ACCIDENT DESCRIPTION: MTA New York City Transit (NYCT) bus #4917 was traveling on Hillside Ave. at 187th Pl. when a 6’ aluminum trim piece fell from an overhead light fixture striking, and causing minor injuries to, two female bus passengers. The bus driver stopped and called for assistance. The two injured passengers were transported to a local hospital where they were treated for their injuries and released following treatment. Bus and bus driver records were reviewed found to be complete, in-order and up-to-date. The bus records showed no history of work having been performed to the light fixture or the area surrounding it. No post accident drug and alcohol tests were performed on the bus driver. Post accident inspection of the bus showed that the rivets securing the trim piece had failed (a non-maintenance item), most probably due to fatigue from years of vibration. Several other buses of the same make, model and year were inspected and exhibited looseness and wear to the rivets securing the trim piece. The MTA NYCT determined that the 1998 (349) and 1999 (350) models of this bus were at risk of having the same problem with the rivets and issued a Maintenance Directive instructing that all of the rivets for the light fixture be replaced and that two additional rivets be installed to each fixture. As of August 12, 2008 616 of the 699 buses had been repaired with the balance of the buses are expected to be repaired by the end of August (the delay in completion of the Directive was attributed to transfers of the buses between depots). The Public Transportation Safety Board (PTSB) staff finds that the most probable cause of this accident was the failure of the rivets (a non-maintenance item) securing the 6’aluminum trim piece to the overhead light fixture. The PTSB staff will monitor the status of the NYCT Maintenance Directive regarding 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.