Act of nature	900	(0%)	2	(1%)	5	(0%)	$3	(0%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the cause was under investigation, undetermined or not reported were allocated proportionally among fires with known cause. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term “highway” is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.9.
Highway Vehicle Fires, by Factor Contributing to Ignition
2003-2007 Annual Averages

Factor Contributing to Ignition	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Mechanical failure or malfunction	**130,700**	**(49%)**	**49**	**(11%)**	**413**	**(31%)**	**$410**	**(40%)**
Unclassified mechanical failure or malfunction	79,400	(30%)	12	(3%)	195	(15%)	$276	(27%)
Leak or break	30,500	(11%)	36	(8%)	148	(11%)	$90	(9%)
Backfire	9,800	(4%)	0	(0%)	48	(4%)	$22	(2%)
Worn out	9,500	(4%)	0	(0%)	17	(1%)	$17	(2%)
Electrical failure or malfunction	**61,500**	**(23%)**	**2**	**(0%)**	**185**	**(14%)**	**$206**	**(20%)**
Unclassified electrical failure or malfunction	28,800	(11%)	0	(0%)	61	(5%)	$98	(10%)
Unspecified short circuit arc	16,600	(6%)	0	(0%)	63	(5%)	$61	(6%)
Short circuit arc from defective or worn insulation	6,900	(3%)	0	(0%)	14	(1%)	$18	(2%)
Short circuit arc from mechanical damage	4,100	(2%)	2	(0%)	15	(1%)	$13	(1%)
Arc or spark from operating equipment	3,400	(1%)	0	(0%)	25	(2%)	$11	(1%)
Arc from faulty contact or broken conductor	1,400	(1%)	0	(0%)	8	(1%)	$4	(0%)
Other factors	**86,400**	**(32%)**	**421**	**(96%)**	**828**	**(62%)**	**$464**	**(45%)**
Unclassified factor contributed to ignition	17,600	(7%)	63	(14%)	123	(9%)	$94	(9%)
Exposure fire	13,600	(5%)	13	(3%)	19	(1%)	$82	(8%)
Collision, knock down, run over, or overturn	8,200	(3%)	255	(58%)	226	(17%)	$88	(9%)
Heat source too close to combustibles	6,600	(2%)	8	(2%)	60	(5%)	$26	(3%)
Abandoned or discarded material or product	6,200	(2%)	3	(1%)	29	(2%)	$24	(2%)
Flammable liquid or gas spilled	5,800	(2%)	39	(9%)	109	(8%)	$27	(3%)
Unclassified misuse of material or product	5,700	(2%)	9	(2%)	53	(4%)	$21	(2%)
Unclassified operational deficiency	4,000	(2%)	2	(0%)	17	(1%)	$14	(1%)
Equipment not being operated properly	2,200	(1%)	9	(2%)	30	(2%)	$10	(1%)
Flammable liquid used to kindle fire	2,100	(1%)	5	(1%)	9	(1%)	$15	(1%)
Cutting or welding too close to combustible	1,800	(1%)	1	(0%)	23	(2%)	$4	(0%)
Installation deficiency	1,400	(1%)	0	(0%)	11	(1%)	$2	(0%)
Other known factor	11,100	(4%)	15	(3%)	120	(9%)	$57	(6%)
Total fires	**267,600**	**(100%)**	**441**	**(100%)**	**1,326**	**(100%)**	**$1,023**	**(100%)**
Total entries*	**278,700**	**(104%)**	**472**	**(107%)**	**1,426**	**(108%)**	**$1,079**	**(106%)**

* Multiple entries are allowed, resulting in sums greater than the totals.

Table 2.9.
Highway Vehicle Fires, by Factor Contributing to Ignition
2003-2007 Annual Averages
(Continued)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Property damage figures are not adjusted for inflation. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Groups are shown in descending order, and within groups, factors exceeding 1% are also shown in descending order. Group sums include all factors within the group, even when the factors were under 1% and consequently not shown. Fires in which the factor contributing to ignition was undetermined, not reported, or coded as "none" were allocated proportionally among fires with known factor contributing to ignition. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.10.
U.S. Highway Vehicle Fires, by Heat Source
2003-2007 Annual Averages

Heat Source	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Unclassified heat from powered equipment	58,500	(22%)	66	(15%)	236	(18%)	$204	(20%)
Radiated or conducted heat from operating equipment	46,100	(17%)	56	(13%)	181	(14%)	$148	(15%)
Arcing	42,600	(16%)	18	(4%)	170	(13%)	$141	(14%)
Unclassified heat source	24,100	(9%)	57	(13%)	97	(7%)	$89	(9%)
Spark, ember or flame from operating equipment	21,700	(8%)	77	(18%)	186	(14%)	$80	(8%)
Unclassified hot or smoldering object	16,700	(6%)	20	(5%)	60	(5%)	$59	(6%)
Heat or spark from friction	12,500	(5%)	65	(15%)	80	(6%)	$70	(7%)
Backfire from internal combustion engine	10,300	(4%)	1	(0%)	64	(5%)	$27	(3%)
Match	4,800	(2%)	13	(3%)	16	(1%)	$33	(3%)
Smoking materials	4,400	(2%)	13	(3%)	54	(4%)	$17	(2%)
Radiated heat from another fire	3,800	(1%)	0	(0%)	5	(0%)	$17	(2%)
Multiple heat sources including multiple ignitions	3,100	(1%)	20	(5%)	12	(1%)	$23	(2%)
Hot ember or ash	2,600	(1%)	2	(0%)	22	(2%)	$6	(1%)
Heat from direct flame or convection currents	2,500	(1%)	1	(0%)	5	(0%)	$22	(2%)
Lighter	2,300	(1%)	9	(2%)	60	(5%)	$13	(1%)
Molten or hot material	2,200	(1%)	3	(1%)	9	(1%)	$9	(1%)
Incendiary device	2,200	(1%)	0	(0%)	5	(0%)	$14	(1%)
Flame or torch used for lighting	1,800	(1%)	4	(1%)	18	(1%)	$9	(1%)
Unclassified heat spread from another fire	1,400	(1%)	3	(1%)	3	(0%)	$11	(1%)
Other known heat source	3,900	(1%)	11	(3%)	41	(3%)	$31	(3%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the heat source was undetermined or not reported were allocated proportionally among fires with known heat source. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.11.
U.S. Highway Vehicle Fires, by Area of Fire Origin
2003-2007 Annual Averages

Area of Fire Origin	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Engine area, running gear, or wheel area	170,100	(64%)	155	(35%)	615	(46%)	$540	(53%)
Operator or passenger area	37,000	(14%)	78	(18%)	232	(17%)	$192	(19%)
Unclassified vehicle area	20,400	(8%)	87	(20%)	113	(9%)	$92	(9%)
Cargo or trunk area	10,100	(4%)	9	(2%)	98	(7%)	$50	(5%)
Exterior or exposed vehicle surface	8,700	(3%)	7	(2%)	42	(3%)	$36	(4%)
Unclassified area of origin	5,400	(2%)	6	(1%)	10	(1%)	$16	(2%)
Fuel tank or fuel line	5,000	(2%)	78	(18%)	134	(10%)	$32	(3%)
On or near highway, parking lot or street	3,100	(1%)	6	(1%)	8	(1%)	$20	(2%)
Unclassified outside area	2,100	(1%)	3	(1%)	10	(1%)	$7	(1%)
Other known area	5,500	(2%)	12	(3%)	64	(5%)	$39	(4%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest ten, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the area or origin was unknown or not reported were allocated proportionally among fires with known area of origin. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term “highway” is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.12.
U.S. Highway Vehicle Fires after Collisions or Overturns, by Area of Fire Origin
2003-2007 Annual Averages

Area of Fire Origin	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Engine area, running gear or wheel area	5,600	(69%)	107	(42%)	111	(49%)	$47	(53%)
Fuel tank or fuel line	700	(9%)	59	(23%)	40	(18%)	$14	(16%)
Unclassified vehicle area	700	(8%)	47	(18%)	24	(11%)	$8	(9%)
Operator or passenger area	300	(4%)	19	(7%)	12	(5%)	$3	(3%)
Exterior or exposed surface of vehicle	200	(3%)	3	(1%)	6	(3%)	$3	(3%)
Cargo or trunk area	200	(2%)	5	(2%)	15	(7%)	$6	(7%)
On or near highway, parking lot or street	200	(2%)	7	(3%)	4	(2%)	$2	(3%)
Unclassified area of origin	100	(1%)	3	(1%)	1	(0%)	$0	(0%)
Other known area	200	(3%)	5	(2%)	12	(5%)	$5	(6%)
Total	8,200	(100%)	255	(100%)	226	(100%)	$88	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the area or origin was unknown or not reported were allocated proportionally among fires with known area of origin. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.13.
U.S. Intentionally Set Highway Vehicle Fires, by Area of Fire Origin
2003-2007 Annual Averages

Area of Fire Origin	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Operator or passenger area	12,200	(54%)	20	(55%)	36	(54%)	$77	(49%)
Unclassified vehicle area	2,900	(13%)	2	(7%)	5	(8%)	$18	(11%)
Engine area, running gear or wheel area	2,200	(10%)	2	(5%)	3	(5%)	$10	(6%)
Exterior or exposed surface of vehicle	1,600	(7%)	1	(3%)	4	(6%)	$6	(4%)
Cargo or trunk area	1,100	(5%)	0	(1%)	4	(6%)	$8	(5%)
Fuel tank or fuel line	700	(3%)	4	(10%)	3	(4%)	$2	(1%)
Unclassified	400	(2%)	0	(0%)	0	(0%)	$1	(1%)
Unclassified outside area	300	(1%)	0	(0%)	1	(2%)	$1	(1%)
Multiple areas of origin	300	(1%)	1	(3%)	0	(2%)	$6	(4%)
On or near highway, parking lot or street	300	(1%)	0	(1%)	1	(0%)	$11	(7%)
Garage or vehicle storage area*	200	(1%)	1	(3%)	4	(7%)	$6	(4%)
Lawn, field or open area	200	(1%)	0	(0%)	0	(0%)	$1	(0%)
Other known area	500	(2%)	4	(12%)	5	(7%)	$8	(5%)
Total	22,700	(100%)	36	(100%)	66	(100%)	$155	(100%)

*Does not include garages coded as separate property use.

