**PUBLIC TRANSPORTATION SAFETY BOARD**  
**CLOSE OUT BUS ACCIDENT REPORT**

**BUS PROPERTY NAME:** RGRTA  
**CASE NUMBER:** 9668  
**CRITERIA CODE:** Mechanical Failure  
**TYPE OF ACCIDENT:** Miscellaneous  
**DATE/TIME:** February 05, 2008 at 12:50 pm  
**ACCIDENT SEVERITY INDEX:** 0

**DATE REPORTED:** February 05, 2008  
**TIME REPORTED:** 2:30 pm  
**VEHICLES INVOLVED:** Two  
**NUMBER OF INJURIES:** None  
**NUMBER OF FATALITIES:** None  
**BUS NUMBER:** 1215  
**TYPE OF BUS:** 1998 New Flyer  
**PASSENGERS:** 15  
**OTHER:** 2005 Kia  
**OCCUPANTS:** 1

**ACCIDENT LOCATION:** Lyell Ave. & Burrows St.  
**ROADWAY TYPE:** Asphalt  
**SPEED LIMIT:** 30 mph  
**TRAFFIC CONTROL:** Stop Sign  
**ROAD CONDITIONS:** Wet  
**LIGHT CONDITIONS:** Daylight  
**WEATHER:** Cloudy  
**INVESTIGATOR:** Mike Gluskin  
**SUMMONS:** None  
**HOURS OF SERVICE:** 8 hrs and 20 min in the last 24 hrs/33 hrs and 15 min in last 7 days

**ACCIDENT DESCRIPTION:** At approximately 12:50 pm, the operator of Rochester Genesee Regional Transportation Authority (RGRTA) bus #1215 was traveling westbound on Lyell Avenue, approaching the intersection of Burrows Street, when the bus operator felt a vibration coming from under the bus. The operator continued driving a short distance and the vibration worsened. The bus operator pulled over to the curb and evacuated 15 passengers then notified the radio controller. The operator debarked the bus and noticed the bus’s drive shaft had dropped onto the pavement. An auto (2005 Kia) traveling westbound behind the bus, drove over the drive shaft causing damage to the right rear wheel and tire. The bus operator, 15 passengers, and the auto driver claimed no injuries. The Rochester Police responded to the scene. The bus and the bus drivers records were reviewed and found to be complete, in-order, and up-to-date. The bus records showed no recurring defects or problems which would be considered causative to the accident. A post accident drug and alcohol test was not administered to the bus operator due to the nature of the incident. A post accident inspection of the bus, conducted by the PTSB staff in conjunction with RGRTA maintenance staff determined the cause of the incident was due to mechanical failure of the yoke retaining locking nut (non-maintenance item) which secures the drive shaft to the transmission. It was undetermined as to how the locking nut loosened. The drive shaft is checked at each Preventive Maintenance Inspection which is performed every 4 months or 6,000 mile interval. The last PMI was performed January 14, 2008 and the bus had traveled 886 miles since then.

**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, NYSDOT**