

**Attachment 3 – NYDOT Post Accident School Bus Inspection Report
(6 Pages)**

**NYS DOT
TRAF ENGINEERING & SAFETY DIVISION
BUS SAFETY INSPECTION PROGRAM**

DATE 10/22/99
START TIME 1500
MILEAGE 044291

PRINT DATE

ASSIGNED INSPECTOR J. Coluccio MVI NO. 1097 REGION 1 IN-TRANSIT PERMIT NO.

OPERATOR NO. 1468 TYPE(S) OF SERVICE 2 | 4 BUS NUMBER 57

NAME KINNICUTT BUS INC.
ADDR. 2 Elmwood St.
CITY MENANDS N.Y. 12204
STATE
& ZIP

LAST NYS DOT INSPECTION
DATE 09-02-99
MILEAGE 041274
CERT. NO. NYC 644712
EXPIR. DATE 03-02-2000

VIN 1HVB BABN 7VHS 1424 0 LICENSE NO. BE4338 STATE NY

TYPE OF VEHICLE School Type C BODY MODEL NUMBER 182 - NY - 66 - 00 WC - ATC - YEAR 97

ICC/MC NO. USDOT NO. NYS DOT NO.

INSPECTION ITEM NO.	OUT OF SERVICE		DEFECTS DISCOVERED
	1	2	
			Air pressure at 12:10 PM. Orange Needle (Secondary) 68 PSI White Needle (Primary) 70 PSI ON 10-23 AT 2:00 PM. Air pressure gauge reading was similar MFG. 16 MAY 1997
			Chassis - NAVISTAR model 3800 with 254 W.B.
			GVWR 29,000 FRONT GAWR 12,000 REAR GAWR 19,000 with 265 75R22.5 6 Tires 22.5x7.50 Rims
			Air pressure front 110 PSI REAR 100 PSI
			Body - AMERICAN T.L. # 80720 conforms to standards in effect on 05-97 (from vehicle data plate)
			CAPACITY 66C 4+A STANDS 13
			Vehicle review conducted by R.W. BAILEY, N. COLLINS R. PHILLIPS AND N.T.S.B. PERSONNEL
CONTINUATION SHEET ATTACHED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			

TYPE OF INSPECTION (Circle One) 1. REGULAR 2. REINSPECTION 3. ACCIDENT 4. TEMPORARY OUT OF SERVICE 5. PERM OUT OF SERVICE 6. FLEET INSPECTION 7. NON-PRESENT 8. OTHER 9. INITIAL

ARE VEHICLE MAINTENANCE RECORDS IN COMPLIANCE? YES NO

LAST COMPANY INSPECTION DATE 1 1 MILEAGE

STOPPING DISTANCES SERVICE EMERGENCY OTHER

CERTIFICATE NUMBER EXPIRATION DATE 1 1 OOS NUMBER 044752 REG. AUTH. NUMBER END TIME

I CERTIFY THIS REPORT IS ACCURATE AND COMPLETE N. COLLINS R. PHILLIPS 1097 COPY RECEIVED BY OPERATOR NOT AVAILABLE COPY WILL BE MAILED CERTIFIED
MOTOR VEHICLE INSPECTOR SIGNATURE MVI NO.

RECORD OF REINSPECTION (SAME DAY)

REINSPECTION DATE START TIME END TIME RESULTS OF REINSPECTION ALL OUT OF SERVICE DEFECTS CORRECTED ITEMS WITH "X" IN OOS COLUMN 2 ABOVE REMAIN UNCORRECTED

