PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: MTA NYCT
CRITERIA CODE: Mechanical Failure
DATE/TIME: December 27, 2007 at 11:00 a.m.
DATE REPORTED: December 27, 2007
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: 0
TYPE OF BUS: New Flyer CNG/low floor
OTHER: None
BUS NUMBER: 962
NUMBER OF INJURIES: 0
CONTACT: 0
OCCUPANTS: 0

ACCIDENT LOCATION: Flatbush Ave. at the intersection with Church St., Brooklyn, NY
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Traffic Signal
LIGHT CONDITIONS: Daylight
INVESTIGATOR: Harry W. Gerham
SUMMONS: None
HOURS OF SERVICE: 2 hr 39 min in last 24 hrs/50 hrs 47 min in last 7 days

ACCIDENT DESCRIPTION: At approximately 11:00am, MTA New York City Transit bus #962 was standing in traffic on Church St. when the bus fire alarm system activated and the engine stalled. The bus driver claimed that she then observed smoke and flames in the rear ceiling area of the bus. She safely evacuated the passengers and called for assistance. The fire department arrived and extinguished the fire. There were no injuries and the bus sustained moderate damage. Due to the nature of the incident no post incident 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. Inspection of the bus found that the cause of the fire was a short to ground caused by the chafing of the main power cable to the programmable logic chip circuit board, a non maintenance item. Further investigation identified that the chafing of this cable was a fleet concern for the buses of this manufacturer. MTA NYCT and the manufacturer worked together to redesign and upgrade the routing of the cable. The retrofit campaign to retrofit the bus fleet is progressing as scheduled [112 of 187 (60%) buses] and the Public Transportation Safety Board (PTSB) staff will continue to monitor the retrofit and inform the Board when the retrofit has been completed. In conversation with the bus manufacturer the Public Transportation Safety Board staff learned that the cable chafing problem was isolated to buses operated by the MTA NYCT and no other bus fleets in the state. The PTSB staff finds that the most probable cause of the fire was chafing of the main power cable of the programmable logic chip circuit board, a non maintenance item, which caused the cable to short to ground and catch 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
DATE

DIRECTOR, PCSB, NYSDOT
DATE