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the area or origin was unknown or not reported were allocated proportionally among fires with known area of origin. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term “highway” is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.14.
U.S. Highway Vehicle Fires Associated with Mechanical Failures or Malfunctions by Area of Fire Origin
2003-2007 Annual Averages

Area of Fire Origin	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Engine area, running gear or wheel area	108,600	(83%)	15	(31%)	258	(62%)	$301	(73%)
Unclassified vehicle area	5,700	(4%)	3	(6%)	28	(7%)	$19	(5%)
Operator or passenger area	3,500	(3%)	5	(11%)	31	(8%)	$16	(4%)
Fuel tank or fuel line	3,100	(2%)	17	(34%)	23	(5%)	$13	(3%)
Exterior or exposed surface of vehicle	2,300	(2%)	2	(3%)	9	(2%)	$7	(2%)
Cargo or trunk area	1,900	(1%)	2	(3%)	14	(3%)	$13	(3%)
Unclassified area of origin	1,600	(1%)	1	(2%)	3	(1%)	$4	(1%)
On or near highway, parking lot or street	1,400	(1%)	1	(2%)	1	(0%)	$3	(1%)
Other known area	2,600	(2%)	3	(7%)	47	(11%)	$34	(8%)
Total	130,700	(100%)	49	(100%)	413	(100%)	$410	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the area or origin was unknown or not reported were allocated proportionally among fires with known area of origin. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.15.
U.S. Highway Vehicle Fires Associated with Electrical Failures or Malfunctions by Area of Fire Origin
2003-2007 Annual Averages

Area of Fire Origin	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Engine area, running gear or wheel area	40,500	(66%)	0	(9%)	71	(38%)	$98	(48%)
Operator or passenger area	10,800	(18%)	0	(0%)	37	(20%)	$39	(19%)
Unclassified vehicle area	3,400	(6%)	0	(8%)	9	(5%)	$16	(8%)
Cargo or trunk area	2,300	(4%)	0	(0%)	18	(10%)	$6	(3%)
Unclassified area of origin	800	(1%)	0	(0%)	1	(0%)	$2	(1%)
On or near highway, parking lot or street	600	(1%)	0	(0%)	0	(0%)	$2	(1%)
Exterior or exposed surface of vehicle	500	(1%)	0	(0%)	0	(0%)	$1	(1%)
Separate operating or control area of vehicle	400	(1%)	0	(0%)	1	(1%)	$1	(1%)
Fuel tank or fuel line	400	(1%)	0	(0%)	10	(5%)	$1	(0%)
Garage or vehicle storage area*	300	(1%)	0	(11%)	9	(5%)	$15	(7%)
Other known area	1,500	(2%)	1	(72%)	29	(16%)	$24	(12%)
Total	61,500	(100%)	2	(100%)	185	(100%)	$206	(100%)

*Does not include garages coded as separate property use.

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the area or origin was unknown or not reported were allocated proportionally among fires with known area of origin. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.16.
U.S. Highway Vehicle Fires, by Item First Ignited
2003-2007 Annual Averages

Item First ignited	Fires		Civilian Deaths		Civilian Injuries		Direct Property (in Millions)	
Flammable or combustible liquid or gas or associated part	77,300	(29%)	301	(68%)	740	(56%)	$301	(29%)
Flammable or combustible liquid or gas in or escaping from combustion engine	55,000	(21%)	171	(39%)	358	(27%)	$176	(17%)
Uncontained flammable or combustible liquid or gas	8,700	(3%)	50	(11%)	142	(11%)	$45	(4%)
Flammable or combustible liquid or gas in or escaping from container or pipe	5,000	(2%)	34	(8%)	120	(9%)	$35	(3%)
Flammable or combustible liquid or gas in or escaping from final container or pipe before engine	3,200	(1%)	43	(10%)	86	(6%)	$20	(2%)
Pipe, duct, conduit or hose	2,000	(1%)	0	(0%)	10	(1%)	$5	(0%)
Atomized or vaporized liquid or aerosol	1,400	(1%)	3	(1%)	23	(2%)	$9	(1%)
Pipe, duct, conduit or hose covering	1,400	(1%)	0	(0%)	1	(0%)	$9	(1%)
Filter, including evaporative cooler pads	500	(0%)	0	(0%)	0	(0%)	$1	(0%)
Unclassified flammable or combustible liquid or gas or associated part	6,300	(2%)	6	(1%)	28	(2%)	$20	(2%)
Electrical wire or cable insulation	74,500	(28%)	5	(1%)	180	(14%)	$234	(23%)
Unclassified item first ignited	44,000	(16%)	47	(11%)	108	(8%)	$134	(13%)
Upholstered furniture or vehicle seat	15,100	(6%)	6	(1%)	63	(5%)	$81	(8%)
Multiple items first ignited	15,100	(6%)	37	(8%)	57	(4%)	$80	(8%)
Tire	10,100	(4%)	3	(1%)	29	(2%)	$76	(7%)
Light vegetation, including grass	3,600	(1%)	14	(3%)	10	(1%)	$27	(3%)
Rubbish, trash, or waste	3,300	(1%)	0	(0%)	14	(1%)	$7	(1%)
Conveyor belt, drive belt or V-belt	2,200	(1%)	1	(0%)	1	(0%)	$5	(0%)
Magazine, newspaper or writing paper	1,600	(1%)	1	(0%)	7	(1%)	$4	(0%)
Unclassified organic materials	1,600	(1%)	2	(0%)	1	(0%)	$5	(0%)
Other known item	12,800	(5%)	18	(4%)	89	(7%)	$50	(5%)
Total	267,600	(100%)	441	(100%)	1,326	(100%)	$1,023	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Fires in which the item first ignited was unknown or not reported were allocated proportionally among fires with known item first ignited. This table includes a proportional share of fires in which the mobile property type was unknown. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.
Source: NFIRS 5.0 and NFPA survey.

Table 2.17.
U.S. Highway Vehicle Fires in which Flammable or Combustible Liquids or Gases, or Piping or Filters Were the Items First Ignited by Type of Material First Ignited 2003-2007 Annual Averages

Type of Material	Fires		Civilian Deaths		Civilian Injuries		Direct Property Damage (in Millions)	
Flammable or combustible liquid	**57,900**	**(75%)**	**250**	**(83%)**	**573**	**(78%)**	**$231**	**(77%)**
Gasoline	38,000	(49%)	200	(66%)	469	(63%)	$135	(45%)
Class IIIB combustible liquid including lubricating, transformer or cooking oil	6,300	(8%)	0	(0%)	15	(2%)	$12	(4%)
Class II combustible liquid including kerosene, numbers 1 and 2 fuel oil and diesel-type liquid	1,100	(1%)	25	(8%)	24	(3%)	$38	(13%)
Unclassified flammable or combustible liquid	11,900	(15%)	26	(9%)	56	(8%)	$45	(15%)
Flammable gas	**8,900**	**(11%)**	**35**	**(12%)**	**124**	**(17%)**	**$35**	**(12%)**
LP Gas	400	(0%)	4	(1%)	46	(6%)	$3	(1%)
Unclassified flammable gas	8,400	(11%)	31	(10%)	76	(10%)	$29	(10%)
Plastic	**4,500**	**(6%)**	**0**	**(0%)**	**14**	**(2%)**	**$15**	**(5%)**
Multiple types of material	**1,700**	**(2%)**	**10**	**(3%)**	**12**	**(2%)**	**$7**	**(2%)**
Material compounded with oil	**1,300**	**(2%)**	**2**	**(1%)**	**2**	**(0%)**	**$3**	**(1%)**
Natural product	**1,000**	**(1%)**	**1**	**(0%)**	**3**	**(0%)**	**$3**	**(1%)**
Rubber, excluding synthetic rubber	900	(1%)	1	(0%)	2	(0%)	$2	(1%)
Unclassified type of material	**1,000**	**(1%)**	**0**	**(0%)**	**2**	**(0%)**	**$2**	**(1%)**
Other known type of material	**1,000**	**(1%)**	**3**	**(1%)**	**9**	**(1%)**	**$4**	**(1%)**
Total	**77,300**	**(100%)**	**301**	**(100%)**	**740**	**(100%)**	**$301**	**(100%)**

