DATE OF COLLISION *(MONTH-DAY-YEAR)*	TIME *(2400)*	NCIC	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	**0214**	**9435**	**15751**	**2010-07-0219**	**CF-023-10**	**i**

TEAM DIVISION
Central Division

AREA/AGENCY
Fresno CHP

CASE NUMBER
CF-023-10

PRIMARY INVESTIGATING OFFICER
Officer M. Halvorson, ID 15751

TEAM LEADER
Sergeant R. Krider, ID 15533

ENGINEER
Caltrans Senior Transportation Engineer D. Haas, P.E., ID S118322, Central Division MAIT

MOTOR CARRIER SPECIALISTS
MCS-I D. Ortiz, ID A11992, Central Division MAIT
MCS-I M. Sprinkman, ID A8248, Central Division MAIT
MCS-I S. Profera, ID A6477, Central Division MAIT
MCS-I B. Zoldak, ID A10130, Central Division MAIT Associate
MCS-I W. Kaufman, ID A8134, Southern Division Motor Carrier Safety Unit
MCS-I R. Burgess, ID A13310, Valley Division Motor Carrier Safety Unit

OTHER TEAM MEMBERS
Officer D. Nees, ID 15669, Central Division MAIT Investigator
Officer J. Lawson, ID 12547, Central Division MAIT Investigator
Officer J. Kolter, ID 14623, Central Division MAIT Investigator
Officer R. Shaw, ID 16879, Central Division MAIT Investigator
Officer D. Singer, ID 16750, Central Division Air Operations
Officer S. Esmay, ID 13265, Fresno Area CHP
Officer B. Boss, ID 13273, Fresno Area CHP
Officer D. Alvarado, ID 13696, Fresno Area CHP
Officer J. Watson, ID 14649, Fresno Area CHP
Officer C. Martorana, ID 15903, Fresno Area CHP
Sergeant D. Karol, ID 13044, Southern Division MAIT Team Leader
Officer P. Gray, ID 16186, Southern Division MAIT Investigator
Investigator M. McCullough, ID 740, California Department of Alcoholic Beverage Control

SUBPOENAS FOR CENTRAL DIVISION MAIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Central Division MAIT
5179 North Gates Avenue
Fresno, California 93722-6414
Attention: Sergeant R. Krider

SUBPOENAS FOR CENTRAL AIR OPERATIONS PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Air Operations
5179 North Gates Avenue
Fresno, California 93722-6414

SUBPOENAS FOR FRESNO AREA CHP PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Fresno Area
1382 West Olive Avenue
Fresno, California 93728-2890

SUBPOENAS FOR SOUTHERN DIVISION MAIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Southern Division MAIT
437 North Vermont Avenue
Los Angeles, California 90004

SUBPOENAS FOR VALLEY DIVISION MOTOR CARRIER SAFETY UNIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Valley Division Motor Carrier Safety Unit
11344 Coloma Road Suite 270
Gold River, California 95670-4465

SUBPOENAS FOR CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL PERSONNEL SHOULD BE DIRECTED TO:

California Department of Alcoholic Beverage Control
TRACE Investigation Unit
3640 East Ashlan Avenue
Fresno, California 93726

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INITIALS	**NAME**
B.B.	Officer B. Boss
B.Z.	MCS-I B. Zoldak
C.M.	Officer C. Martorana
D.A.	Officer D. Alvarado
D.H.	Senior Transportation Engineer D. Haas
D.K.	Sergeant D. Karol
D.N.	Investigator D. Nees
D.O.	MCS 1 D. Ortiz
J.K.	Investigator J. Kolter
J.L.	Investigator J. Lawson
J.W.	Officer J. Watson
M.H.	Officer M. Halvorson
M.M.	Investigator M. McCullough
M.S.	MCS-I M. Sprinkman
P.G.	Investigator P. Gray
R.B.	MCS-I R. Burgess
R.K.	Sergeant R. Kirder
R.S.	Investigator R. Shaw
S.P.	MCS-I S. Profera
W.K.	MCS-I W. Kaufman

STATE OF CALIFORNIA

TRAFFIC COLLISION REPORT

CHP 555 MAIT Page 1 (Rev 11/07) OPI 401

SPECIAL CONDITIONS	NUMBER INJURED	HIT & RUN FELONY	CITY	JUDICIAL DISTRICT	LOCAL REPORT NUMBER	
FATAL	22	☐	FRESNO	FRESNO SUPERIOR	2010-07-0219	
	NUMBER KILLED	HIT & RUN MISDEMEANOR	COUNTY	REPORTING DISTRICT / BEAT	DAY OF WEEK	TOW AWAY
	6	☐	FRESNO	105	THURSDAY	☒ YES ☐ NO

LOCATION

COLLISION OCCURRED ON:	MO	DAY	YEAR	TIME (2400)	NCIC #	OFFICER I.D.
STATE ROUTE 99 NORTHBOUND	07	22	2010	0214	9435	15751

MILEPOST INFORMATION: 123 FEET NORTH OF 99 FRE 23.66

GPS COORDINATES: LATITUDE 36.76231 LONGITUDE -119.83267

PHOTOGRAPHS BY: ☐ NONE

☐ AT INTERSECTION WITH:

☒ OR: 947 FEET SOUTH OF McKINLEY AVENUE

STATE HWY. REL: ☒ YES ☐ NO

REFER TO NARRATIVE

Party 1

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
F1083234	CA	C	L	G	2004	CHEV/TRAILBLAZER/BLUE	5JQE042	CA

Driver ☒

NAME (FIRST, MIDDLE, LAST): SYLVIA LOPEZ GARAY

STREET ADDRESS: 1225 EAST WHITTAKER WAY

CITY / STATE / ZIP: DINUBA, CA 93618

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE
F	BLK	BRN	5-06	110	09 / 12 / 1991	H

