



FACTUAL REPORT OF INVESTIGATION ATTACHMENT

State Patrol Post Crash Bus Inspection Packet

Excelsior, Wisconsin

HWY23FH012

(13 pages)



Wisconsin State Patrol

Narrative Report

Carrier Name	SCHOOL DISTRICT OF REEDSBURG	Driver Name	RYAN C. BASS
Aspen#	KRJ013B02R	CFS#	247-9220
Date of Crash	05-12-2023	Date of Report	05-15-2023

Initial Information

On May 12, 2023 at approximately 9:51am, I was contacted by Wisconsin State Patrol Dispatcher Grant Moxon regarding a fatal crash involving a school bus near Reedsburg, WI. I was advised by LED Moxon that Sauk County was requesting a post-crash investigation to be completed on the school bus. This crash occurred in front of E7942 Hwy 23/33 Reedsburg, WI 53959

After receiving this phone call, I proceeded to drive toward the crash scene from Mount Horeb, WI. While enroute to the scene, I contacted the Sauk County 911 Communication Center inquiring about what the scene all entailed. The 911 operator I spoke with advised a pickup truck struck a school bus and then ran into a child which was waiting to board the bus. The 911 operator I spoke with stated she was not aware of any injuries to children on the bus, with the only injury being a fatality to the child boarding the bus.

Scene Information

I arrived on scene at approximately 10:45am and observed a yellow school bus parked in front of E7942 Hwy 23/33 with its 4-way hazard warning lamps on. The school bus was a yellow Blue Bird bus which was displaying a Wisconsin bus plate of 21587B. The bus displayed unit #182 on the rear. The rear, passenger side bumper had minor damage to it along with one of the rear passenger side tail lamps dangling, but operational, down.

As I walked up to the school bus, I observed tire marks prior to the bus which appeared to be from a hard-turning maneuver which were turning toward the right ditch. After contact with the bus, darker tire marks appeared with the striking vehicle continuing passed the bus on the right shoulder. Ahead of the school bus in the right ditch was a red pickup truck which had been covered in several tarps.

Inspector Jacob DeVries also arrived on scene and assisted with the inspection of the school bus.

With the assistance of Inspector DeVries, I began with a light check of the front of the school bus. All headlamps, turn signals, 4-way hazard warning lamps, yellow oscillating warning lamps, and red stop lamps worked as required. As the red stop lamps turned on, the stop sign illuminated and extended along with the crossing gate as required to do so. I proceeded to the rear of the school bus and checked all lights. On the rear of the bus, again, all lights were in proper working order as required. The small tail/stop lamp which was dangling by the electrical wires was also working, however was no longer visible to the rear due to the damage it sustained from the crash.

With the drive tires chocked, I proceeded to go under the school bus to inspect brakes and other mechanical parts. Inspector DeVries remained in the driver seat and advised the air pressure during this part of the inspection was approximately 100psi. The front brakes on the steer tires were a clamp style, type 24, 3" long stroke brake chamber. The left and right push rod travel measurements were at 1 7/8", which is within specifications for that type of brake chamber.

The rear brakes were equipped with a clamp style, type 30, long stroke brake chamber with measurements of 2" on the left side, and 1 3/8" on the right side. Both were within specifications for that type of brake chamber. All other mechanical components under the bus appeared in good working condition.

	Left	Right
Clamp 24 Long Stroke 3"	1 7/8"	1 7/8"
Clamp type 30 Long Stroke	2"	1 3/8"

This bluebird school bus was equipped with a matching pair of Goodyear Endurance RSA 11R 22.5" on the steer tires. The driver side steer tire had 16/32" of tire tread depth and the passenger tire also had 16/32" of tire tread depth.

The rear axle was a dual tire axle equipped with Firestone FD663 11R22.5 tires. The driver outer tire had 12/32" and inner tire had 15/32" of tire tread depth. The passenger side outer tire had 12/32" and inner had 12/32" of tire tread depth.

		LEFT	RIGHT	
Goodyear 22.5		16/32"	16/32"	
Firestone 22.5	12/32"	15/32"	12/32"	12/32"

All emergency exit windows, emergency roof hatch, and rear door emergency exits were in proper working order with all emergency audible tones also working properly. After completing this mechanical inspection, I obtained the driver's name and address and was advised he had been taken to his residence at [REDACTED] Reedsburg, WI. The driver's name was Ryan C. Bass M/W [REDACTED] Mr. Bass' phone number was [REDACTED]

Driver Interview

Mr. Bass was interviewed at his residence at approximately 1:00pm. Prior to starting the interview, I asked Mr. Bass if he'd consent to the interview being recorded and he stated that was ok to record. Mr. Bass also agreed to dictate his responses to me as I typed them into the statement form on the computer. When this interview was completed, Mr. Bass was given a copy of the statement form for his records. I noted that Mr. Bass was wearing eye glasses and a baseball hat, both of which he advised he had on at the time of the crash.

