



U.S. Department of Transportation

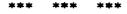
National Highway Traffic Safety Administration

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Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.





TRANSPORTATION SCIENCES CENTER ACCIDENT RESEARCH GROUP

Calspan SRL Corporation Buffalo, New York 14225

CALSPAN REMOTE SCHOOL BUS PEDESTRIAN FATALITY CRASH INVESTIGATION

CALSPAN CASE NO. 94-40

VEHICLE - 1983 INTERNATIONAL SCHOOL BUS

LOCATION - STATE OF

CRASH DATE -

1994

Contract No. DTNH22-94-D-07058

Prepared for:

U.S. Department of Transportation National Highway Traffic Safety Administration Washington, D.C. 20590

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 94-40	2. Government Accession No.	3. Recipient's Catalog No.				
4. Title and Subtitle Calspan Remote School Bus Pedestriar	5. Report Date: 1996					
Vehicle #1 - 1983 International School Location - State of	Bus	6. Performing Organiz	zation Code			
7. Author(s) Accident Research Group						
9. Performing Organization Name and Ad Transportation Sciences Center Accident Research Group	ldress	10. Work Unit No.				
Calspan Corporation P.O. Box 400 Buffalo, New York 14225		11. Contract or Grant DTNH22-94-D-07				
12. Sponsoring Agency Name and Addres U.S. Department of Transportation National Highway Traffic Safety Adn		13. Type of Report and Technical Report Crash Date:	d Period Covered 1994			
Washington, D.C. 20590		14. Sponsoring Agency Code				
15. Supplementary Notes Remote investigation of a school bus	crash that resulted in a pedestrian fatality	y.				
a 61 year old male, backed the vehicle pedestrian with the rear bumper. The s shouted to the driver to stop. The drive	International school bus and a fourteen through an intersection while attempting chool bus continued rearward and ran over may have misinterpreted the warning of pedestrian a second time. She was take	to park along the north cuer the pedestrian with it's r of the witness and subseque	orb and struck the female ight rear tires. A witness ently shifted the bus into			
17. Key Words School bus Backing motion Pedestrian Fatal injuries	School bus Backing motion Pedestrian					
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages	22. Price			

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CALSPAN REMOTE SCHOOL BUS PEDESTRIAN FATALITY CRASH INVESTIGATION

CALSPAN CASE NO. 94-40

VEHICLE - 1983 INTERNATIONAL SCHOOL BUS

LOCATION - STATE OF

CRASH DATE - 1994

This investigation was initiated in response to a notification received from the National Highway Traffic Safety Administration (NHTSA) that a fourteen year old female pedestrian had been struck by a backing school bus and subsequently sustained fatal injuries. The focus of the investigation was to determine if the cause of the crash was related to the school bus safety equipment (e.g. warning signals, mirrors, and/or human error). The investigation was conducted as a remote investigation.

SUMMARY

This school bus/pedestrian crash involved a fourteen year old girl who was fatally injured when she was run over by a 1983 International school bus (Vehicle #1) which was driven by a 61 year male driver. The crash occurred in November of 1994 in the morning hours on an urban, dry, level, straight asphalt street at a four leg intersection. The ambient conditions were overcast and dry with no adverse weather conditions.

Vehicle #1 was traveling in a southbound direction when it made a right turn at the four leg intersection. The vehicle stopped and backed through the intersection to a parking space adjacent to the curb on the right side of the roadway. The pedestrian was struck by the rear bumper and run over by the right side rear tire. She was taken to a local hospital where she arrived DOA.

Vehicle #1 was examined for vehicle safety at the scene by the investigating police agency. Two citations were issued for the following violations:

- No DOT inspection
- No back up warning beepers

Vehicle #1 was driven from the scene and returned to the school bus parking area where it was inspected by Vehicle Safety Inspectors of the State Department of Transportation. The vehicle was taken out of service as the result of the following violations:

- Exhaust leak
- Right front relay valve air leak
- Right rear brake (Type 30/30 chamber) 5.4 cm (2 1/8") maximum stroke out of adjustment

CRASH DEMOGRAPHIC DA	TA
Location:	Four leg intersection
State:	State of
Area/Type:	Urban/Commercial
Investigating Police Agency:	City police
Accident type:	School bus/pedestrian
Pedestrian Injury Severity:	Fatal
AMBIENCE	
Viewing Conditions:	Daylight
Weather:	Overcast
Road Surface:	Dry
HIGHWAY	
Type:	Local street
Number of Lanes:	2
Width:	Unknown
Surface:	Asphalt
Median:	None
Edge:	Concrete curb/sidewalk
Vertical Alignment:	Flat
Horizontal Alignment:	Straight
TRAFFIC CONTROLS	
Signals:	None
Signs:	None
VEHICLE #1 DESCRIPTION	
Description:	1983 International School Bus
V.I.N.:	1HVBA172DH (Serial # omitted)
Color:	Yellow

