


INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

 <p>DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline</p>			FOR AGENCY USE ONLY 100148		
U.S. Department of Transportation National Highway Traffic Safety Administration			Date Received 21-AUG-2017 OCT 18 2017	Repository <input type="checkbox"/> Reference No. 11016455	
OWNER INFORMATION (Type or Print)					
Name			Daytime Telephone Number	E-mail Address	
Address			Evening Telephone Number		
City		State	Zip Code		
ERIE		PA		same	
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side		Make	Model	Model Year	
4UZABRDTXFC [redacted] <i>Thomas Duit Busses</i>		FREIGHTLINER	B2 BUS CHASSIS <i>72 Pass.</i>	2012 <i>2015</i>	
Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:	
			No: Cylinders		
Original Owner	Dealer's City	State	Zip Code		
<input type="checkbox"/>					
Transmission Type	<input checked="" type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure:	Incident Date(s)	
	<input type="checkbox"/> Cruise Control			01-FEB-2017	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 030000 BRAKES (PWS)			Failure Mileage	Failure Speed	
<i>No component failed. The Anti Lock System would not let the brakes apply to stop the drive wheels.</i>			42000		
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE					
Tire Make	Tire Model (Name or Number)		Tire Size (Example P215/65R15)		
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment	Failure Location:			
	<input type="checkbox"/> Prior Repair				
Tire Component Code			Tire Failure Type:		
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE					
Make:	Date Manufactured:	Model No./Name:			
Seat Type:	Installation System:				
Child Seat Component Code:	Failed Part:				
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)					
Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	0	0	Y	
Narrative Description of Incident(S), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).					
TL* THE CONTACT OWNS A 2015 N/A FREIGHTLINER B2 BUS CHASSIS. THE CONTACT STATED THAT WHILE OPERATING THE VEHICLE ON A DOWN HILL SLOP COVERED WITH SNOW AND ICE, THE BUS WAS IDLING FORWARD WHEN THE VEHICLE AHEAD SUDDENLY STOPPED. THE DRIVER IMMEDIATELY APPLIED THE BRAKE PEDAL AND INSTANTLY FELT THE ABS PULSATING ON ALL 4 WHEELS PREVENTING THE BRAKES FROM STOPPING THE BUS WHICH CONTINUED TO DRIVE FORWARD AND CRASHED INTO THE REAR OF THE VEHICLE. DURING THE CRASH, NO INJURIES WERE REPORTED. A POLICE REPORT WAS FILE AT THE SCENE. THE DEALER WAS NOT CONTACTED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 42,000.					
<i>Driver not owner</i>					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY					
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.					

National Highway Traffic Safety Administration
Office of Defects Investigation, NEF-100
1200 New Jersey Ave. South East
Washington, D.C. 20077-9382

[REDACTED]
Erie, Pa. [REDACTED]
[REDACTED]

September 30, 2017

This accident may be a representation of thousands of accidents around the world every year. Many people don't have the ability to understand what actually happens in an accident, partially because of the traumatic experience and/or the lack of mechanical understanding, so they can't report it.

We prove here why the manuals tell us that the "Anti-Lock system does not necessarily shorten the stopping distance", because it actually extends the stopping distance in some situations by reducing brake pressure to the wheel/s that are skidding, or about to skid, permitting them to turn, **including the drive wheels**. If the traction on the drive wheels would have been used to stop the bus rather than drive it forward it would not have been pushed into the leading vehicle. This revelation should move us to improve the system and remove the hazard it induces.

The State Commercial Drivers Manual even says:

- A. "ABS does not necessarily shorten your stopping distance,"
- B. "ABS will not necessarily shorten stopping distance,"
- C. "... but not always shorten stopping distance."

The computer isn't concerned with what is in front of the vehicle; it just wants it to go the direction the wheels are turned without sliding sideways, to the detriment of the **necessity to stop**. We should have the necessity to prevent collisions as the priority.

Possibly programing the computer to disable the anti-lock function once the bus speed gets down to 7 mph, or idle speed, to permit the drive wheels to lock and use the traction to stop rather than permit them to push the vehicle over a cliff or into an object, or person.

Thank you for your time and consideration
Sincerely, [REDACTED]

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