Mr. Bass stated, he began his day with the bus company at around 6:45am when he completed a pre-trip inspection. Mr. Bass stated that he did not observe any issues or defects with the bus prior to starting his route. Mr. Bass stated that he has been a bus driver for about 4-5 years, and has been driving his current route for about 2 years.

Mr. Bass stated that he obtained about 6.5-7 hours of sleep the previous night. Mr. Bass stated this was a normal amount of sleep for him. Mr. Bass stated he woke up around 4am, at which point he completed chores on his dairy farm prior to going into work for the bus company. Mr. Bass stated that conditions during his route that morning were clear with no distractions nor obstructions he noted prior to the crash.

Mr. Bass stated he had picked up approximately 15 children prior to the crash. Mr. Bass stated that as he drove past Northwoods Rd, he activated the amber oscillating lights, warning nearby vehicles of an upcoming stop. Mr. Bass stated this was approximately 300-350 yards (which he later stated was closer to 500 feet) prior to the next pick-up location. Mr. Bass stated the red light switch is a 2 stage switch. Mr. Bass stated as he got at the driveway, approximately 10' from his stop location, he turned on the first stage of the switch which will turned on the red stop lamps, stop sign and, crossing arm. As he stopped he turned the switch to the 2nd stage which opens the door.

Mr. Bass stated he did not know if the red pickup, which ultimately struck him, was following behind him at the last pickup location, or if that pickup has gotten onto the highway from Lake Virginia Rd.

Mr. Bass stated the child which was fatally struck was approximately 15 feet into the driveway from the roadway at the time of the crash.

****For more questions/answers, refer to the driver interview form which will attached with this report****

Vehicle Removal

Craig's Towing removed both the red pickup truck and the school bus which were taken to the Sauk County Sheriff's Department impound lot.

Paperwork and Citations

No citations were issued for this inspection.

Inspector	JON FENRICK	Badge#	2457	Date	5/16/2023
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Wisconsin State Patrol

Post-Crash Inspection Packet



CFS #	247-9220
CRASH DATE:	05/12/2023
LOCATION:	E7941 HWY 23/33 REEDSBURG, WI 53959
INSPECTOR:	JON FENRICK




BLUE BIRD
FORT VALLEY, GEORGIA

BLUE BIRD

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FORT VALLEY
FORT VALLEY, GEORGIA

BODY NO. [REDACTED]
MODEL YEAR 2015
MFG. BODY DATE 05/15
STATE / PROVINCE [REDACTED]
EQUIPPED CAPACITY 71
SPECIFICATION YEAR [REDACTED]
MAX. DESIGN CAPACITY 72

BODY SERVICE NO. FBBCV2150512153043



BLUE BIRD

VEHICLE EMISSION CONTROL INFORMATION

VIN - 1BAKGCPA3GF321276

Date of MFR: 05/2015	SUB-CATEGORY: Vocational vehicles with 19,501-33,000 pounds GVWR VEHICLE FAMILY CODE - FBBB2VOCVMHD
Emission Control Identifiers: LRRRA	THIS VEHICLE COMPLIES WITH U.S. EPA REGULATIONS FOR MY2015 HEAVY-DUTY VEHICLES See driver's handbook for proper maintenance of this vehicle.

FURNISH INFORMATION BELOW WHEN ORDERING PARTS

BODY NO:	F459893
CHASSIS NO:	F321276
CHASSIS SERVICE NO:	FBBCV2150507151303
ENGINE SERIAL NO:	73840482
TRANSMISSION SERIAL NO:	6311369304
TRANSMISSION TCM SERIAL NO:	BK0689A150990448
DPF SERIAL NO:	56114150160
SCR SERIAL NO:	43124150284
FRONT AXLE SERIAL NO:	AX405960
REAR AXLE SERIAL NO:	HN04755562
REAR AXLE RATIO:	5.29
IGN KEY NO:	780

MANUFACTURED BY
BLUE BIRD BODY COMPANY

DATE OF MFR. 05/15

SUITABLE TIRE - RIM CHOICE

GVWR: 14065 KG (31000 LB)

GAWR: FRONT 4537 KG (10000 LB) WITH 11R22.5H TIRES
22.5X8.25 RIMS. AT 827 KPA (120 PSI) COLD SINGLE

GAWR: REAR 9528 KG (21000 LB) WITH 11R22.5H TIRES
22.5X8.25 RIMS. AT 827 KPA (120 PSI) COLD DUAL

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

V.I.N. 1BAKGCPA3GF321276 TYPE CLASSIFICATION SCHOOL BUS













