

# Confidential Safety Information Reporting Scheme

## ***Bus door problems***

A report from an employee of Transdev was received about problems with bus doors at a particular depot in Sydney.

*The bus door interlocking mechanisms on some buses are not working. This means it is possible for buses to be driven with the doors open. This is especially a concern if the bus is a school bus carrying young school children. I have raised the issue with management of the depot but they said there were no problems with the buses.*

## ***CSIRS Requirement***

Due to the nature of the concerns the Chief Investigator contacted the Roads and Maritime Services (RMS) to assist in confirming if there were problems with the buses at the nominated depot. They were asked to provide OTSI with the results of its operation.

## ***Investigation outcome***

RMS conducted an operation to test the claims made by the reporter and they provided details of their investigation. An extract of their response follows:

A visit to the bus depot was made on 16 March 2016 by Enforcement Operations Sydney Sector. The focus was bus general maintenance and bus safety door systems testing investigation.

A visual inspection was conducted on 39 buses and 14 minor defects issued.

Also technical specification compliance checks (Technical Specification 146) were undertaken, with 26 post-1997 buses tested. Six were found to be non-compliant, resulting in 5 major and 1 formal warning being issued. The formal warning was on a new bus not yet in service. The inspection found:

- Two vehicles did not to comply at varying points (door heights) between 50-1500mm.
- Two vehicles did not to comply at all points (door heights) tested. One vehicle was new (registered) but still under repair and out of service.
- Two vehicles with compliance plate dates 1998 did not to comply at all points (door heights) tested. Noted that no bus door safety systems were fitted.

Six months of service records and faults reports were requested for the above 6 vehicles.

Pre-1997 bus door interlocks were also checked. Two buses inspected and both were found to have door interlocks not operating on front doors.

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The RMS manager on site was advised by the depot General Manager and Workshop Controller that bus door safety systems are checked on all buses at every service (maximum every 3 months) and during safety inspections that are conducted prior to HVIS inspections.

RMS has requested evidence of this testing regime by way of providing the Sydney Sector Manager a copy of their procedures.

Furthermore the operator was directed to inspect all remaining buses for compliance with Technical Specification 146 and provide evidence of this.

## ***OTSI Action***

The outcomes of the inquiries made by both OTSI and RMS have been recorded in the OTSI Safety Investigation Database for future review and trend analysis. OTSI has advised the reporter of the response and actions provided by RMS.