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian deaths and injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Groups are shown in descending order, and within groups, types of material exceeding 1% are also shown in descending order. Unclassified types are shown last in each group. Group sums include all types of material within the group, even when the types of material were under 1% and consequently not shown. This table includes a proportional share of fires in which the type of material first ignited was unknown or not reported. Fires in which the type of material first ignited was unknown or not reported were allocated proportionally among fires with known type of material first ignited. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.18.
Civilian Fire Deaths and Injuries in U.S. Highway Vehicle Fires
by Age Group
2003-2007 Annual Averages

Age Group	2003-2007 Population (in Millions)		Civilian Deaths		Fire Death Risk Index	Civilian Injuries		Fire Injury Risk Index
0-4	20.3	(7%)	17	(4%)	0.6	27	(2%)	0.3
5-14	40.5	(14%)	10	(2%)	0.2	37	(3%)	0.2
15-24	41.8	(14%)	111	(25%)	1.8	299	(23%)	1.6
25-34	39.9	(14%)	83	(19%)	1.4	275	(21%)	1.5
35-44	43.7	(15%)	77	(17%)	1.2	253	(19%)	1.3
45-54	42.4	(14%)	62	(14%)	1.0	222	(17%)	1.2
55-64	30.3	(10%)	38	(9%)	0.8	117	(9%)	0.9
65-74	18.7	(6%)	18	(4%)	0.6	60	(5%)	0.7
75-84	13.0	(4%)	15	(4%)	0.8	28	(2%)	0.5
85+	5.1	(2%)	10	(2%)	1.3	10	(1%)	0.4
Total	295.7	(100%)	441	(100%)	1.0	1,326	(100%)	1.0
65+	36.8	(12%)	43	(10%)	0.8	98	(7%)	0.6

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Civilian deaths and injuries are rounded to the nearest one. Sums may not equal totals due to rounding errors. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the victim's age was unknown or not reported were allocated proportionally among fires with known victim's age. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Sources: NFIRS 5.0 and NFPA survey.
U.S. resident population statistics from the U.S. Census Bureau were obtained from Table 7, "Resident Population by Sex and Age: 1980 to 2008" in *Statistical Abstract of the United States: 2010.*

Table 2.19.
Civilian Fire Deaths and Injuries in U.S. Highway Vehicle Fires
by Activity at Time of Injury
2003-2007 Annual Averages

Activity at Time of Injury	Civilian Deaths		Civilian Injuries	
Unable to act	202	(46%)	76	(6%)
Unclassified activity	170	(38%)	331	(25%)
Irrational act	26	(6%)	65	(5%)
Escaping	22	(5%)	231	(17%)
Sleeping	14	(3%)	42	(3%)
Fire control	4	(1%)	458	(35%)
Rescue attempt	2	(0%)	43	(3%)
Returning to vicinity of fire before control	1	(0%)	76	(6%)
Returning to vicinity of fire after control	0	(0%)	5	(0%)
Total	441	(100%)	1,326	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Civilian deaths and injuries are rounded to the nearest one. A value of zero may indicate a true zero or that the estimated annual average number of deaths is less than five and rounds to zero. Sums may not equal totals due to rounding errors. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the victim's age was unknown or not reported were allocated proportionally among fires with known victim's age. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.20.
Civilian Fire Deaths and Injuries in U.S. Highway Vehicle Fires
by Primary Apparent Symptom
2003-2007 Annual Averages

Primary Apparent Symptom	Civilian Deaths		Civilian Injuries	
Burns and smoke inhalation	244	(55%)	175	(13%)
Thermal burns only	94	(21%)	617	(47%)
Internal trauma	25	(6%)	7	(0%)
Smoke inhalation	24	(6%)	208	(16%)
Crushing	12	(3%)	1	(0%)
Unclassified symptom	12	(3%)	22	(2%)
Unconscious	9	(2%)	11	(1%)
Cardiac arrest	5	(1%)	3	(0%)
Gunshot or projectile wound	5	(1%)	1	(0%)
Scald burn	3	(1%)	14	(1%)
Other known symptom	8	(2%)	269	(20%)
Total	441	(100%)	1,326	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Civilian deaths and injuries are rounded to the nearest one. A value of zero may indicate a true zero or that the estimated annual average number of deaths is less than five and rounds to zero. Sums may not equal totals due to rounding errors. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the victim's age was unknown or not reported were allocated proportionally among fires with known victim's age. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Source: NFIRS 5.0 and NFPA survey.

Table 2.21.
Risk of Civilian Fire Death in 2003-2007 Highway Vehicle Fires from Collisions or Overturns vs. Other Factors, by Age Group

Age Group	2003-2007 Population (in Millions)		Collision or Overturn Fire Deaths		Death Risk Index	Non-Collision Non-Overturn Fire Deaths		Death Risk Index
0-4	20.3	(7%)	3	(1%)	0.2	17	(9%)	1.3
5-14	40.5	(14%)	10	(4%)	0.3	1	(1%)	0.0
15-24	41.8	(14%)	72	(28%)	2.0	45	(24%)	1.7
25-34	39.9	(14%)	52	(20%)	1.5	34	(18%)	1.4
35-44	43.7	(15%)	45	(18%)	1.2	33	(18%)	1.2
45-54	42.4	(14%)	34	(13%)	0.9	24	(13%)	0.9
55-64	30.3	(10%)	26	(10%)	1.0	11	(6%)	0.6
65-74	18.7	(6%)	9	(4%)	0.6	8	(4%)	0.7
75-84	13.0	(4%)	4	(2%)	0.3	11	(6%)	1.3
85+	5.1	(2%)	1	(0%)	0.2	2	(1%)	0.7
Total	295.7	(100%)	255	(100%)	1.0	185	(100%)	1.0
65+	36.8	(12%)	14	(6%)	0.4	21	(11%)	0.9

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Sums may not equal totals due to rounding errors. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the victim's age was unknown or not reported were allocated proportionally among fires with known victim's age. This table includes a proportional share of fires in which the mobile property type was unknown or not reported. A highway vehicle fire is a fire involving a vehicle intended for highway use, including passenger road vehicles and trucks or freight road vehicles. The term "highway" is used to describe the vehicle, *not* the place the fire occurred.

Sources: NFIRS 5.0 and NFPA survey.
U.S. resident population statistics from the U.S. Census Bureau were obtained from Table 7, "Resident Population by Sex and Age: 1980 to 2008" in *Statistical Abstract of the United States: 2010.*

Table 2.22.
U.S. Bus, School Bus or Trackless Trolley Fires
by Cause of Ignition
2003-2007 Annual Averages

Cause of Ignition	Fires		Civilian Injuries		Direct Property Damage (in Millions)	
Failure of equipment or heat source	1300	(57%)	19	(69%)	$13	(51%)
Unintentional	800	(34%)	8	(29%)	$10	(39%)
Unclassified	100	(6%)	0	(0%)	$2	(8%)
Intentional	100	(4%)	0	(2%)	$1	(3%)
Act of nature	0	(0%)	0	(0%)	$0	(0%)
Total	2,400	(100%)	27	(100%)	$26	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Because of the small numbers, deaths are not shown. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the heat source was undetermined or not reported were allocated proportionally among fires with known heat source. This table includes a proportional share of fires in which the mobile property type was unknown or not reported.

Source: NFIRS 5.0 and NFPA survey.

Table 2.23.
U.S. Bus, School Bus or Trackless Trolley Fires
by Factor Contributing to Ignition
2003-2007 Annual Averages

Factor Contributing to Ignition	Fires		Civilian Injuries		Direct Property Damage (in Millions)	
Mechanical failure or malfunction	**1,500**	**(62%)**	**20**	**(71%)**	**$17**	**(63%)**
Leak or break	300	(13%)	2	(8%)	$2	(9%)
Worn out	100	(5%)	2	(6%)	$1	(3%)
Other or unclassified mechanical failure or malfunction	1,100	(45%)	16	(57%)	$13	(51%)
Electrical failure or malfunction	**600**	**(24%)**	**5**	**(18%)**	**$4**	**(17%)**
Unspecified short-circuit arc	100	(6%)	1	(3%)	$1	(3%)
Short circuit arc from defective or worn insulation	100	(3%)	0	(0%)	$1	(2%)
Other or unclassified electrical failure or malfunction	400	(15%)	4	(15%)	$3	(12%)
Other factor contributing	**400**	**(18%)**	**5**	**(18%)**	**$6**	**(23%)**
Unclassified factor contributed to ignition	100	(4%)	0	(0%)	$2	(6%)
Exposure fire	100	(2%)	0	(0%)	$3	(10%)
Other known factor contributing	300	(12%)	5	(18%)	$2	(7%)
Total fires*	**2,400**	**(100%)**	**27**	**(100%)**	**$26**	**(100%)**
Total entries*	**2,400**	**(104%)**	**29**	**(107%)**	**$27**	**(103%)**

* Multiple entries are allowed, resulting in sums greater than the totals.

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Property damage figures are not adjusted for inflation. Fires are rounded to the nearest hundred, civilian injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Because of the small numbers, deaths are not shown. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Groups are shown in descending order. Fires in which the factor contributing to ignition was undetermined, not reported, or coded as "none" were allocated proportionally among fires with known factor contributing to ignition. This table includes a proportional share of fires in which the mobile property type was unknown or not reported.

Source: NFIRS 5.0 and NFPA survey.