HOME PHONE: (559) 591-0906

BUSINESS PHONE: (559) 591-6777

INSURANCE CARRIER: ALLSTATE

POLICY NUMBER: 9 14 913685 08/03

DIR. OF TRAVEL: N

ON STREET OR HIGHWAY: STATE ROUTE 99

SPEED LIMIT: 65

OWNER'S NAME: GARAY, OLGA L. ☐ SAME AS DRIVER

OWNER'S ADDRESS: ☒ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☒ OFFICER ☐ DRIVER ☐ OTHER

ACTION TOWING AND DIVE TEAM (559) 498-9999

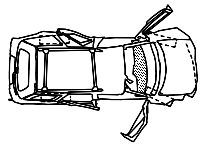
PRIOR MECHANICAL DEFECTS: ☒ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: 1GNDS13S442413118

CHP USE ONLY VEHICLE TYPE: 07

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☐ MAJOR ☒ ROLL-OVER

SHADE IN DAMAGED AREA



CA ___ DOT ___

CAL-T ___ TCP/PSC ___ MC/MX ___

Party 2

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
N0795076	CA	B	P	G	2006	MCI /D4505 BUS /WHITE	R74960	TX

Driver ☒

NAME (FIRST, MIDDLE, LAST): JAMES CHARLES JEWETT

STREET ADDRESS: 2104 BYRON ROAD

CITY / STATE / ZIP: SACRAMENTO, CA 95825

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE
M	GRY	BLU	6-02	233	01 / 31 / 1953	W

HOME PHONE: (916) 505-4246

BUSINESS PHONE: (916) 444-5199

INSURANCE CARRIER: ILLINOIS NAT. INS. CO.

POLICY NUMBER: CA0949248

DIR. OF TRAVEL: N

ON STREET OR HIGHWAY: STATE ROUTE 99

SPEED LIMIT: 65

OWNER'S NAME: GREYHOUND LINES, INC. ☐ SAME AS DRIVER

OWNER'S ADDRESS: 350 NORTH ST. PAUL, DALLAS, TX 75201 ☐ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☒ OFFICER ☐ DRIVER ☐ OTHER

ACTION TOWING AND DIVE TEAM (559) 498-9999

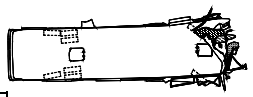
PRIOR MECHANICAL DEFECTS: ☐ NONE APPARENT ☒ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: 1M86DMPA16P057202

CHP USE ONLY VEHICLE TYPE: 10

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☒ MAJOR ☐ ROLL-OVER

SHADE IN DAMAGED AREA



CA ___ DOT 044110

CAL-T ___ TCP/PSC ___ MC/MX ___

Party 3

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
D2353641	CA	C	L	G	2007	HONDA/CRV/BLUE	5YAW393	CA

Driver ☒

NAME (FIRST, MIDDLE, LAST): ELSABETH ELSA GIORGIS

STREET ADDRESS: 6602 WEST DOVEWOOD LANE

CITY / STATE / ZIP: FRESNO, CA 93723

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE
F	BLK	BRN	5-05	115	09 / 27 / 1981	O

HOME PHONE: (559) 276-9377

BUSINESS PHONE: (559) 709-1724

INSURANCE CARRIER: IDS PROPERTY CASUALTY

POLICY NUMBER: BX04863072

DIR. OF TRAVEL: N

ON STREET OR HIGHWAY: STATE ROUTE 99

SPEED LIMIT: 65

OWNER'S NAME: YESHI, GIORGIS G. OR MAHETEM, WOLDE M. ☐ SAME AS DRIVER

OWNER'S ADDRESS: ☒ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☒ OFFICER ☐ DRIVER ☐ OTHER

ACTION TOWING AND DIVE TEAM (559) 498-9999

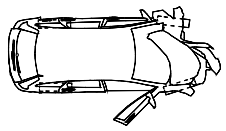
PRIOR MECHANICAL DEFECTS: ☒ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: JHLRE38337C026063

CHP USE ONLY VEHICLE TYPE: 07

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☒ MAJOR ☐ ROLL-OVER

SHADE IN DAMAGED AREA



CA ___ DOT ___

CAL-T ___ TCP/PSC ___ MC/MX___

PREPARER'S NAME	DISPATCH NOTIFIED	REVIEWER'S NAME	DATE REVIEWED
M. HALVORSON, ID 15751	☒ YES ☐ NO ☐ N/A	R. KRIDER, SERGEANT	05-13-2011

TRAFFIC COLLISION REPORT

SPECIAL CONDITIONS	NUMBER INJURED	HIT & RUN FELONY	CITY	JUDICIAL DISTRICT	LOCAL REPORT NUMBER	
FATAL	22	☐	FRESNO	FRESNO SUPERIOR	2010-07-0219	
	NUMBER KILLED	HIT & RUN MISDEMEANOR	COUNTY	REPORTING DISTRICT / BEAT	DAY OF WEEK	TOW AWAY
	6	☐	FRESNO	105	THURSDAY	☒ YES ☐ NO

LOCATION

COLLISION OCCURRED ON:	MO	DAY	YEAR	TIME (2400)	NCIC #	OFFICER I.D.
STATE ROUTE 99 NORTHBOUND	07	22	2010	0214	9435	15751

MILEPOST INFORMATION: 123 FEET NORTH OF 99 FRE 23.66

GPS COORDINATES: LATITUDE 36.76231 LONGITUDE -119.83267

☐ AT INTERSECTION WITH:
☒ OR: 947 FEET SOUTH OF McKINLEY AVENUE

STATE HWY. REL: ☒ YES ☐ NO

PHOTOGRAPHS BY: ☐ NONE — REFER TO NARRATIVE

Party 4

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
S0040540	CA	C	M	G	1999	PLYM/VOYAGER/GREEN	4JUL571	CA

