



National Transportation Safety Board

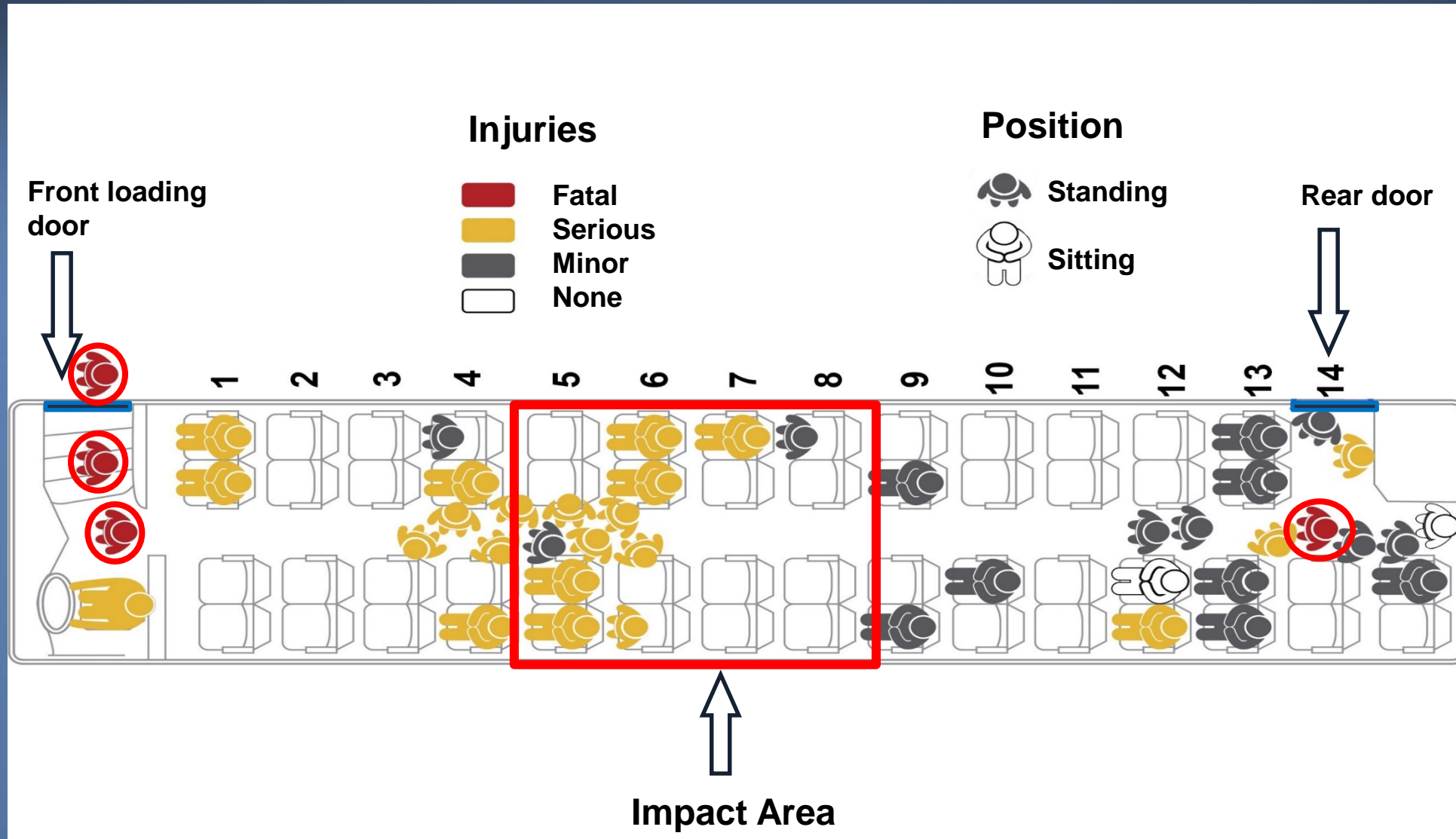
Emergency Egress and Extrication

Sheryl Harley

Overview

- Injury summary
- Preimpact evacuation
- Postimpact evacuation
 - Pretrip safety briefing
 - Rear door

Occupant Injuries



Factors Affecting Preimpact Evacuation

- Insufficient time to evacuate passengers before impact
- Limited mobility of the passengers
- Front loading door
 - Bottom step was 22 inches from the ground
 - Motorcoach had grounded at an angle

Interior Damage



Safety Briefing and Egress Points

- Pass
- Moto
- Pretr
- No
- Dic

or



Secondary Door

- Passengers were not aware of the door
- Witness attempted to open the rear door
 - Misplaced the door handle
- First responders were unable to open rear door



Postimpact Evacuation

- First responders' extrication of passengers
 - Through windows: slow process
 - Removed rear door to speed the process
 - Emergency response was timely and appropriate
- Pretrip safety briefing including the rear door could have expedited the postimpact evacuation
- NTSB recommendations regarding pretrip safety briefings

Summary

- Limited time and passenger mobility reduced occupants' ability to evacuate before impact
- Use of secondary door could have expedited the postimpact evacuation
- Pretrip safety briefings should include the locations of all exits and tell how to operate them in an emergency



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