Table 2.24.
U.S. Bus School Bus or Trackless Trolley Fires, by Area of Origin
2003-2007 Annual Averages

Area of Origin	Fires		Civilian Injuries		Direct Property Damage (in Millions)	
Engine area, running gear or wheel area	1,700	(70%)	18	(66%)	$19	(71%)
Passenger area of vehicle	300	(12%)	4	(15%)	$3	(10%)
Unclassified vehicle area	200	(7%)	4	(15%)	$2	(7%)
Exterior surface of vehicle	100	(3%)	1	(2%)	$1	(5%)
Unclassified area of origin	100	(2%)	0	(0%)	$0	(2%)
Other known area	100	(5%)	0	(2%)	$2	(7%)
Total	2,400	(100%)	27	(100%)	$26	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Because of the small numbers, deaths are not shown. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the heat source was undetermined or not reported were allocated proportionally among fires with known heat source. This table includes a proportional share of fires in which the mobile property type was unknown or not reported.

Source: NFIRS 5.0 and NFPA survey.

Table 2.25.
U.S. Bus School Bus or Trackless Trolley Fires
by Item First Ignited
2003-2007 Annual Averages

Item First Ignited	Fires		Civilian Injuries		Direct Property Damage (in Millions)	
Electrical wire or cable insulation	700	(29%)	6	(23%)	$6	(24%)
Flammable or combustible liquid or gas or associated part	600	(27%)	10	(36%)	$7	(26%)
Unclassified item first ignited	400	(18%)	7	(26%)	$4	(15%)
Tire	300	(11%)	1	(5%)	$5	(19%)
Multiple items first ignited	100	(4%)	1	(5%)	$2	(8%)
Conveyor belt, drive belt or V-belt	100	(3%)	0	(0%)	$0	(2%)
Upholstered furniture or vehicle seat	100	(3%)	0	(0%)	$1	(4%)
Other known item	100	(0%)	0	(0%)	$0	(0%)
Total	2,400	(0%)	270	(100%)	$26	(100%)

Note: These are national estimates of fires reported to U.S. municipal fire departments and so exclude fires reported only to Federal or state agencies or industrial fire brigades. National estimates are projections. Casualty and loss projections can be heavily influenced by the inclusion or exclusion of one unusually serious fire. Fires are rounded to the nearest hundred, civilian injuries to the nearest one, and direct property damage is rounded to the nearest million dollars. Because of the small numbers, deaths are not shown. Sums may not equal totals due to rounding errors. Property damage figures are not adjusted for inflation. Percentages were calculated on the actual estimates, so two figures with the same rounded-off estimates may have different percentages. Fires in which the heat source was undetermined or not reported were allocated proportionally among fires with known heat source. This table includes a proportional share of fires in which the mobile property type was unknown or not reported.

Source: NFIRS 5.0 and NFPA survey.

Appendix A.
How National Estimates Statistics Are Calculated

The statistics in this analysis are estimates derived from the U.S. Fire Administration's (USFA's) National Fire Incident Reporting System (NFIRS) and the National Fire Protection Association's (NFPA's) annual survey of U.S. fire departments. NFIRS is a voluntary system by which participating fire departments report detailed factors about the fires to which they respond. Roughly two-thirds of U.S. fire departments participate, although not all of these departments provide data every year. Fires reported to federal or state fire departments or industrial fire brigades are not included in these estimates.

NFIRS provides the most detailed incident information of any national database not limited to large fires. NFIRS is the only database capable of addressing national patterns for fires of all sizes by specific property use and specific fire cause. NFIRS also captures information on the extent of flame spread, and automatic detection and suppression equipment. For more information about NFIRS visit http://www.nfirs.fema.gov/. Copies of the paper forms may be downloaded from http://www.nfirs.fema.gov/documentation/design/NFIRS_Paper_Forms_2008.pdf.

NFIRS has a wide variety of data elements and code choices. The NFIRS database contains coded information. Many code choices describe several conditions. These cannot be broken down further. For example, area of origin code 83 captures fires starting in vehicle engine areas, running gear areas or wheel areas. It is impossible to tell the portion of each from the coded data.

Methodology may change slightly from year to year.
NFPA is continually examining its methodology to provide the best possible answers to specific questions, methodological and definitional changes can occur. *Earlier editions of the same report may have used different methodologies to produce the same analysis, meaning that the estimates are not directly comparable from year to year.*

NFPA's fire department experience survey provides estimates of the big picture.
Each year, NFPA conducts an annual survey of fire departments which enables us to capture a summary of fire department experience on a larger scale. Surveys are sent to all municipal departments protecting populations of 50,000 or more and a random sample, stratified by community size, of the smaller departments. Typically, a total of roughly 3,000 surveys are returned, representing about one of every ten U.S. municipal fire departments and about one third of the U.S. population.

The survey is stratified by size of population protected to reduce the uncertainty of the final estimate. Small rural communities have fewer people protected per department and are less likely to respond to the survey. A larger number must be surveyed to obtain an adequate sample of those departments. (NFPA also makes follow-up calls to a sample of the smaller fire departments that do not respond, to confirm that those that did respond are truly representative of fire departments their size.) On the other hand, large city departments are so few in number and protect such a large proportion of the total U.S. population that it makes sense to survey all of them. Most respond, resulting in excellent precision for their part of the final estimate.

The survey includes the following information: (1) the total number of fire incidents, civilian deaths, and civilian injuries, and the total estimated property damage (in dollars), for each of the major property use classes defined in NFIRS; (2) the number of on-duty firefighter injuries, by type of duty and nature of illness; 3) the number and nature of non-fire incidents; and (4) information on the type of community protected (e.g., county versus township versus city) and the size of the population protected, which is used in the statistical formula for projecting national totals from sample results. The results of the survey are published in the annual report *Fire Loss in the United States*. To download a free copy of the report, visit http://www.nfpa.org/assets/files/PDF/OS.fireloss.pdf.

Projecting NFIRS to National Estimates

As noted, NFIRS is a voluntary system. Different states and jurisdictions have different reporting requirements and practices. Participation rates in NFIRS are not necessarily uniform across regions and community sizes, both factors correlated with frequency and severity of fires. This means NFIRS may be susceptible to systematic biases. No one at present can quantify the size of these deviations from the ideal, representative sample, so no one can say with confidence that they are or are not serious problems. But there is enough reason for concern so that a second database -- the NFPA survey -- is needed to project NFIRS to national estimates and to project different parts of NFIRS separately. This multiple calibration approach makes use of the annual NFPA survey where its statistical design advantages are strongest.

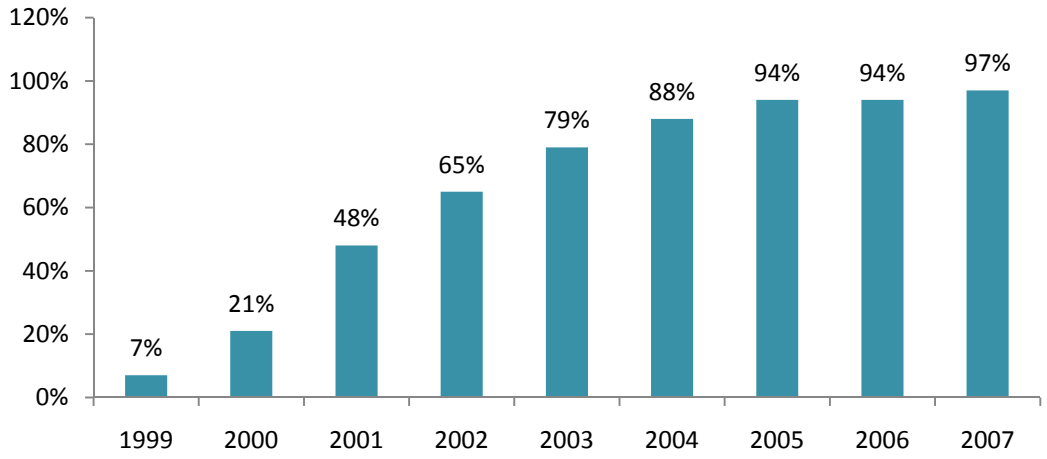
Scaling ratios are obtained by comparing NFPA's projected totals of residential structure fires, non-residential structure fires, vehicle fires, and outside and other fires, and associated civilian deaths, civilian injuries, and direct property damage with comparable totals in NFIRS. Estimates of specific fire problems and circumstances are obtained by multiplying the NFIRS data by the scaling ratios. Reports for incidents in which mutual aid was given are excluded from NFPA's analyses.

Analysts at the NFPA, the USFA and the Consumer Product Safety Commission developed the specific basic analytical rules used for this procedure. "The National Estimates Approach to U.S. Fire Statistics," by John R. Hall, Jr. and Beatrice Harwood, provides a more detailed explanation of national estimates. A copy of the article is available online at http://www.nfpa.org/osds or through NFPA's One-Stop Data Shop.

Version 5.0 of NFIRS, first introduced in 1999, used a different coding structure for many data elements, added some property use codes, and dropped others. The essentials of the approach described by Hall and Harwood are still used, but some modifications have been necessary to accommodate the changes in NFIRS 5.0.

Figure A.1 shows the percentage of fires originally collected in the NFIRS 5.0 system. Each year's release version of NFIRS data also includes data collected in older versions of NFIRS that were converted to NFIRS 5.0 codes.