Driver ☒

NAME (FIRST, MIDDLE, LAST): WILLIAM CURTICE HUGHES

OWNER'S NAME: ☒ SAME AS DRIVER

Pedestrian ☐

STREET ADDRESS: 90 NORTH COAST HIGHWAY 101 APT. 214

OWNER'S ADDRESS: ☒ SAME AS DRIVER

Parked Vehicle ☐

CITY / STATE / ZIP: ENCINITAS, CA 92024

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☒ DRIVER ☐ OTHER

BUDGET TOWING (559) 251-1923

Bicyclist ☐

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE
M	GRY	GRN	6-02	200	11 / 10 / 1950	W

PRIOR MECHANICAL DEFECTS: ☒ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: 2P4GP24R6XR377734

Other ☐

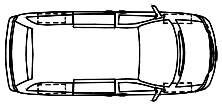
HOME PHONE: (760) 444-0691

BUSINESS PHONE: (760) 271-5449

CHP USE ONLY VEHICLE TYPE: 08

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☒ MOD ☐ MAJOR ☐ ROLL-OVER

SHADE IN DAMAGED AREA



INSURANCE CARRIER: UNITRIN

POLICY NUMBER: FCFIPP3208049-00

DIR. OF TRAVEL	ON STREET OR HIGHWAY	SPEED LIMIT
N	STATE ROUTE 99	65

CA ___ DOT ___

CAL-T ___ TCP/PSC ___ MC/MX ___

Party 5

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE

Driver ☐

NAME (FIRST, MIDDLE, LAST):

OWNER'S NAME: ☐ SAME AS DRIVER

Pedestrian ☐

STREET ADDRESS:

OWNER'S ADDRESS: ☐ SAME AS DRIVER

Parked Vehicle ☐

CITY / STATE / ZIP:

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☐ DRIVER ☐ OTHER

Bicyclist ☐

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE

PRIOR MECHANICAL DEFECTS: ☐ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

Other ☐

HOME PHONE:

BUSINESS PHONE:

CHP USE ONLY VEHICLE TYPE:

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☐ MAJOR ☐ ROLL-OVER

SHADE IN DAMAGED AREA

INSURANCE CARRIER:

POLICY NUMBER:

DIR. OF TRAVEL	ON STREET OR HIGHWAY	SPEED LIMIT

CA ___ DOT ___

CAL-T ___ TCP/PSC ___ MC/MX ___

Party 6

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE

Driver ☐

NAME (FIRST, MIDDLE, LAST):

OWNER'S NAME: ☐ SAME AS DRIVER

Pedestrian ☐

STREET ADDRESS:

OWNER'S ADDRESS: ☐ SAME AS DRIVER

Parked Vehicle ☐

CITY / STATE / ZIP:

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☐ DRIVER ☐ OTHER

Bicyclist ☐

SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE (MONTH / DAY / YEAR)	RACE

PRIOR MECHANICAL DEFECTS: ☐ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

Other ☐

HOME PHONE:

BUSINESS PHONE:

CHP USE ONLY VEHICLE TYPE:

DESCRIBE VEHICLE DAMAGE: ☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☐ MAJOR ☐ ROLL-OVER

SHADE IN DAMAGED AREA

INSURANCE CARRIER:

POLICY NUMBER:

DIR. OF TRAVEL	ON STREET OR HIGHWAY	SPEED LIMIT

CA ___ DOT ___

CAL-T ___ TCP/PSC ___ MC/MX___

PREPARER'S NAME	DISPATCH NOTIFIED	REVIEWER'S NAME	DATE REVIEWED
M. HALVORSON, ID 15751	☒ YES ☐ NO ☐ N/A	R. KRIDER, SERGEANT	05-13-2011

TRAFFIC COLLISION CODING

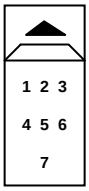
DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

PROPERTY DAMAGE

OWNER	OWNER ADDRESS	NOTIFIED
STATE OF CALIFORNIA	1352 WEST OLIVE AVENUE, FRESNO, CA 93775	☒ YES ☐ NO

DESCRIPTION OF DAMAGE: 16 FEET OF DAMAGED MEDIAN BARRIER AND AN UPROOTED EUCALYPTUS TREE

SEATING POSITION



1 - DRIVER
2 TO 6 - PASSENGERS
7 - STA. WGN REAR
8 - RR. OCC TRK. OR VAN
9 - POSITION UNKNOWN
0 - OTHER

SAFETY EQUIPMENT

OCCUPANTS
A - NONE IN VEHICLE
B - UNKNOWN
C - LAP BELT USED
D - LAP BELT NOT USED
E - SHOULDER HARNESS USED
F - SHOULDER HARNESS NOT USED
G - LAP/SHOULDER HARNESS USED
H - LAP/SHOULDER HARNESS NOT USED
I - PASSIVE RESTRAINT USED
J - PASSIVE RESTRAINT NOT USED

L - AIR BAG DEPLOYED
M - AIR BAG NOT DEPLOYED
N - OTHER
P - NOT REQUIRED

CHILD RESTRAINT
Q - IN VEHICLE USED
R - IN VEHICLE NOT USED
S - IN VEHICLE USE UNKNOWN
T - IN VEHICLE IMPROPER USE
U - NONE IN VEHICLE

M/C BICYCLE - HELMET
DRIVER PASSENGER
V – NO X – NO
W – YES Y - YES

EJECTED FROM VEHICLE
0 - NOT EJECTED
1 - FULLY EJECTED
2 - PARTIALLY EJECTED
3 - UNKNOWN

INATTENTION CODES

A – CELL PHONE HANDHELD
B – CELL PHONE HANDSFREE
C – ELECTRONIC EQUIPMENT
D – RADIO / CD
E – SMOKING
F – EATING
G – CHILDREN
H – ANIMALS
I – PERSONAL HYGIENE
J – READING
K - OTHER

ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR LIST NUMBER (#) OF PARTY AT FAULT		TRAFFIC CONTROL DEVICES		1	2	3	SPECIAL INFORMATION	1	2	3	MOVEMENT PRECEDING COLLISION
1	VC SECTION VIOLATED: CITED ☐ YES A 23152 (a) ☒ NO		A CONTROLS FUNCTIONING				A HAZARDOUS MATERIAL				A STOPPED
	B OTHER IMPROPER DRIVING		B CONTROLS NOT FUNCTIONING*				B CELL PHONE HANDHELD IN USE		X	X	B PROCEEDING STRAIGHT
	C OTHER THAN DRIVER*		C CONTROLS OBSCURED				C CELL PHONE HANDSFREE IN USE				C RAN OFF ROAD
	D UNKNOWN*	X	D NO CONTROLS PRESENT / FACTOR*	X	X	X	D CELL PHONE NOT IN USE				D MAKING RIGHT TURN
		TYPE OF COLLISION					E SCHOOL BUS RELATED				E MAKING LEFT TURN
			A HEAD - ON				F 75 FT MOTORTRUCK COMBO				F MAKING U TURN
			B SIDE SWIPE				G 32 FT TRAILER COMBO				G BACKING
WEATHER (MARK 1 TO 2 ITEMS)			C REAR END				H				H SLOWING / STOPPING
X	A CLEAR		D BROADSIDE				I				I PASSING OTHER VEHICLE
	B CLOUDY	X	E HIT OBJECT				J				J CHANGING LANES
	C RAINING		F OVERTURNED				K				K PARKING MANEUVER
	D SNOWING		G VEHICLE / PEDESTRIAN				L				L ENTERING TRAFFIC
	E FOG / VISIBILITY		H OTHER:*				M				M OTHER UNSAFE TURNING
	F OTHER:*	**MOTOR VEHICLE INVOLVED WITH**					N				N XING INTO OPPOSING LANE
	G WIND		A NON - COLLISION				O				O PARKED
LIGHTING			B PEDESTRIAN				P				P MERGING
	A DAYLIGHT		C OTHER MOTOR VEHICLE				Q				Q TRAVELING WRONG WAY
	B DUSK - DAWN		D MOTOR VEHICLE ON OTHER ROADWAY				**OTHER ASSOCIATED FACTORS** (MARK 1 TO 2 ITEMS)	X			R OTHER:* UNSAFE TURN ON FREEWAY
X	C DARK - STREET LIGHTS		E PARKED MOTOR VEHICLE								
	D DARK - NO STREET LIGHTS		F TRAIN	X			VC SECTION VIOLATED: CITED ☐ YES A 22107 ☒ NO				
	E DARK - STREET LIGHTS NOT FUNCTIONING*		G BICYCLE								
ROADWAY SURFACE			H ANIMAL:				VC SECTION VIOLATED: CITED ☐ YES B ☐ NO				**SOBRIETY - DRUG PHYSICAL**
X	A DRY	X	I FIXED OBJECT:				VC SECTION VIOLATED: CITED ☐ YES C ☐ NO				(MARK 1 TO 2 ITEMS)
	B WET		MEDIAN BARRIER						X	X	A HAD NOT BEEN DRINKING
	C SNOWY - ICY		J OTHER OBJECT:				D	X			B HBD - UNDER INFLUENCE
	D SLIPPERY (MUDDY, OILY, ETC.)						E VISION OBSCUREMENT:				C HBD - NOT UNDER INFLUENCE*
ROADWAY CONDITION(S) (MARK 1 TO 2 ITEMS)							F INATTENTION:*				D HBD - IMPAIRMENT UNKNOWN*
		PEDESTRIAN'S ACTIONS					G STOP & GO TRAFFIC				E UNDER DRUG INFLUENCE*
	A HOLES, DEEP RUT*	X	A NO PEDESTRIANS INVOLVED				H ENTERING / LEAVING RAMP				F IMPAIRMENT - PHYSICAL*
	B LOOSE MATERIAL ON ROADWAY*		B CROSSING IN CROSSWALK		X	X	I PREVIOUS COLLISION				G IMPAIRMENT NOT KNOWN
	C OBSTRUCTION ON ROADWAY*		AT INTERSECTION				J UNFAMILIAR WITH ROAD				H NOT APPLICABLE
	D CONSTRUCTION - REPAIR ZONE		C CROSSING IN CROSSWALK – NOT AT INTERSECTION				K DEFECTIVE VEH. EQUIP: CITED ☐ YES ☐ NO				I SLEEPY / FATIGUED
	E REDUCED ROADWAY WIDTH										
	F FLOODED*		D CROSSING - NOT IN CROSSWALK				L UNINVOLVED VEHICLE				
	G OTHER:*		E IN ROAD - INCLUDES SHOULDER				M OTHER:*				
X	H NO UNUSUAL CONDITIONS		F NOT IN ROAD				N NONE APPARENT				
			G APPROACHING / LEAVING SCHOOL BUS				O RUNAWAY VEHICLE				

SKETCH

INDICATE NORTH

REFER TO PAGE 15 FOR SKETCH

MISCELLANEOUS

TRAFFIC COLLISION CODING

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

PROPERTY DAMAGE

OWNER	OWNER ADDRESS	NOTIFIED
		☐ YES ☐ NO

DESCRIPTION OF DAMAGE

SEATING POSITION

1 - DRIVER
2 TO 6 - PASSENGERS
7 - STA. WGN REAR
8 - RR. OCC TRK. OR VAN
9 - POSITION UNKNOWN
0 - OTHER

SAFETY EQUIPMENT

OCCUPANTS
A - NONE IN VEHICLE
B - UNKNOWN
C - LAP BELT USED
D - LAP BELT NOT USED
E - SHOULDER HARNESS USED
F - SHOULDER HARNESS NOT USED
G - LAP/SHOULDER HARNESS USED
H - LAP/SHOULDER HARNESS NOT USED
I - PASSIVE RESTRAINT USED
J - PASSIVE RESTRAINT NOT USED

