PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA Bus Company
CRITERIA CODE: Multiple Injury
DATE/TIME: October 3, 2007 at 1:06 p.m.
DATE REPORTED: October 3, 2007
VEHICLES INVOLVED: 3
NUMBER OF ACCIDENTS: 0
TYPE OF BUS: MCI D4500
OTHER: Box Truck, Auto

CASE NUMBER: 9513
TYPE OF ACCIDENT: Rear End Collision
ACCIDENT SEVERITY INDEX: 7.75
TIME REPORTED: 3:52 p.m.
NUMBER OF INJURIES: 13
BUS NUMBER: 3384
OCCUPANTS: 1, 1

ACCIDENT LOCATION: Bruckner Expressway near the exit for Bruckner Blvd., Bronx, NY
ROADWAY TYPE: Asphalt
SPEED LIMIT: 50
TRAFFIC CONTROL: None
ROAD CONDITIONS: Dry
WEATHER: Clear
INVESTIGATOR: Harry W. Gerham
SUMMONS: NYPD-None, NYS DOT MC-Yes
HOURS OF SERVICE: 2 hr 39 min in last 24 hrs/50 hrs 47 min in last 7 days

ACCIDENT DESCRIPTION: MTA Bus Company bus #3384 was traveling east on the Bruckner Expressway and approaching the exit for Bruckner Blvd, when an auto moving in the same direction to the left of the bus moved right into the safety zone in front of the bus. The bus driver slowed/braked to re-establish a safe following distance, and was then heavily rear ended by a tandem rear axle refrigerated box truck which propelled the bus forward into the rear of the auto. The bus and truck sustained extensive damage from the collision while the auto sustained moderate damage. The bus, truck and auto driver, as well as the 10 bus passengers, claimed various injuries and were transported to a local hospital where all were treated and released. Post accident drug and alcohol tests performed on the bus driver upon his release from the hospital, 7 hours and 34 minutes from the time of the accident, were negative. Bus and bus driver records were reviewed and found to be complete, in-order and up-to-date. Inspection of the bus found no defects or problems which would be considered causal to the accident. Due to the considerable damage to the rear of the bus (twisted engine cradle, broken motor mount, cracked transmission housing, etc) no decelerometer tests could be performed on the bus braking systems. However, when the bus braking system was charged with air, all of the brakes were functional and had throws that were within specifications. The trucking company was issued Notices of Violation (NOVs) by the NYS DOT Motor Carrier Compliance Unit, who pled guilty to the violations and paid a total of $1,500.00 in fines. The Public Transportation Safety Board (PTSB) staff finds that the most probable cause of the accident was the failure of the truck driver to maintain a proper speed and following distance behind the bus. The PTSB staff also concluded that the bus driver did not contribute this accident.

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.