PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT
(Form NR)

BUS PROPERTY NAME: MTA NYCT
CRITERIA CODE: Mechanical Failure
DATE/TIME: August 28, 2006 at 10:02 p.m.
DATE REPORTED: August 28, 2006
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: 0
TYPE OF BUS: New Flyer Articulated
OTHER: None
CASE NUMBER: 9083
TYPE OF ACCIDENT: Fire
ACCIDENT SEVERITY INDEX: 0.00
NUMBER OF INJURIES: 0
BUS NUMBER: 5400
PASSENGERS: 9
OCCUPANTS: None

ACCIDENT LOCATION: E. Fordham Road at Sedgwick Avenue, Bronx, NY
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Traffic Signal
LIGHT CONDITIONS: Dark
INVESTIGATOR: Harry W. Gerham
HOURS OF SERVICE: 9 hrs 52 min in last 24 hrs/57 hrs 21 min in last 7 days
SPEED LIMIT: 30 mph
ROAD CONDITIONS: Dry
WEATHER: Clear
SUMMONS: None

ACCIDENT DESCRIPTION: MTA NYCT bus #5400 was standing in the far side bus stop on E. Fordham Rd. at the intersection with Sedgwick Ave. when the bus driver observed smoke in the rear interior and from engine compartment of the bus. The bus driver activated the on-board fire suppression system, safely evacuated the passengers and called for assistance. The fire department responded and insured that the fire was completely extinguished. There were no injuries and the bus sustained extensive damage. No post accident drug and alcohol tests were performed on the bus driver due to the nature of the incident. Bus and bus driver records were reviewed and found to be complete, in-order and up-to-date. The bus records also showed no recurring defects or history of problems which would be considered causal to the fire. Inspection of the bus found that the high pressure, braided, stainless steel covered hydraulic signal line connected to the hydraulic cooling fan motor controller had suffered a catastrophic internal failure. This failure had allowed hydraulic oil, under high pressure, to be sprayed into the engine compartment where it made contact with hot engine components and ignited. The Public Transportation Safety Board staff finds that the most probable cause of the fire was the unanticipated catastrophic internal failure of the high pressure, braided, stainless steel covered hydraulic signal line connected to the hydraulic cooling fan motor controller.

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, PCSB, NYS DOT