L - AIR BAG DEPLOYED
M - AIR BAG NOT DEPLOYED
N - OTHER
P - NOT REQUIRED

CHILD RESTRAINT
Q - IN VEHICLE USED
R - IN VEHICLE NOT USED
S - IN VEHICLE USE UNKNOWN
T - IN VEHICLE IMPROPER USE
U - NONE IN VEHICLE

M/C BICYCLE - HELMET
DRIVER: V – NO, W – YES
PASSENGER: X – NO, Y - YES

EJECTED FROM VEHICLE
0 - NOT EJECTED
1 - FULLY EJECTED
2 - PARTIALLY EJECTED
3 - UNKNOWN

INATTENTION CODES

A – CELL PHONE HANDHELD
B – CELL PHONE HANDSFREE
C – ELECTRONIC EQUIPMENT
D – RADIO / CD
E – SMOKING
F – EATING
G – CHILDREN
H – ANIMALS
I – PERSONAL HYGIENE
J – READING
K - OTHER

ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR LIST NUMBER (#) OF PARTY AT FAULT	TRAFFIC CONTROL DEVICES	4	5	6	SPECIAL INFORMATION	4	5	6	MOVEMENT PRECEDING COLLISION
VC SECTION VIOLATED: CITED ☐ YES ☐ NO	A CONTROLS FUNCTIONING				A HAZARDOUS MATERIAL				A STOPPED
A	B CONTROLS NOT FUNCTIONING*				B CELL PHONE HANDHELD IN USE	X			B PROCEEDING STRAIGHT
B OTHER IMPROPER DRIVING	C CONTROLS OBSCURED				C CELL PHONE HANDSFREE IN USE				C RAN OFF ROAD
C OTHER THAN DRIVER*	D NO CONTROLS PRESENT / FACTOR*	X			D CELL PHONE NOT IN USE				D MAKING RIGHT TURN
D UNKNOWN*	**TYPE OF COLLISION**				E SCHOOL BUS RELATED				E MAKING LEFT TURN
	A HEAD - ON				F 75 FT MOTORTRUCK COMBO				F MAKING U TURN
	B SIDE SWIPE				G 32 FT TRAILER COMBO				G BACKING
WEATHER (MARK 1 TO 2 ITEMS)	C REAR END				H				H SLOWING / STOPPING
A CLEAR	D BROADSIDE				I				I PASSING OTHER VEHICLE
B CLOUDY	E HIT OBJECT				J				J CHANGING LANES
C RAINING	F OVERTURNED				K				K PARKING MANEUVER
D SNOWING	G VEHICLE / PEDESTRIAN				L				L ENTERING TRAFFIC
E FOG / VISIBILITY	H OTHER:*				M				M OTHER UNSAFE TURNING
F OTHER:*	**MOTOR VEHICLE INVOLVED WITH**				N				N XING INTO OPPOSING LANE
G WIND	A NON - COLLISION				O				O PARKED
LIGHTING	B PEDESTRIAN				P				P MERGING
A DAYLIGHT	C OTHER MOTOR VEHICLE				Q				Q TRAVELING WRONG WAY
B DUSK - DAWN	D MOTOR VEHICLE ON OTHER ROADWAY				**OTHER ASSOCIATED FACTORS** (MARK 1 TO 2 ITEMS)				R OTHER:*
C DARK - STREET LIGHTS	E PARKED MOTOR VEHICLE								
D DARK - NO STREET LIGHTS	F TRAIN				VC SECTION VIOLATED: CITED ☐ YES ☐ NO				
E DARK - STREET LIGHTS NOT FUNCTIONING*	G BICYCLE				A ☐ NO				
ROADWAY SURFACE	H ANIMAL:				VC SECTION VIOLATED: CITED ☐ YES ☐ NO B				**SOBRIETY - DRUG PHYSICAL**
A DRY	I FIXED OBJECT:				VC SECTION VIOLATED: CITED ☐ YES ☐ NO				(MARK 1 TO 2 ITEMS)
B WET						X			A HAD NOT BEEN DRINKING
C SNOWY - ICY	J OTHER OBJECT:				D				B HBD - UNDER INFLUENCE
D SLIPPERY (MUDDY, OILY, ETC.)					E VISION OBSCUREMENT:				C HBD - NOT UNDER INFLUENCE*
					F INATTENTION:*				D HBD - IMPAIRMENT UNKNOWN*
ROADWAY CONDITION(S) (MARK 1 TO 2 ITEMS)	**PEDESTRIAN'S ACTIONS**				G STOP & GO TRAFFIC				E UNDER DRUG INFLUENCE*
A HOLES, DEEP RUT*	A NO PEDESTRIANS INVOLVED				H ENTERING / LEAVING RAMP				F IMPAIRMENT - PHYSICAL*
B LOOSE MATERIAL ON ROADWAY*	B CROSSING IN CROSSWALK	X			I PREVIOUS COLLISION				G IMPAIRMENT NOT KNOWN
C OBSTRUCTION ON ROADWAY*	AT INTERSECTION				J UNFAMILIAR WITH ROAD				H NOT APPLICABLE
D CONSTRUCTION - REPAIR ZONE	C CROSSING IN CROSSWALK – NOT AT INTERSECTION				K DEFECTIVE VEH. EQUIP: CITED ☐ YES ☐ NO				I SLEEPY / FATIGUED
E REDUCED ROADWAY WIDTH									
F FLOODED*	D CROSSING - NOT IN CROSSWALK				L UNINVOLVED VEHICLE				
G OTHER:*	E IN ROAD - INCLUDES SHOULDER				M OTHER:*				
H NO UNUSUAL CONDITIONS	F NOT IN ROAD				N NONE APPARENT				
	G APPROACHING / LEAVING SCHOOL BUS				O RUNAWAY VEHICLE				