Figure A.1. Fires Originally Collected in NFIRS 5.0 by Year



For 2002 data on, analyses are based on scaling ratios using only data originally collected in NFIRS 5.0:

NFPA survey projections
NFIRS totals (Version 5.0)

For 1999 to 2001, the same rules may be applied, but estimates for these years in this form will be less reliable due to the smaller amount of data originally collected in NFIRS 5.0; they should be viewed with extreme caution.

For most fields other than Property Use and Incident Type, NFPA allocates unknown data proportionally among known data. This approach assumes that if the missing data were known, it would be distributed in the same manner as the known data. NFPA makes additional adjustments to several fields. *Casualty and loss projections can be heavily influenced by the inclusion or exclusion of unusually serious fire.*

In the formulas that follow, the term "all fires" refers to all fires in NFIRS on the dimension studied. The percentages of fires with known or unknown data are provided for non-confined fires and associated losses, and for confined fires only.

Incident Type: This field identifies the situation emergency personnel found. Incident types 130-139 identify vehicle fires, excluding those involving mobile property used as a structure and vehicles that catch fire inside a structure and spread to the structure itself. These types of fires are beyond the scope of this report. All fires with incident types within this range were included in this report. Mobile property type, described below, was used to identify the specific types of vehicles involved. No distinctions were made based on the specific vehicle fire incident type.

Code	Incident Type
131.	Passenger vehicle fire, including cars, buses, and pickup trucks
132.	Road freight or transport vehicle fire
133.	Rail vehicle fire
134.	Water vehicle fire
135.	Aircraft fire
136.	Self-propelled motor home or recreational vehicle fire
137.	Camper or recreational vehicle fire in non-self-propelled vehicle
138.	Off-road vehicle or heavy equipment fire
130.	Unclassified vehicle fire

Mobile Property Type: This field describes property designed to be mobile, moveable under its own power or towed.
Codes for mobile property type were used to identify highway and other types of vehicles. The code ranges are shown below.

Code Range	Mobile Property Type
	Highway vehicles
10-19	Passenger road vehicles
20-29	Freight road transport vehicles
30-39	Rail transport vehicles
40-49	Water vessels
50-59	Aircraft
60-69	Industrial, agricultural or construction vehicles
70-79	Miscellaneous mobile property
00	Unclassified mobile property

Some inconsistencies exist between the mobile property type and incident type. This analysis uses is based on fires in vehicle incident types (130-139) with mobile property type used for categorization. No adjustments were made when the incident type and mobile property did not agree.

When the incident type indicates a vehicle fire, but mobile property type was left blank or coded as unknown or none, the incidents were allocated proportionally among vehicle fires with known incident type. Mobile property type was coded as undetermined, none, or not reported in 8% of the vehicle fires, 3% of the associated civilian deaths, 4% of the civilian injuries, and 10% of the direct property damage.

Cause of Ignition: This field is used chiefly to identify intentional fires. "Unintentional" in this field is a specific entry and does not include other fires that were not intentionally set: failure of equipment or heat source, act of nature, or "other" (unclassified)." The last should be

used for exposures but has been used for other situations as well. Fires that were coded as under investigation and those that were coded as undetermined after investigation were treated as unknown. For highway vehicle fires, the cause was under investigation, undetermined after investigation or not reported in 30% of the fires, 39% of the civilian deaths, 25% of the civilian injuries, and 34% of the direct property damage.

Factor Contributing to Ignition: In this field, the code "none" is treated as an unknown and allocated proportionally. For Human Factor Contributing to Ignition, NFPA enters a code for "not reported" when no factors are recorded. "Not reported" is treated as an unknown, but the code "none" is treated as a known code and not allocated. Multiple entries are allowed in both of these fields. Percentages are calculated on the total number of fires, not entries, resulting in sums greater than 100%. Although Factor Contributing to Ignition is only required when the cause of ignition was coded as: 2) unintentional, 3) failure of equipment or heat source; or 4) act of nature, data is often present when not required. Consequently, any fire in which no factor contributing to ignition was entered was treated as unknown.

In some analyses, all entries in the category of mechanical failure, malfunction (factor contributing to ignition 20-29) are combined and shown as one entry, "mechanical failure or malfunction." This category includes:

21. Automatic control failure;
22. Manual control failure;
23. Leak or break. Includes leaks or breaks from containers or pipes. Excludes operational deficiencies and spill mishaps;
25. Worn out;
26. Backfire. Excludes fires originating as a result of hot catalytic converters;
27. Improper fuel used; Includes the use of gasoline in a kerosene heater and the like; and
20. Mechanical failure or malfunction, other.

Entries in "electrical failure, malfunction" (factor contributing to ignition 30-39) may also be combined into one entry, "electrical failure or malfunction." This category includes:

31. Water-caused short circuit arc;
32. Short-circuit arc from mechanical damage;
33. Short-circuit arc from defective or worn insulation;
34. Unspecified short circuit arc;
35. Arc from faulty contact or broken connector, including broken power lines and loose connections;
36. Arc or spark from operating equipment, switch, or electric fence;
37. Fluorescent light ballast; and
30. Electrical failure or malfunction, other.

The factor contributing to ignition was coded as none, undetermined or left blank in 58% of the highway vehicle fires, 52% of the associated deaths, 41% of the associated injuries, 57% of the associated direct property damage.

Area of Origin. Some areas of origin describe parts of the vehicle while others are better descriptions of where the vehicle was at the time of the fire. The area of origin was unknown or not reported in 12% of the highway vehicle fires, 23% of the associated deaths, 7% of the associated injuries, and 14% of the direct property damage.

Model Years: Model year percentages for highway vehicle fires in 2007 were based on fires with reported model years from 1975-2008. The reported model year was known and in that range for 65% of the intentionally set fires, 66% of those with mechanical failures or malfunctions as contributing factors, 73% of those with electrical failures or malfunctions, and 58% of those with collisions or overturns.

Item First Ignited. In most analyses, mattress and pillows (item first ignited 31) and bedding, blankets, sheets, and comforters (item first ignited 32) are combined and shown as "mattresses and bedding." In many analyses, wearing apparel not on a person (code 34) and wearing apparel on a person (code 35) are combined and shown as "clothing." In some analyses, flammable and combustible liquids and gases, piping and filters (item first ignited 60-69) are combined and shown together. The item first ignited was undetermined or unreported in 53% of the highway vehicle fires, 60% of the associated deaths, 41% of the associated injuries, and 56% of the direct property damage.

Type of Material First Ignited (TMI). This field is required only if the Item First Ignited falls within the code range of 00-69. NFPA has created a new code "not required" for this field that is applied when Item First Ignited is in code 70-99 (organic materials, including cooking materials and vegetation, and general materials, such as electrical wire, cable insulation, transformers, tires, books, newspaper, dust, rubbish, etc..) and TMI is blank. The ratio for allocation of unknown data is:

$$\frac{\text{(All fires – TMI Not required)}}{\text{(All fires – TMI Not Required – Undetermined – Blank)}}$$

When the item first ignited in highway vehicle fires were some type of flammable or combustible liquid or gas or associated part, the type of material first ignited was undetermined in 4% of the fires and direct property damage, and 3%of the civilian deaths and injuries.

Heat Source. In NFIRS 5.0, one grouping of codes encompasses various types of open flames and smoking materials. In the past, these had been two separate groupings. A new code was added to NFIRS 5.0, which is code 60: "Heat from open flame or smoking material, other." NFPA treats this code as a partial unknown and allocates it proportionally across the codes in the 61-69 range, shown below.

61. Cigarette;
62. Pipe or cigar;
63. Heat from undetermined smoking material;
64. Match;
65. Lighter: cigarette lighter, cigar lighter;
66. Candle;
67 Warning or road flare, fuse;

68. Backfire from internal combustion engine. Excludes flames and sparks from an exhaust system, (11); and
69. Flame/torch used for lighting. Includes gas light and gas-/liquid-fueled lantern.

In addition to the conventional allocation of missing and undetermined fires, NFPA multiplies fires with codes in the 61-69 range by

$$\frac{\text{All fires in range 60-69}}{\text{All fires in range 61-69}}$$

The downside of this approach is that heat sources that are truly a different type of open flame or smoking material are erroneously assigned to other categories. The grouping "smoking materials" includes codes 61-63 (cigarettes, pipes or cigars, and heat from undetermined smoking material, with a proportional share of the code 60s and true unknown data.

In highway vehicle fires, code 60: "heat from open flame or smoking material, other" was entered for 1% of the fires, as well as 1% of the associated civilian deaths, and direct property damage. Code 60 was entered for fires causing 2% of the direct property damage. The heat source was undetermined in 48% of the highway vehicle fires, 54% of the civilian deaths, 37% of the civilian injuries, and 51% of the direct property damage.

Activity at Time of Injury: The victim's activity was undetermined or not reported in 72% of the highway vehicle fire deaths and 46% of the civilian fire injuries.

Victim's Age: The victim's age was not reported in 2% of the highway vehicle fire deaths and injuries.

Primary Apparent Symptom: The primary apparent symptom was not reported in 66% of the highway vehicle fire deaths and 45% of the non-fatal injuries.

Rounding and Percentages. The data shown are estimates and generally rounded. An entry of zero may be a true zero or it may mean that the value rounds to zero. Percentages are calculated from unrounded values. It is quite possible to have a percentage entry of up to 100% even if the rounded number entry is zero. The same rounded value may account for a slightly different percentage share. Because percentages are expressed in integers and not carried out to several decimal places, percentages that appear identical may be associated with slightly different values.

