PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA NYCT
CRITERIA CODE: Mechanical Failure
DATE/TIME: July 8, 2007 at 9:10 a.m.
DATE REPORTED: July, 8, 2007
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: 0
TYPE OF BUS: Orion VII/Hybrid
OTHER: None

CASE NUMBER: 9409
TYPE OF ACCIDENT: Fire
ACCIDENT SEVERITY INDEX: 0.00
NUMBER OF INJURIES: 0
BUS NUMBER: 6434
PASSENGERS: 55
OCCUPANTS: 0

ACCIDENT LOCATION: Hillside Avenue at the intersection with 247th Street, Queens, NY
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Signal
LIGHT CONDITIONS: Daylight
INVESTIGATOR: Harry W. Gerham

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

HOURS OF SERVICE: 8 hr 29 min in last 24 hrs/42 hrs 2 min in last 7 days

ACCIDENT DESCRIPTION: At approximately 9:10 a.m., MTA New York City Transit bus #6434 was standing in the near side bus stop on Hillside Ave. at the intersection with 247th St. when the bus driver smelled smoke. The bus driver stopped, exited the bus and observed heavy smoke and flames coming from the upper left rear corner of the bus. The bus driver safely evacuated the 55 passengers, activated the on-board fire suppression system and called for assistance. The fire department responded and completely extinguished the fire. There were no injuries and the bus sustained moderate damage to the left rear upper corner of the bus. No post accident drug and alcohol tests were performed on the bus driver. 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 engine turbocharger, a non-maintenance item, had suffered a catastrophic failure which allowed engine oil to enter the bus exhaust where it caught fire. The Public Transportation Safety Board staff finds that the most probable cause of the fire was the catastrophic failure of the bus turbocharger, a non-maintenance item, which allowed engine oil to enter the bus exhaust where it caught fire.

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

DIRECTOR, PCSB, NYS DOT