SKETCH

INDICATE NORTH

MISCELLANEOUS

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	18	F	☒	☐	☐	☐	☒	☐	☐	☐	☐	1	1	L	G	1

NAME / D.O.B. / ADDRESS: SYLVIA LOPEZ GARAY / 09-12-1991 / 1225 EAST WHITTAKER WAY, DINUBA, CA 93618
TELEPHONE: (559) 591-0906
(INJURED ONLY) TRANSPORTED BY: FRESNO COUNTY CORONER'S OFFICE
TAKEN TO: FRESNO COUNTY MORGUE
DESCRIBE INJURIES: REFER TO NARRATIVE
☐ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.196

☐ #	☐	19	F	☒	☐	☐	☐	☐	☒	☐	☐	☐	1	3	L	G	1

NAME / D.O.B. / ADDRESS: VANESSA GONZALEZ / 09-24-1990 / 3473 WEST SHIELDS AVENUE, FRESNO, CA 93722
TELEPHONE: (559) 264-4880
(INJURED ONLY) TRANSPORTED BY: FRESNO COUNTY CORONER'S OFFICE
TAKEN TO: FRESNO COUNTY MORGUE
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.195

☐ #	☐	20	F	☒	☐	☐	☐	☐	☒	☐	☐	☐	1	5	P	G	1

NAME / D.O.B. / ADDRESS: STEPHENIE NICHOLE CORDOBA / 01-07-1990 / 5437 WEST PERALTA WAY, FRESNO, CA 93722
TELEPHONE: (559) 790-6176
(INJURED ONLY) TRANSPORTED BY: FRESNO COUNTY CORONER'S OFFICE
TAKEN TO: FRESNO COUNTY MORGUE
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.194

☐ #	☐	57	M	☒	☐	☐	☐	☒	☐	☐	☐	☐	2	1	P	G	1

NAME / D.O.B. / ADDRESS: JAMES CHARLES JEWETT / 01-31-1953 / 2104 BYRON ROAD, SACRAMENTO, CA 95825
TELEPHONE: (916) 505-4246
(INJURED ONLY) TRANSPORTED BY: FRESNO COUNTY CORONER'S OFFICE
TAKEN TO: FRESNO COUNTY MORGUE
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.198

☐ #	☐	60	F	☒	☐	☐	☐	☐	☒	☐	☐	☐	2		P	P	1

NAME / D.O.B. / ADDRESS: EPIFANIA SOLIS / 01-29-1950 / 1117 NORTH D STREET, MADERA, CA 93638
TELEPHONE: (559) 706-3177
(INJURED ONLY) TRANSPORTED BY: FRESNO COUNTY CORONER'S OFFICE
TAKEN TO: FRESNO COUNTY MORGUE
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.197

☐ #	☐	79	M	☒	☐	☐	☐	☐	☒	☐	☐	☐	2		P	P	1

NAME / D.O.B. / ADDRESS: TOMAS PONCE CONTRERAS / 09-24-1930 / 6822 CALIFORNIA STREET, WINTON, CA 95388
TELEPHONE: (209) 628-2435
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED
FRESNO COUNTY CORONER'S CASE NUMBER: 10-07.199

☐ #	☐	76	F	☐	☒	☐	☐	☐	☒	☐	☐	☐	2		P	P	2

NAME / D.O.B. / ADDRESS: SINOFORSA ARREOLA / 09-20-1933 / 6822 CALIFORNIA STREET, WINTON, CA 95388
TELEPHONE: (209) 628-2435
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	30	M	☐	☒	☐	☐	☐	☒	☐	☐	☐	2		P	P	1