Inflation. Property damage estimates are not adjusted for inflation unless so indicated. In this analysis, inflation adjusted damage estimates are provided in Tables 1 and 3.

Appendix B.
Highway Vehicle Fires that Occurred after Collisions or Overturns

This collection of previously published incidents was compiled from NFPA's studies of large-loss fires, catastrophic fires, and "Firewatch" column from NFPA Journal. It is important to remember that these descriptions provide information about what can happen, not what is typical. The following scenarios complement the statistics.

California Gasoline Tank Truck Crash Damages Interstate

Around 3:45 a.m. on an April morning in 2008, a gasoline tank truck crashed on an interstate highway at a point where several levels (a maze) of overpasses pass over each other or nearby. Following the crash, the gasoline ignited. The intense fire weakened structural members of the interstate overpass, causing a collapse of the roadway. Firefighters using ladder pipes and large capacity hand lines were able to cool surrounding structures to minimize the possibility of further collapse. Firefighters monitored run off and nearby storm drains to minimize environmental impact. The truck driver escaped the crash, suffering burns. Direct property damage was estimated at more than $100 million.

Adapted from Stephen G. Badger's 2008 *Large-Loss Fires in the United States in 2007,* NFPA Fire Analysis and Research, Quincy, MA.

Missouri Post-Collision Fire Kills Three

In October 2006, a multi-vehicle collision involving at least three semi tractor-trailers and five cars on an interstate highway claimed three lives. The fire was reported at 11:12 p.m. The victims were trapped in their vehicles as the fire quickly engulfed them. It was not reported how the fire originated, but it did involve spilled diesel fuel.

Adapted from Stephen G. Badger's 2007 "U.S. Multiple-Death Fires for 2006," *NFPA Journal,* September/October 63.

Virginia Crash Causes Fatal Fire

Fire killed three people and a fourth died of blunt trauma in a November fire that started when a single-vehicle ran off the road on a curve, struck a tree and caught on fire. The fire was reported at 12:05 p.m.

Adapted from Stephen G. Badger's 2007 "U.S. Multiple-Death Fires for 2006," *NFPA Journal,* September/October 63.

Semi-Tractor Trailer Collision with Pickup Causes Fatal Fire in Arizona
A pickup truck was rear-ended by an 18-wheel semi-tractor trailer on an interstate highway. Both vehicles ended up off the side of the highway and exploded in fire as the gasoline and diesel fuel were ignited by sparks. The victims were trapped in the wreckage of the pickup truck. Three died of burns, two by smoke inhalation, and the other two by multiple blunt force trauma.

Adapted from Stephen G. Badger's 2007 "U.S. Multiple-Death Fires for 2006," *NFPA Journal*, September/October 62.

Single Car Crash on New York Ramp Causes Fatal Fire
A fire that began when a car reportedly struck a barrier, overturned and caught fire on an expressway off ramp was reported at 4:45 a.m. on a November morning. The fire killed three and another person died of blunt force trauma.

Adapted from Stephen G. Badger's 2007 "U.S. Multiple-Death Fires for 2006," *NFPA Journal*, September/October 62.

Fire After Multi-Vehicle New York Crash Kills Four
At approximately 9:00 a.m. on a fair June morning, a motor vehicle crash on highway, involving an oil tanker truck and several car, caused a fire that resulted in four deaths. Leaking gasoline and oil from the involved vehicles ignited during the collision. Explosions occurred as vehicles became involved in this chain reaction crash. There were up to eight cars and trucks involved. The tanker truck driver was found in his vehicle, as was the driver of a car pinned against the guardrail. The two other victim locations were not reported.

Adapted from Stephen G. Badger's 2006 "Catastrophic Fires of 2005," *NFPA Journal*, September/October, 63.

Connecticut Vehicle Fire Damages Highway
At roughly 10:p.m., a tanker truck carrying 12,000 gallons (54 kiloliters) of fuel oil collided with a car on an interstate highway. The ensuing fireball caused severe damage to the highway and an overpass. The fire burned out of control for several hours causing the elevated section of highway to buckle and sag. One firefighter and one civilian suffered minor injuries. Direct property damage was estimated at $11.2 million.

Adapted from Stephen G. Badger's 2005 "Large-Loss Fire Incidents of 2004 " *NFPA Journal*, November/December, 48.

Locomotive Hits Tank Truck in Louisiana
Three people were killed after a tanker truck carrying approximately 8,000 gallons (3,283 liters) of gasoline was struck broadside by a railroad locomotive at a railroad crossing. Fuel was released and ignited. The incident was reported shortly after 10:00 a.m. on a June morning in 2004. The victims were the truck driver and two operators on the train.

Adapted from Stephen G. Badger's 2005 "Catastrophic Fires of 2004" *NFPA Journal*, September/October, 61.

Motor Home and Truck Collision Causes Fatal Fire in Florida
Three people died in a February 2004 fire that started after a semi-tractor trailer truck struck a motor home on a highway. The collision ignited gasoline from the motor home, and the fire spread to its interior. The victims were trapped in the motor home. The fire was reported at 12:58 p.m.

Adapted from Stephen G. Badger's 2005 "Catastrophic Fires of 2004," *NFPA Journal*, September/October, 60.

Three Die in Fire After North Carolina Breakdown Lane Crash.
Around 10:30 p.m. on an August night, a vehicle in the breakdown lane was struck in the rear by another vehicle. The impact caused a leak in the fuel tank or fuel line, which ignited. The cause of the ignition is under investigation. Three people died. The occupants were trapped due to vehicle damage from the crash.

Adapted from Stephen G. Badger's 2004, "Catastrophic Multi-Death Fires of 2003" *NFPA Journal*, September/October, 73.

Oregon Firefighters Die in a Fiery Truck Crash
Around 10:00 a.m. on a sunny August morning, firefighters were returning to Oregon from fighting an Idaho wildland fire when their vehicle was involved in a highway crash. Their van crossed a divided highway, crashed head on with a tractor-trailer truck, and exploded in flames. Two firefighters died of smoke inhalation and six died of traumatic injuries.

Adapted from Stephen G. Badger's 2004, "Catastrophic Multi-Death Fires of 2003" *NFPA Journal*, September/October, 72.

Florida Post-Crash Fire Kills Three
Around 2:30 a.m. on a December morning, a vehicle swerved off the interstate highway and hit a tree, exploding into fire. The impact of the crash trapped three occupants in the automobile. Two of the victims were found in the front seat, the other was found in the rear.

Adapted from Robert S. McCarthy's 2001, "Catastrophic Fires of 2000," *NFPA Journal*, September/October, 80.

Eight Die in Fires after Multi-Vehicle Missouri Crash
Around 1:13 on a January afternoon, truck jackknifed on an icy interstate highway causing a fiery multiple-vehicle accident. Many of the vehicles burst into flames on impact. A truck leaking hydrochloric acid may have contributed to the post-impact fires. Eight people were killed.

Adapted from Robert S. McCarthy's 2001, "Catastrophic Fires of 2000," *NFPA Journal*, September/October, 79.

Post-Crash Minnesota Fire causes Four Deaths
Around 12:30 a.m. on an October morning, an automobile collided with a refrigeration truck on a limited highway and burst into flames, trapping its occupants. The car lodged under the trailer of the truck. Four people died in the fire.

Adapted from Robert S. McCarthy's 2001, "Catastrophic Fires of 2000," *NFPA Journal*, September/October, 79.

Five Children Die in Arizona Post-Crash Fire
Around 11:11 a.m. on a November morning, a head on collision between an automobile and a van carrying 18 passengers on a state highway caused the van to overturn and burst into flame. The collision pushed the van off the road where it burst into flames. Five of the victims were in the van while 13 others managed to escape. All five victims were under six years old.

Adapted from Robert S. McCarthy's 2001, "Catastrophic Fires of 2000," *NFPA Journal*, September/October, 79.

Seven Die in California Post-Crash Fire.
About 7:15 on a March evening, firefighters responded to a one vehicle crash on a paved public road. When they arrived, they found the vehicle on its top and fully involved in flames. The area of origin was the fuel line or fuel tank area. The position of the vehicle impeded escape, although a male passenger managed to escape. Seven people died in this fire. One victim was found outside and six children were trapped inside.

Adapted from Robert S. McCarthy's 2001, "Catastrophic Fires of 2000," *NFPA Journal*, September/October, 79.

Rear-End Collision Causes Fatal Pennsylvania Fire
Shortly before 1:00 on a June morning, a tractor trailer hit a van from behind. The impact broke the van's gas tank and sparks were produced when the van's suspension system hit the road and ignited the leaking fuel. Seconds after impact, the van was engulfed in flames. Five people were killed. Amazingly, a woman was able to escape through a back door and return to retrieve her 2-year-old son, who suffered fatal burns.

Adapted from Robert S. McCarthy's 2000, "1999 Catastrophic Multiple-Death Fires," *NFPA Journal*, September/October, 61.

Seven Die in Post-Crash Nevada Fire
A two-vehicle crash was reported on an interstate highway at 9:50 on a June evening. When firefighters arrived at the scene of the collision, both the car and the van were on their sides, engulfed in flames. Seven people died in the blaze. The position of the vehicles in relation to the fire prevented escape.

