April 18, 2007

Mr. Howard Roberts Jr., President
MTA New York City Transit
2 Broadway
New York, NY 10004

RE: PTSB CASE #8921

Dear Mr. Roberts:

The Public Transportation Safety Board received notice of a mechanical failure bus accident involving the MTA New York City Transit, which occurred on Prospect Avenue at Fourth Avenue, Brooklyn, NY, on April 25, 2006.

Based on the enclosed Close Out Report, no further action is necessary.

Sincerely,

Brian O. Rowback
Executive Director
Public Transportation Safety Board

Enclosure
PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA NYCT
CRITERIA CODE: Mechanical Failure
DATE/TIME: April 25, 2006; 6:47 am
DATE REPORTED: April 25, 2006
VEHICLES INVOLVED: 4
NUMBER OF INJURIES: 1
BUS NUMBER: 317
OTHER: 3 autos + school bus

ACCIDENT LOCATION: Prospect Avenue at Fourth Avenue
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: 6 traffic signals
LIGHT CONDITIONS: Daylight
INVESTIGATOR: M. Palanker
HOURS OF SERVICE: 0 hrs and 0 min in last 24 hrs/38 hrs and 1 min in last 7 days

CASE NUMBER: 8921
TYPE OF ACCIDENT: Collision
Accident Severity Index: 0.05
NUMBER OF INJURIES: 1
BUS NUMBER: 317
PASSENGERS: 0
OCCUPANTS: 5

ACCIDENT DESCRIPTION: At approximately 6:47 am, MTA New York City Transit (NYCT) bus #317 traveling westbound on Prospect Avenue was approaching the intersection with Fourth Avenue with a speed of 3 mph when the traffic signal turned red. Three autos and a school bus moving in front of the bus stopped. The bus driver applied the brakes, however, the front of the bus made contact with auto #1, pushing it forward into the rear of auto #2. The front of auto #2 struck the rear of auto #3, pushing it into the rear of the school bus The bus driver claimed a mechanical failure of the brakes. Only the driver of auto #1 claimed injury, and was transported to a local hospital, treated and released. A post accident drug and alcohol test administered to the bus driver 3 hours and 43 minutes after the accident was negative. The bus and the bus driver records were reviewed and found to be in order and up-to-date. The investigation showed that the most probable cause of the accident was an unpredictable failure of the application valve (a non-maintenance item) causing a delay in the air delivery to the rear brake chambers.

IT HAS BEEN DETERMINED THAT THE BUS PROPERTY INVOLVED IN THIS ACCIDENT DID NOT CONTRIBUTE TO THE CAUSE OF THE ACCIDENT.

SUBMITTAL

THE ABOVE ACCIDENT HAS BEEN INVESTIGATED AND MEETS ALL OF THE CONDITIONS IDENTIFIED IN PTSB RESOLUTION #1340 AND REQUIRES NO FURTHER ACTION.

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CHIEF, ACCIDENT INVESTIGATION SECTION

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DIRECTOR, MCSB, NYSDOT