VEHICLE #1 DESCRIPTION (continued)					
Defects:	No back up warning beepers No DOT inspection Exhaust leak Right front relay valve air leak Right rear brake (Type 30/30 chamber) 5.4 cm (2 1/8") maximum stroke - out of adjustment				
Tow Status:	Driven from scene				

VEHICLE DATA

Vehicle #1 was a 1983 International School Bus which was owned by a local private school which was also the school attended by the pedestrian. It was a standard type full size school bus with a 60 child seating (12 standing) capacity. The vehicle identification number (VIN) was 1HVBA172DH (serial # omitted). The safety equipment included the full complement of lights and two fisheye rearview mirrors on the left and right front fenders. There were no mirrors on the back of the vehicle.

Following the crash Vehicle #1 was examined by one of the responding police officers and found to have two violations. Summonses were issued by the police included: no DOT inspection; and no back up warning beepers. There was no damage to the vehicle.

Further inspection by the Vehicle Safety Inspectors of the State Department of Transportation revealed an exhaust leak, a right front relay valve air leak, and a right rear brake out of adjustment. The vehicle was subsequently taken out of service.

PEDESTRIAN DATA

The pedestrian was a 14 year old female who had stepped off the curb behind Vehicle #1 as it was backing. Her location was approximately 6.1 m (20.0') east of the four leg intersection in the westbound travel lane at the time of the crash. She was a student of the school to which Vehicle #1 was registered. It was not clear whether the pedestrian was en route to the school or if she had departed the school on an early dismissal.

CRASH DATA

Pre-crash

Vehicle #1 was traveling in a southbound direction on a one way roadway just north of an intersecting two lane, two way undivided roadway. At the intersection, Driver #1 who was a 61 year old male and possessed a valid

State CDL Class B license, turned right in a westbound

direction, stopped, and proceeded to travel in reverse. Vehicle #1 crossed back through the intersection and attempted to park at the right side curb on the north side of the two lane roadway. The female pedestrian who was located approximately 6.1 m (20.0') east of the intersection on the north side of the roadway may have stepped off the curb in south direction and enter the area where Driver #1 was attempting to park. The pedestrians back was reportedly toward the bus at the time of the crash.

Crash

Vehicle #1 struck the fourteen year old pedestrian with the rear bumper, knocking her down then passing over her body with the right rear wheels. A nearby witness reportedly shouted to the driver of Vehicle #1 to stop. The driver reportedly complied, but may have become confused with the warning because the driver then proceeded forward and ran over the pedestrian a second time.

Post crash

The fourteen year old pedestrian was transported to a local hospital where she was pronounced DOA. Vehicle #1 was examined at the scene for violations by a responding police officer. The following violations were uncovered and summonses were issued for the following:

- No DOT Inspection
- No Back Up Warning Beepers

The vehicle was driven to the school bus parking area where it was inspected by the Safety Inspectors of the State Department of Transportation. It was found to have the following violations and taken out of service.

- Exhaust leak
- Right front relay valve air leak
- Right rear brake (Type 30/30 chamber) 5.4 cm (2 1/8") maximum stroke out of adjustment

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Pages Page Complaint No. Date of This Report 94

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were present at the scene of this accident to assist with the on scene investigation. The u/s interviewed the following individuals recording their statements onto

Witness-Oper.#1-

- 6. An alco-sensor test was administered to the Oper. Veh.#1 by P.O. at 1050 hrs. at the scene of this accident. The results indicated a .00% B.A.C.
 - 7. A DMV check through the finest system on the Oper. Veh.#1 reveals he has a valid License Class CDL *B* Expiring
- 8. A canvass was conducted by the u/s at the following locations with the results noted.

states he did not witness the accident take place he had just opened his store. Neg. Results.

did not see accident happen & did not call the Police. Neg. Results.

did not witness the accident take place. Neg.

Results.

was present at the scene and conducted an examination of Veh.#1 for any violations. The following violations were uncovered and summonses were issued as follows.

DOT Inspection

Summons

DOT Inspection

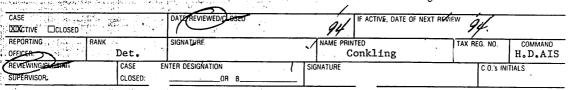
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