Adapted from Robert S. McCarthy's 2000, "1999 Catastrophic Multiple-Death Fires," *NFPA Journal*, September/October, 61.

Three Die in a Post-Crash Fire on Remote Washington Highway
A single-vehicle crash on a remote highway was reported at 12:42 on an August afternoon. When firefighters arrived, the vehicle was on its roof, engulfed in flames. The position of the vehicle prevented escape. Three people were killed.

Adapted from Robert S. McCarthy's 2000, "1999 Catastrophic Multiple-Death Fires," *NFPA Journal*, September/October, 61.

Five Die in Michigan Post-Crash Fire
At about 1:45 a.m. on a July morning, a sport utility vehicle on a paved public street hit a passenger car from behind, rupturing the car's fuel tank. The fuel ignited, and the resulting fire engulfed the passenger compartment, killing five occupants. The victims were a husband and wife, both 51 years old; two of their children, ages 24 and 22, and a 3-year-old grandchild.

Adapted from Kenneth J. Tremblay's 1999, "The Catastrophic Fires of 1998," *NFPA Journal*, September/October, 56.

Six Die in Multi-Vehicle New York Post-Crash Fire

A tractor trailer loaded with cars hit a passenger van that had stopped, with six other vehicles, in the far right travel lane on a limited access highway for a motor vehicle crash. The impact punctured and crushed the van's fuel tank, releasing gasoline, which ignited. The resulting fire spread to six other vehicles that had collided in a chain reaction when the truck hit the van. The plastic fuel tank of another vehicle also failed and released it contents, further fueling the fire. The incident was reported at 3:55 p.m. on a clear, dry, and cool March afternoon. The 71-year-old driver of the passenger van and four passengers, one age 61, one age 60, and two age 52 died. The 29-year-old operator of a third vehicle also died. All the victims died of asphyxia as a result of the post-impact fire. Collision damage prevented them from escaping from the vehicles.

Adapted from Kenneth J. Tremblay's 1999, "The Catastrophic Fires of 1998," *NFPA Journal*, September/October, 56.

Smoke Inhalation Kills Three in Kansas Post-Crash Fire

A half-ton pickup truck traveling on a limited access highway collided with a semi-tractor trailer around 2:35 a.m. on a December morning. The pickup truck was traveling on an icy overpass when the driver lost control and slid sideways. A semi-tractor trailer behind the pickup broad-sided it and a post-impact fire quickly engulfed the smaller truck. The pickup truck was carrying four passengers. One escaped, but the others died of smoke inhalation.

Adapted from Kenneth J. Tremblay's and Rita F. Fahy's 1998, "Catastrophic Fires," *NFPA Journal*, September/October, 56.

Idaho Highway Crash Causes Fatal Fire

Shortly before 4:30 p.m. on a clear July afternoon, a passenger vehicle and a sport utility vehicle (SUV) traveling on an undivided state highway collided head-on. The car's driver was speeding and drove onto the shoulder of the road while taking a curve. He overcorrected, swerving left, then crossed the center line and struck the SUV head-on. Fuel leaking from a ruptured fuel tank ignited, and the fire spread to both vehicles. The car's driver, who had a blood alcohol level of 0.059, died of traumatic injuries. A 40-year-old woman seated in the SUV's front passenger seat and two children, ages 12 and 13, seated in the rear died of smoke inhalation. Witnesses reported that the woman's foot was pinned and doors were jammed, preventing escape or rescue. One of the children was also conscious, but unable to escape before fire engulfed the vehicle. The woman's husband, who was driving the SUV, died of traumatic injuries.

Adapted from Kenneth J. Tremblay's and Rita F. Fahy's 1998, "Catastrophic Fires," *NFPA Journal*, September/October, 55

Head-on Oregon SUV Crash Causes Fatal Fire
Four people travelling on a limited access highway died when their SUV was struck head-on by another SUV and the ruptured fuel tank ignited. Two adults, ages 43 and 31, and two children, ages 6 and 4, died of smoke inhalation. The driver of the other vehicle died of traumatic injuries. The incident was reported at 5:42 p.m. on a March day.

Adapted from Kenneth J. Tremblay's and Rita F. Fahy's 1998, "Catastrophic Fires," *NFPA Journal*, September/October, 55

Impact with Tree Causes Fatal Florida Fire
At 11:22 p.m. on a November night firefighters were called to a fire that began when a car hit a tree on the passenger side and burst into flames. Investigators found that a rod had broken loose and ruptured the fuel tank. Gasoline leaking from the tank spilled onto the catalytic converter and ignited. The driver and two passengers were found in the front seat, and a fourth passenger was found in the back seat. Three of them, ages 15, 16, and 18, died of burns. The fourth, a 16-year-old, died of blunt force head trauma.

Adapted from Kenneth J. Tremblay's 1997, "Catastrophic Fires," *NFPA Journal*, September/October, 55.

Fatal Fire Starts After Car Goes Over California Embankment
Around 3:20 p.m. on a December afternoon, a car left the road and went over an embankment. The fuel tank ruptured when the car hit a rock, and leaking gasoline ignited. The fire spread from the vehicle to surrounding vegetation. The three passengers, two adults and a child, were trapped and couldn't escape the fire.

Adapted from Kenneth J. Tremblay's 1997, "Catastrophic Fires," *NFPA Journal*, September/October, 55.

Kentucky Single-Car Crash Kills Three
At about 10:00 p.m. on an August evening, a car with a driver and two passengers veered off the right side a limited access highway. The driver overcorrected and veered left onto the road, only to run off the opposite side. Still trying to correct his course, the driver veered right again and went into a skid, striking a culvert on the right side of the road. The vehicle overturned, hit a tree. landed on its roof and exploded into flames. All three passengers, ages 17, 24, and 25, died of smoke and fire injuries.

Adapted from Kenneth J. Tremblay's 1997, "Catastrophic Fires," *NFPA Journal*, September/October, 54.

Five Die in Georgia Post-Crash Fire

Around 5:30 a.m. on an April morning, a small pickup truck rear-ended a passenger car carrying five passengers on a limited-access highway. The collision ignited the car's fuel tank, trapping all five passengers. Five men, all in their 20s, died of thermal burns.

Adapted from Kenneth J. Tremblay's 1997, "Catastrophic Fires," *NFPA Journal*, September/October, 54.

Appendix C.
Highway Vehicle Fires that Did Not Follow Collisions or Overturns

This collection of previously published incidents was compiled from NFPA's studies of large-loss fires, catastrophic fires, and "Firewatch" column from NFPA Journal. It is important to remember that these descriptions provide information about what can happen, not what is typical. The following scenarios complement the statistics.

Man Injured in Garage Fire, New York*

A 57-year-old man was overcome by smoke when he opened the door to his attached garage and discovered a fire that had started in one of his vehicles. The blaze ignited another vehicle in the garage before spreading to the exterior of the single-family house. A neighbor called 922 at 5:48 a.m.

The two-story dwelling, which was 43 feet (13 meters) long and 71 feet (22 meters) wide, had a brick exterior and a slate roof. There were hardwired smoke detectors on the first and second floors, but they did not sound in the house or at the monitoring station. There were no sprinklers. Investigators determined that the electrical wiring in one of the vehicles malfunctioned, causing it to ignite.

The victim sustained burns and smoke inhalation injuries. A 23-year-old man was also treated for smoke inhalation, as was the victim's son. The house, valued at $2 million, and its contents, valued at $500,000, sustained damage estimated at $300,000, and $100,000, respectively.

* Note that this fire was probably reported as a structure fire although it was started by a vehicle.

Ken Tremblay, 2009, "Firewatch," *NFPA Journal*, November/December, 24.

Texas Bus Fire Kills 23 during Hurricane Evacuation

Shortly after 6:00 a.m. on a September morning, fire broke out in the right rear wheel well of a bus carrying 38 patients and six staff members being evacuated from a nursing home located in the predicted path of Hurricane Rita. Many of the patients were non-ambulatory. Twenty-three people died in the fire. NTSB's final report on the incident is available at http://www.ntsb.gov/Publictn/H_Acc.htm.

Adapted from Stephen G. Badger's 2006 "Catastrophic Fires of 2005," *NFPA Journal*, September/October, 63.

Gas in Water Bottle Ignites, Kills Driver, Arizona

A 25-year-old man was killed and a 32-year-old woman was severely burned when gasoline they were transporting in a 2-gallon (7.6-liter) water-cooler-type bottle inside a car ignited and fire engulfed them. Two firefighters in an apparatus two car lengths behind the vehicle saw the explosion, immediately went to help the victims, putting the fire out with water and foam.

The bottle was in the front seat on the passenger side of the car. While waiting for the light to change, one of the two victims used a cigarette lighter igniting the gasoline vapors from the container. Both victims jumped out of the burning car, which came to a stop a short distance away.

The man who was driving died of burns and smoke inhalation injuries. His passenger, whose location in the car could not be determined, sustained life-threatening injuries. The car was a total loss.

Kenneth J. Tremblay, 2005, "Firewatch," *NFPA Journal*, March/April, 28.

Fireworks Explosion in Florida Causes Five Deaths

Around 2:10 p.m. on a sunny and warm July day, workers unloaded fireworks from one truck to another. An explosion occurred in the cargo area of the truck. Five people were killed when the explosion prevented their escape. The cause is under investigation.

Adapted from Stephen G. Badger's 2004, "Catastrophic Multi-Death Fires of 2003" *NFPA Journal*, September/October, 73.

