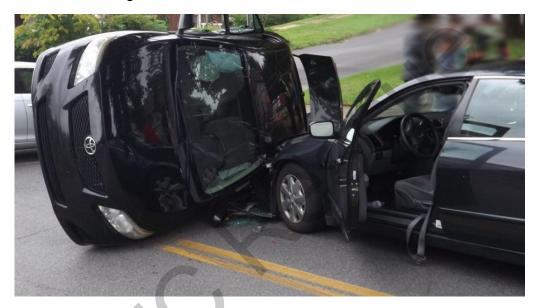# Vehicle Relocation

"Vehicle Relocation" is a method of extrication that has always been around, I remember relocating a car that was on its roof back onto its wheels to free a driver back in the late 1990's. Over the years the idea of carrying out such techniques with a casualty in situ became frowned upon due to the concerns over C-spine management, or the lack of understanding from all responding services on the benefits these techniques bring to improve the extrication plan, creating a more effective and efficient rescue and reducing on scene times.

Vehicle relocation can be used for any situation, it has historically been used to move a vehicle resting on its wheels to provide access to a secondary vehicle, usually with no casualties in the vehicle being moved. We are comfortable with this mostly because there aren't any casualties in the relocated vehicle. Which I would agree is a common thought.

But what about moving a vehicle with the casualty in situ? The developments and research over the years and still ongoing is the fact that the damage to the casualty has already been done. So any further rescue actions are very unlikely to cause further damage. *(I am not a medical expert, so I only base this on the current research and information available, this isn't to say that our actions wont cause further harm)*

There are 2/3 areas of rescue where we might do a vehicle relocation for either safety, better extrication options or both.

We will have a look at the pros and cons for each situation below.

Vehicle in a dangerous position:

If a vehicle is in a dangerous position, we need to either secure it in its current position or it will need to be moved to a safer position to allow the rescue to be carried out. If the vehicle is in a dangerous position, greater control will be needed to make sure the situation isn't worsened and the evolution can be achieved in one go, ideally without having to stop and start. Effective planning and crew ability are paramount, or the use of specialist teams might be needed, again this will depend on time factors and the casualty's situation within the vehicle. In most cases its more about securing the vehicle in place to allow the rescue to be carried out.

Vehicle relocation to achieve a better extrication:

An area of rescue that needs to be developed further is the use of Vehicle Relocation to improve the rescue and provide a more robust casualty centred rescue. In situations where the vehicle is in a position that would create difficult access to the casualty and therefore extend extrication times considerable, vehicle Relocation must be considered.

With a vehicle resting against a tree for example, access would be difficult especially if there has been some form of roof deformation, limited access, limited extrication space and working room are just some of the many issues you will face.

So why not winch the vehicle back onto its wheels?

This would then give you full 360 access to the vehicle, providing better access and treatment for the casualty, whilst providing more extrication and space creation options.

With a well trained crew these techniques can be carried out relatively efficiently with the end result being a quicker more casualty centred rescue, its certainly better than trying to work around a vehicle and obstruction.

With casualty carers and a casualty in the vehicle it is a very smooth transition to the ground, having carried this out many times the response from people in the vehicle was that they hardly knew it was moving.

Vehicle Relocation should become one of your go to options for situations where a rescue in situ is not viable or would become too complex, where moving the vehicle would benefit and improve rescue times. It must be casualty centred and carried out with a well trained crew.
What you do not want to happen is to try and relocate the vehicle only to find it can not be achieved mid flow, this would not be an acceptable outcome. If you have any comments or incidents you would like to share, email us at rtc.rescue@gmail.com