PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: RGRTA
CRITERIA CODE: Mechanical
DATE/TIME: June 19, 2006 at 5:53 pm

DATE REPORTED: June 19, 2006
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: 0
TYPE OF BUS: 2000 NABI
OTHER: N/A

CASE NUMBER: 8987
TYPE OF ACCIDENT: Bus Fire
ACCIDENT SEVERITY INDEX: 0

TIME REPORTED: 6:20 pm
NUMBER OF INJURIES: 0
BUS NUMBER: 107
PASSENGERS: 10
OCCUPANTS: 0

ACCIDENT LOCATION: Lyell Ave. & Saratoga Ave.
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Traffic Signal
LIGHT CONDITIONS: Daylight
HOURS OF SERVICE: Not Related
INVESTIGATOR: Mike Gluskin

SPEED LIMIT: 30 mph
ROAD CONDITIONS: Dry
WEATHER: Clear
SUMMONS: None

ACCIDENT DESCRIPTION: At approximately 5:53 pm, the operator of Rochester-Genesee Regional Transportation Authority (RGRTA) bus #107 was traveling eastbound on Lyell Avenue, approaching the intersection of Saratoga Avenue, when the bus operator noticed smoke coming from the engine compartment. The bus operator moved to the curb, stopped the bus and safely evacuated 10 passengers and notified dispatch. The Rochester Fire Department arrived at the scene and extinguished the fire with high pressure water (the area in which the fire occurred is not covered by the onboard Amerex fire suppression system). The engine compartment sustained extensive fire damage. The bus operator and ten passengers claimed no injuries. The bus and the bus drivers records were reviewed and found to be complete, in-order, and up-to-date. The bus records showed no recurring defects or problems which would be considered causative to the fire. A post accident drug and alcohol test was not administered to the bus operator due to the nature of the incident. A post accident inspection of the bus, conducted by the PTSC staff in conjunction with RGRTA maintenance staff were unable to determine the cause of the electrical malfunction due to the extensive fire damage in the engine and A/C compartments. It is most probable that the origin of the fire is in the voltage regulator (Vander box; which converts 24 volts to 12 volts) which is located inside the A/C compartment, mounted to the right corner of the fire wall. There are several wiring harnesses that are located in that area. Due to the extremely high temperatures of the fire, the harnesses and voltage regulator were completely destroyed. The fire suppression system which discharged protects the engine compartment but does not protect the upper A/C compartment where the voltage regulator is located. It is also likely that the refrigerant (R-134) exacerbated the fire. The voltage regulator (Vander box) is a non-maintenance item.

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.

CHIEF, ACCIDENT INVESTIGATION SECTION DATE

DIRECTOR, MCSB DATE