

MTA Testing Device Designed to Prevent Rear Wheel Runovers, Save Lives

By ED SCANNELL

(July 19) The MTA is testing a device designed to avoid injuries and save lives by preventing passengers or pedestrians from being run over by the rear wheels of a bus.

Testing of the S1-Gard began in March, 1998. Currently, seven Metro Buses have been retrofitted with the crescent-shaped barrier which is bolted to the inside of the right rear wheel well.

Manufactured of BASF Polyurethane and backed by a plate of stainless steel, the S1-Gard is eight inches in height and reaches to within a few inches of the pavement. A product of Neopart, the S1-Gard has undergone testing by several transit bus operations in the United States.

Effectively deflects objects

No buses equipped with the device have yet been involved in incidents that would provide a real-life demonstration of the S1-Gard's benefits. But, accident simulations have shown the S1-Gard to be effective in deflecting objects placed in the path of the right rear dual wheels.

"If the S1-Gard demonstrates from a maintenance standpoint that it wears well, and if funding is available, we would probably move ahead with the project," said Robert H. Torres, MTA's director of bus operations safety. The cost of the S1-Gard, including installation, is approximately \$1,500 per unit.

Montebello Bus Lines is in the process of retrofitting its fleet of 71 buses with the S1-Gard. The Washington Metropolitan Area Transit Authority (WMATA) has recently begun to retrofit its entire fleet of 1,400 buses with the device. WMATA plans to include the S1-Gard in the specifications of all future bus procurements.

[Back to MTA Report](#)