PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: Capital District Transportation Authority
CRITERIA CODE: Mechanical Failure
DATE/TIME: April 26, 2008 at 1:45pm
DATE REPORTED: April 26, 2008
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: None
TYPE OF BUS: 1998 Orion VI
ACCIDENT LOCATION: 15th Street & Tibbits Avenue
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: Traffic Signal
LIGHT CONDITIONS: Daylight
SUMMONS: None
HOURS OF SERVICE: Not Related
INVESTIGATOR: Mike Gluskin

ACCIDENT DESCRIPTION: At approximately 1:45 pm the operator of CDTA bus #2094 was traveling southbound on 15th Street when he smelled burning brakes and noticed smoke. The bus operator pulled into a bus stop where a female pedestrian was standing in the bus stop waiting for another bus. She noticed the right front wheel was on fire and told the bus operator. The operator secured the bus and evacuated four passengers. The operator called dispatch and informed them of the wheel fire, then grabbed the fire extinguisher and extinguished the flames coming from the right front wheel. The Troy Fire Departments and Troy Police Departments responded to the scene. The bus sustained minor damage to the right front wheel. The bus and bus records were reviewed and found to be in order and up-to-date. PTSB staff and CDTA maintenance staff discovered that the right front brake chamber (push rod) was not releasing. Further investigation revealed that the inside of the caliper assembly was dry and lacking sufficient lubrication (grease). The caliper assembly was the result of a component failure (a non-maintenance item). The manufacturer ArvinMeritor recommends the unit to be completely overhauled or replaced at three years or 185,000 miles. CDTA has been very aggressive performing brake relines, and vigilant checking brake components during each PMI. CDTA is currently performing a campaign on all Orion VI calipers to ensure they are functioning properly due to be completed by July 1, 2008.

The PTSB staff determined the bus operator did not follow company procedures or training. As a result of this incident CDTA management retrained the bus operator and he was given a three day suspension.

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