PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA NYCT
CRITERIA CODE: Mechanical Failure
DATE/TIME: November 23, 2007 at 4:54 p.m.
DATE REPORTED: November 23, 2007
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: 0
TYPE OF BUS: Orion VII Hybrid
OTHER: None

ACCIDENT LOCATION: Union Turnpike at the intersection with Springfield Boulevard, Queens, NY
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: N/A
LIGHT CONDITIONS: Dusk
INVESTIGATOR: Harry W. Gerham

ACCIDENT DESCRIPTION: MTA New York City Transit bus #6443 was standing in the far side bus stop on Union Turnpike at Springfield Boulevard, boarding and discharging passengers, when the bus driver observed smoke and flames coming from the rear of the bus. The bus driver safely evacuated the passengers, as the fire suppression system activated, and called for assistance. The fire department responded and took no action as the fire suppression system had extinguished the fire. The bus sustained moderate damage in the engine compartment. There were no reported injuries. Post incident drug and alcohol tests were not performed on the bus driver. Bus and bus driver records were reviewed and found to be complete, in-order and up-to-date. Post fire inspection of the bus found that the flange on the high pressure hydraulic line to the fan motor, a non-maintenance item, had failed allowing high pressure oil to be sprayed onto the hot exhaust flex pipe, where it caught fire. In addition, prior to the fire suppression system activating, the initial fire caused the failure of a small fuel line which allowed fuel to be sprayed onto the hot turbocharger, causing a small secondary fire. When the fire suppression system activated it completely extinguished the fires. Due to damage sustained in the fire, no decelrometer tests were performed on the bus braking systems. It should be noted that in reviewing the bus maintenance records, no work had been performed within the engine compartment in the vicinity of the high pressure hydraulic lines to the fan motor. The Public Transportation Safety Board (PTSB) staff finds that the most probable cause of the fire was the unanticipated failure of the flange securing the high pressure hydraulic line to the fan motor, 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

DIRECTOR, PCSB, NYS DOT