NAME / D.O.B. / ADDRESS: LUIS ALBERTO PEREZ / 03-15-1980 / 8501 ALLISTER WAY, ELK GROVE, CA 95624
TELEPHONE: (916) 476-1008
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
M. HALVORSON	15751	07	26	2010	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	10	M	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: DEMARCO CAMPBELL / 10-26-1999 / 2815 LERWICK ROAD, SACRAMENTO, CA 95821
TELEPHONE: (916) 256-0519
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: KAISER PERMANENTE MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	19	F	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: LATERNNA CONNER / 03-11-1991 / 2255 WEST CRENSHAW BOULEVARD, LOS ANGELES, CA 90016
TELEPHONE: (424) 240-2330
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: CLOVIS COMMUNITY MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	52	M	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: WILLIAM KEMP GIBSON / 07-04-1958 / 7601 KILARNEY LANE #239, CITRUS HEIGHTS, CA 95610
TELEPHONE: (916) 870-9227
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☒	32	M	☐	☐	☐	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: FRANKLIN LEE STEWART / 06-09-1978 / 8427 DORRINGTON AVENUE, PANORAMA CITY, CA 91402
TELEPHONE: (818) 578-9924
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	61	M	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: CATARINO VIGIL VASQUEZ / 04-01-1949 / 3819 KANSAS AVENUE, RIVERBANK, CA 95367
TELEPHONE: (209) 869-2514
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: CLOVIS COMMUNITY MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	24	F	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: DENISE ROXANNE ESQUIVEL / 07-11-1986 / 1155 EAST BULLARD AVENUE #215, FRESNO, CA 93710
TELEPHONE: (559) 478-4745
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: CLOVIS COMMUNITY MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	6	M	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ROMAN JOSEPH ESQUIVEL / 02-18-2004 / 1155 EAST BULLARD AVENUE #215, FRESNO, CA 93710
TELEPHONE: (559) 478-4745
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: CLOVIS COMMUNITY MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	64	F	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: MARIA DE JESUS TELLEZ / 06-03-1946 / PO BOX 3881, MERCED, CA 95344
TELEPHONE: (209) 349-2449
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: MADERA COMMUNITY HOSPITAL
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
M. HALVORSON	15751	07	26	2010	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	51	M	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ROBERT LONG JR. / 03-18-1959 / 1431 NORTH COMMERCE STREET, STOCKTON, CA 95202
TELEPHONE: (510) 689-4926
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: KAISER PERMANENTE MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	36	M	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: MAURICE DEMARCO CAMPBELL / 11-19-1973 / 2815 LERWICK ROAD, SACRAMENTO, CA 95821
TELEPHONE: (916) 256-0519
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: KAISER PERMANENTE MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	18	F	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: MARIELA MEDRANO / 04-07-1992 / 225 AUTUMN DRIVE #32, SAN MARCOS, CA 92069
TELEPHONE: (760) 658-7157
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☒	27	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: BILLY LEE CURRY / 02-02-1983 / 8663 OAK AVENUE, ORANGEVALE, CA 95662
TELEPHONE: (916) 410-4711
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☒	25	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: KEEGAN DOUGLAS CONDIE / 12-13-1984 / 200 BICENTENNIAL CIRCLE #233, SACRAMENTO, CA 95826
TELEPHONE: (916) 969-9428
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	52	F	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: LINDA FAY GEE / 09-05-1957 / 617 MAPLE STREET #5, WEST SACRAMENTO, CA 95691
TELEPHONE: (916) 807-1154
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNUS MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	45	F	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: CARRIE JOY GUADAGNOLO / 12-07-1964 / 17465 EAST FRONT STREET, LINDEN, CA 95236
TELEPHONE: (209) 887-2002
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	46	M	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: AVTAR SINGH JANDI / 09-25-1963 / 2405 COFFEE ROAD, MODESTO, CA 95355
TELEPHONE: (209) 549-8387
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: MADERA COMMUNITY HOSPITAL
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
M. HALVORSON	15751	07	26	2010	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	71	M	☐	☒	☐	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ADOLFO CONTRERAS PONCE / 10-04-1938 / 1112 VINE STREET, ATWATER, CA 95301
TELEPHONE: (209) 358-2340
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	68	M	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: SERGIO SILVA PEREZ / 10-07-1941 / 7429 HAINESPORT WAY, SACRAMENTO, CA 95824
TELEPHONE: (916) 573-9893
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	64	F	☐	☒	☐	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: MARIA LEPE SANTANA / 07-01-1946 / 7429 HAINESPORT WAY, SACRAMENTO, CA 95824
TELEPHONE: (916) 573-9893
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	15	M	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: DALVEN DEWAYNE PIPKINS JR. / 07-13-1995 / 2815 LERWICK ROAD, SACRAMENTO, CA 95821
TELEPHONE: (916) 807-9530
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: COMMUNITY REGIONAL MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	41	F	☐	☐	☒	☐	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: SHONNA MAZUR / 11-02-1968 / 724 SOUTHWEST LARCH ROAD, GRANTS PASS, OR 97526
TELEPHONE: (541) 324-8428
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☐	35	M	☐	☐	☐	☒	☐	☒	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ROBERTO VASQUEZ / 11-14-1974 / 3819 KANSAS STREET, RIVERBANK, CA 95367
TELEPHONE: (209) 765-6614
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☒	24	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: JOSE VALDEZ / 08-03-1985 / 4500 37TH AVENUE, SACRAMENTO, CA 95824
TELEPHONE: (916) 912-2709
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☐ #	☒	17	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ADRIAN JOSEPH CANALES / 06-04-1993 / 3225 EAST RANSOM STREET, LONG BEACH, CA 90804
TELEPHONE: (562) 200-3675
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
M. HALVORSON	15751	07	26	2010	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☒	25	F	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ALICIA KAY HOJEM / 04-01-1985 / 2390 WEST KRISTINA AVENUE, SUN TAN VALLEY, AZ 85142
TELEPHONE: (480) 388-7582
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☒	4	F	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: JESSICA HOJEM-HINK / 03-05-2006 / 2390 WEST KRISTINA AVENUE, SUN TAN VALLEY, AZ 85142
TELEPHONE: (480) 388-7582
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☒	41	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: ARLEN SNIDER / 08-29-1968 / 1106 EAST BELL ROAD #1015, PHOENIX, AZ 85023
TELEPHONE: UNKNOWN
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☒	30	M	☐	☐	☐	☐	☐	☐	☐	☐	☐	2		P	P	0

NAME / D.O.B. / ADDRESS: JOHN CHRISTIAN ANDOH III / 05-05-1980 / 7134 CALVINE ROAD #37, SACRAMENTO, CA 95823
TELEPHONE: (209) 321-1334
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☐ #	☐	28	F	☐	☐	☐	☒	☒	☐	☐	☐	☐	3	1	L	G	0