Four Die in Motor Home Fire in Nebraska

On a May afternoon, a fire broke out in the engine compartment of a motor home traveling on an interstate highway when gasoline from a rubber or plastic fuel line leak ignited. An electric fuel pump continued to operate, pumping fuel onto the fire. The vehicle was traveling at approximately 40 miles per hour (64 kilometers per hour), pushing the fire and smoke into the passenger compartment. Eight people were in the vehicle at the time. The driver escaped by jumping out of the moving vehicle. Rescuers were hindered because the rear door was jammed due to damage when the vehicle left the road and traveled through a ditch and into a pasture. Four people died.

Adapted from Stephen G. Badger's 2004, "Catastrophic Multi-Death Fires of 2003" *NFPA Journal*, September/October, 73.

Florida Man Burns Car in Murder-Suicide

Around 2:00 p.m., on a December afternoon, a despondent driver set his car on fire, which involved the vehicle interior, two children and himself. The car then crashed into an occupied house. The fire was confined to the vehicle and didn't involve the house. All three occupants of the car died.

Adapted from Stephen G. Badger's 2004, "Catastrophic Multi-Death Fires of 2003" *NFPA Journal*, September/October, 73.

Tour Bus Fire Injures Two Passengers, West Virginia
Two passengers, one of whom fell from an exit window, were hurt trying to escape from a burning tour bus. The bus was carrying 47 passengers, many of them older adults, when the fire occurred.

The fire started after a dragging brake caused a rear tire to ignite. The fire spread into the bus's passenger compartment and is believed to have burned for nearly seven minutes before a passerby detected it.

The fire department received a 911 call reporting the fire at 5:55 p.m. and two engine companies responded. By the time firefighters arrived, the rear of the bus was heavily involved, and several passengers were injured. The company officer sounded and additional alarm and requested several emergency medical units as fire crews used two hose lines to attack the blaze. With the help of several other agencies, a HAZMAT team contained oil and fuel runoff.

Three passengers were taken to the hospital, including an 87-year-old woman suffering from smoke inhalation and the 70-year-old woman who had fallen while exiting from the window. The bus, valued at $250,000 and its contents, valued at $50,000, were destroyed.

Kenneth J. Tremblay, 2004, "Firewatch," *NFPA Journal*, July/August, 16.

Fire Strikes Retail Propane Storage Facility, Georgia
Two vehicles, including a liquid propane delivery vehicle, were involved in a fire at a retail propane filling station. The incident occurred when a hose fell off a rack and was jarred into the open position. The release of pressurized liquid propane caused the hose to whip around, hitting nearby metal components and striking a spark that ignited the leaking propane.

An employee who saw the fire start immediately called 911, and the fire department responded at 9:05 a.m. Employees tried to control the blaze with hand-held fire extinguishers, but they were ineffective.

Flames impinging on the large storage vessel caused the pressure relief valve to operate, venting more propane, which contributed to the fire. Several redundant shut-off valves were later found in the open position.

There were no reports on the dollar amount of damage, and no one was injured during the incident.

Kenneth J. Tremblay, 2000, "Firewatch," *NFPA Journal*, November/December, 14

Propane Leaking from Delivery Truck Kills One, California
Propane leaking from a delivery truck ignited and flames spread to a resort clubhouse and two 3,785- liter (1,000-gallon) propane storage tanks. When the operator of the delivery truck tried to stop the release of propane, she was caught in a vapor cloud, which ignited. She suffered burns over 80 percent of her body and later died. Four others were injured, and the complex suffered a multi-million dollar loss.

The resort included a two-story motel and a two-story clubhouse, each constructed of unprotected wood framing. The clubhouse was protected by a wet-pipe sprinkler system, as was the 20-room motel next door. Information about smoke detection equipment wasn't reported. Both buildings were occupied at the time of the fire.

A propane delivery truck was refueling the propane storage tanks in the service area between the motel and the clubhouse when a leak developed at the track near a bypass line. The truck's operator, a 38-year-old woman, was walking back to the truck when the fuel ignited and flashed back towards the vehicle.

The fire department received a 911 call reporting the fire at 2:50 p.m., and firefighters arrived 22 minutes later. By that time, the fire had spread to the delivery truck, another vehicle, the clubhouse, and the motel. The two 3,785-liter (1,000-gallon) propane tanks were also exposed to the flames, and their pressure relief valves were operating.

Using multiple companies and calling for additional resources, the incident commander divided operations into two divisions. Firefighters in the first division made an interior attack, provided ventilation, and held the fire to half of the clubhouse. Those in the second division also made an interior attack, ventilated the motel, and maintained exposure protection, cooling the propane tanks and limiting fire spread to the top floor of the motel. EMS crews attended the five burn victims, taking the most critical to the hospital by helicopter.

In all, 16 units, including 9 engine companies, helped control the fire, which was pushed along by winds over 56.33 kilometers (35 miles) per hour. Thirty sprinklers operated, helping to control the rate of fire spread. However, they couldn't control the blaze.

The propane delivery truck, valued at $50,000, and a passenger vehicle, valued at $12,000, were destroyed. The motel, valued at $2 million, suffered a property loss of $1 million; damage m its contents was estimated at $250,000. Damage to the clubhouse, valued at $2 million, was estimated at $750,000, while damage to its contents came to $250,000. Combined, the loss totaled $2.312 million. Four civilians suffered moderate to severe burns to their faces and hands. No firefighters were injured.

Kenneth J. Tremblay, 1998, “Firewatch,” *NFPA Journal*, May/June, 42.

Five Vehicle Occupants Die at Mississippi Service Station Fire
While a tanker truck operator was filling the service station's underground storage tanks around 1:00 a.m. on an August morning, he removed the cap from a dipping lid to speed the process, inadvertently bypassing the normal venting and overfill protections. Nearly 750 gallons of gasoline spilled onto an adjacent road, where an undetermined source ignited it. The ensuing fire engulfed three vehicles. The tanker truck and a nearby restaurant suffered radiant heat damage. The five occupants of the three vehicles died when flames engulfed them. The two male victims were 58 and 18 years old, and the three female victims were 56, 40, and 20 years old.

Adapted from Kenneth J. Tremblay's 1999, "The Catastrophic Fires of 1998," *NFPA Journal*, September/October, 55.

Transport Vehicle Fire Kills Six Prisoners in Tennessee
A passenger van converted to transport prisoners in secured cages holding up to nine prisoners, a driver/guard, and another guard was traveling on an interstate highway on an April morning. A U-joint failed, releasing the drive shaft, which spun violently and struck the fuel tank, creating a 2-inch (5-centimeter) hole. Thirty-seven gallons (140 liters) of gasoline spilled out and were ignited either by the catalytic converter or by a spark from the dragging metal. Flames were visible under the vehicle before it stopped, and the passenger compartment became fully involved as the vehicle slowed. The guards escaped, but they couldn't reach the rear or side doors or unlock the two deadbolt-and-locking-hasp systems on the three cages, which held two prisoners each. One guard was injured. Six prisoners died in this fire. The incident was reported at 10:50 a.m.

Adapted from Kenneth J. Tremblay's and Rita F. Fahy's 1998, "Catastrophic Fires," *NFPA Journal*, September/October, 55

Metal in Road Causes Fatal California Fire
At roughly 8:18 p.m. on a May evening, a passenger van traveling on an undivided public street struck a large piece of metal, which punctured the vehicle's fuel tank and lodged itself under the moving vehicle. The metal scraped along the road, causing sparks that ignited leaking fuel. The driver lost control of the van, which hit a utility pole, jumped a curb, and came to rest against a tree. Flames engulfed the van once it stopped. The driver, a 30-year-old woman, escaped, but she was severely burned and later died of her injuries. Her three children, ages 10, 7, and 4, were trapped in the back of the van and died of smoke inhalation. The accident occurred at night, which made the dark-colored metal difficult to see.

Adapted from Kenneth J. Tremblay's and Rita F. Fahy's 1998, "Catastrophic Fires," *NFPA Journal*, September/October, 55

Kentucky Vehicle Fire was Murder-Suicide
A passenger vehicle parked in open field was the site of a murder-suicide that killed three in September. A 24-year-old man tried to strangle a 19-year-old woman, then doused himself, the woman, and a 5-month-old baby with gasoline. He ignited the fuel with an open-flame device and flames engulfed the interior of the car. The coroner reported that the woman was still alive when the fuel was ignited. She and the man died of smoke inhalation and burns. The vehicle was found three days after the fire. The fire department never responded since the fire extinguished itself.

Adapted from Kenneth J. Tremblay's 1997, "Catastrophic Fires," *NFPA Journal*, September/October, 55.

Fire Kills Two Homeless Men, Massachusetts
Two homeless men died when they lit a fire in a panel truck to keep warm and were overcome by carbon monoxide. The fire ignited the vehicle and spread to a nearby furniture repair shop that was closed for the night.

The vehicle was parked next to a two-story repair shop, an unprotected, wood-frame building that measured 80 by 40 feet. The structure had no sprinklers or detectors.

A police officer on rounds discovered the fire and called the fire department at 11:00 p.m.

Damage to the building was estimated at $150,000 and to its contents at $50,000. Damage to the vehicle wasn't reported.

Kenneth J. Tremblay, 1997, "Firewatch" *NFPA Journal*, September/October, 24.