CERTIFICATE NUMBER EXPIRATION DATE 1 1 OOS NUMBER REG. AUTH. NUMBER

STOPPING DISTANCES SERVICE EMERGENCY OTHER

I CERTIFY THIS REPORT IS ACCURATE AND COMPLETE COPY RECEIVED BY

1 2085

NYS DOT
TRAFFIC ENGINEERING & SAFETY DIVISION
BUS SAFETY INSPECTION PROGRAM

INSPECTION CONTINUATION FORM

INSPECTION DATE *10-22/23-99*

OPERATOR NUMBER *1468*

OPERATOR NAME *KINNIGHTT BUS INC.*

BUS NUMBER *57* VIN *1HVB BARN 7VH5 1424 0*

INSPECTION ITEM NO.	OUT OF SERVICE		DEFECTS DISCOVERED
	1	2	
<i>919000</i>	<i>A</i>		<i>Extensive damage to the vehicle chassis and body components including but not limited to the following: Chassis - hood, mirrors, cowl, bell housing, engine mount, exhaust, main frame rails, cross members, bumper and support bracing Body - wheel housings, side posts, roof bows, corner reinforcements, window frames, glazing, emergency exit right side windows and rear door, exterior and interior sheet metal and reinforcements, entrance area including step well, floor metal, seat frames, body to chassis securement clips, out ribs, cross rails, insulators, etc.</i>
			<i>Steering - joint components do not appear damaged or with abnormal movement under load. The steering box should, however be removed and examined by the manufacturer so as to determine its internal condition.</i>
			<i>Tires - Front tire wear patterns indicate that wheel alignment is not within the chassis manufacturer's suggested tolerances and/or that tires may not be adequately inflated.</i>

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INSPECTION DATE 10-22/23-99

OPERATOR NUMBER 1468

OPERATOR NAME KINNICUTT BUS INC.

BUS NUMBER 57 VIN 1HVB BABN 7VH5 1424 0

INSPECTION ITEM NO.	OUT OF SERVICE		DEFECTS DISCOVERED
	1	2	
			FRONT TIRES 6159 LOAD RANGE G 10R 22.5
			REAR TIRES 6124 LOAD RANGE F 10R 22.5
			TREAD DEPTH LEFT FRONT 8/32 RIGHT FRONT 11/32
			RIGHT REAR outside 7/32 TO 11/32 inside 2/32 TO 8/32
			LEFT REAR outside 4/32 TO 7/32 inside 4/32 TO 7/32
			INFLATION PRESSURE cold - LEFT FRONT 92 PSI
			RIGHT FRONT 90 PSI
			RIGHT REAR outside 82 PSI inside 88 PSI
			LEFT REAR outside 82 PSI inside 82 PSI
			BRAKES FRONT chambers TYPE 16 CLAMP
			REAR chambers TYPE 30/30 CLAMP
			FRONT AND REAR EQUIPPED WITH ROCKWELL 5 1/2"
			AUTOMATIC SLACK ADJUSTERS
			PUSH ROD TRAVEL CHECKED WITH 100 PSI APPLICATION
			PRESSURE LEFT FRONT 1" RIGHT FRONT 1 7/16"
			RIGHT REAR 1 9/16" LEFT REAR 1 9/16"
			REAR WHEEL BACKING PLATES REMOVED, BRAKE
			LININGS AND DRUMS APPEAR DRY WITH NO OIL
			CONTAMINATION. REMOVAL OF BRAKE DRUM
			ASSEMBLIES ALLOWED THE FOLLOWING DATA
			TO BE OBTAINED

NYS DOT
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INSPECTION CONTINUATION FORM

Pl. 1085

INSPECTION DATE *10-22/23-99*

OPERATOR NUMBER *1468*

OPERATOR NAME *KINNIGHTT BUS INC*

BUS NUMBER *57*

VIN *1HVB BABN 7VH5 1424 0*

INSPECTION ITEM NO.	OUT OF SERVICE		DEFECTS DISCOVERED
	1	2	
			RIGHT REAR BRAKE DRUM DIAMETER <i>16.525</i> ROCKWELL FF SHOE LINING
			LEFT REAR BRAKE DRUM DIAMETER <i>16.520</i> ROCKWELL FF SHOE LINING
			LEFT FRONT BRAKE DRUM DIAMETER <i>15.010</i> ROCKWELL FF SHOE LINING
			RIGHT FRONT BRAKE DRUM DIAMETER <i>15.010</i> ROCKWELL FF SHOE LINING

bus

of bus

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OPERATOR NUMBER *1468*

OPERATOR NAME *KINNICUTT BUS INC.*

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INSPECTION ITEM NO.	OUT OF SERVICE		DEFECTS DISCOVERED
	1	2	
			Although NOT PART OF ACCIDENT DAMAGE. The following WAS identified during the safety inspection process
			Left Auxiliary de-energized SW does NOT work
			Driver seat height ^{leg} CAN NOT be fully secured in its pedestal base
			13 seat cushions were NOT fully secured to their seat frame assembly
			The short end of the seat belt assembly on the left side row B aisle seating position did NOT include a female buckle end.
			Flip seat adjacent to left emergency door would NOT retract automatically
			Flip seat corner protection would NOT fully secure
			Front school sign was NOT fully illuminated
			Left front corner marker light did NOT work
			Corrosion on positive post terminals (battery)
			Rear tire load range was NOT consistent with the chassis manufacturer's suggested GAWR load range data