NAME / D.O.B. / ADDRESS: ELSABETH ELSA GIORGIS / 09-27-1981 / 6602 WEST DOVEWOOD LANE, FRESNO, CA 93723
TELEPHONE: (559) 276-9377
(INJURED ONLY) TRANSPORTED BY: AMERICAN AMBULANCE
TAKEN TO: SAINT AGNES MEDICAL CENTER
DESCRIBE INJURIES: REFER TO NARRATIVE
☒ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 1	☐	19	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: DANIELA MELISA FLORES / 07-23-1990 / 3964 ARDEN DRIVE NORTH, FRESNO, CA 93703
TELEPHONE: (559) 437-8832
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 2	☐	21	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: MICHELLE KAY COLE / 04-27-1989 / 3317 EAST TENAYA WAY, FRESNO, CA 93710
TELEPHONE: (559) 284-5853
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 3	☐	20	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: STEPHANIE GODOY GONZALES / 07-22-1990 / 1102 EAST ELIZABETH STREET, FRESNO, CA 93728
TELEPHONE: (559) 375-6992
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
M. HALVORSON	15751	07	26	2010	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 4	☐	21	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: BRANDON DAYRE MCCULLOUGH, JR. / 05-20-1989 / 876 DIVISADERO STREET, FRESNO, CA 93721
TELEPHONE: (559) 281-4679
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 5	☐	18	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: FRANCISCO DANIEL HERNANDEZ GODOY / 06-02-1992 / 1102 EAST ELIZABETH STREET, FRESNO, CA 93728
TELEPHONE: (559) 349-9242
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #6	☐	20	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: ELIZABETH MICHELLE CHRISTENSEN / 01-22-1990 / 6611 NORTH WOODROW AVENUE, FRESNO CA 93710
TELEPHONE: (559) 906-9623
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 7	☐	20	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JUDY GLODES LOPEZ / 11-14-1989 / 1480 EAST MALAGA AVENUE, FRESNO, CA 93725
TELEPHONE: (559) 455-3409
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 8	☐	52	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: LANA POST / 07-07-1958 / 3404 WEST TULARE AVENUE, VISALIA, CA 93277
TELEPHONE: (559) 300-3188
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 9	☐	58	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JERRY DEAN / 11-11-1951 / 3130 TIMMY AVENUE, CLOVIS, CA 93612
TELEPHONE: (559) 999-9237
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 10	☐	54	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: DAVID ALLEN KLEIN / 09-06-1955 / 13894 ROAD 35, MADERA, CA 93636
TELEPHONE: (559) 706-9429
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 11	☐	66	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JAY SMITH / 07-16-1944 / 1578 KAREN AVENUE, TULARE, CA 93274
TELEPHONE: (559) 697-8857
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
J. LAWSON	12547	05	06	2011	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ #12	☐	34	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: ROBERT GOMEZ / 05-27-1976 / 4137 WEST PAUL AVENUE, FRESNO, CA 93722
TELEPHONE: (559) 579-9252
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #13	☐	30	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: IAN HARPER / 10-06-1979 / 1742 NORTH DEARING AVENUE, FRESNO, CA 93703
TELEPHONE: (559) 908-1546
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #14	☐	43	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: RANDY CASTILLO / 01-21-1967 / 6306 NORTH DELBERT AVENUE, FRESNO, CA 93722
TELEPHONE: (559) 579-5728
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #15	☐	33	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JESUS VENEGAS / 10-03-1976 / 360 BETHEL AVENUE, NUMBER 131, SANGER, CA 93657
TELEPHONE: (559) 704-8716
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #16	☐	33	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JESUS ZAVALA / 06-06-1977 / 736 WEST GARLAND AVENUE, FRESNO, CA 93705
TELEPHONE: (559) 259-3740
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #17	☐	57	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: ALAN LEROY HELMUTH / 01-22-1953 / 1539 NORTH TEILMAN AVENUE, FRESNO, CA 93728
TELEPHONE: (559) 441-7582
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #18	☐	39	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: LEE HARRIS / 07-22-1971 / 2323 MARIPOSA MALL, FRESNO, CA 93721
TELEPHONE: (559) 621-7000
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #19	☐	22	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: VINCENT THAO / 06-24-1988 / 30110 SUNNYSIDE AVENUE, MADERA, CA 93638
TELEPHONE: (864) 205-9115
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
J. LAWSON	12547	05	06	2011	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 20	☐	47	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
MICHAEL BEN COUPLAND / 02-10-1963 / 818 EAST FLORADORA AVENUE, APT. 4, FRESNO, CA 93728 — (562) 397-8308
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 21	☐	45	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
RAYMUNDO VALENCIA / 12-31-1965 / 38300 30TH STREET EAST, PALMDALE, CA 93550 — (661) 468-0848
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 22	☐	50	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
ERIC ROSS / 03-17-1960 / 90362 HOLDER STREET, NUMBER 74, CYPRESS, CA 90630 — (714) 816-3014
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 23	☐	54	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
ASGEDOM YEHDEGO / 01-25-1956 / 12610 BRADDOCK DRIVE, NUMBER 101D, LOS ANGELES, CA 90066 — (310) 930-0658
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 24	☐	64	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
JOSE REYES / 09-11-1945 / 12312 WICKS STREET, SUN VALLEY, CA 91352 — (818) 800-6073
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 25	☐	57	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
ROBERT MOONEY / 11-22-1952 / 18427 STUDEBAKER ROAD, CERRITOS, CA 90703 — (562) 472-7418
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 26	☐	55	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
CATHERINE JEWETT / 04-28-1955 / 2412 COTTAGE WAY, APT. 1, SACRAMENTO, CA 95825 — (916) 505-8763
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 27	☐	26	F	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS — TELEPHONE
KRISTINA GARZA / 12-04-1983 / 1128 MARTIN LUTHER KING JR. AVENUE, APT. B, TULARE, CA 93274 — (559) 759-1590
(INJURED ONLY) TRANSPORTED BY: — TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
J. LAWSON	12547	05	06	2011	R. KRIDER, SERGEANT	05	13	2011

INJURED / WITNESS / PASSENGERS

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 28	☐	45	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: MOHAMED SHALWA ALYAFAIE / 02-02-1965 / 3147 NORTH MAROA AVENUE, FRESNO, CA 93704
TELEPHONE: (559) 360-4410
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 29	☐	46	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: MICHAEL LEMIEUX / 09-20-1963 / 833 EAST FERN AVENUE, FRESNO, CA 93728
TELEPHONE: (559) 285-6343
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 30	☐	59	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: STEVEN LIPARI / 07-02-1951 / 4750 NORTH VAN NESS BOULEVARD, FRESNO, CA 93728
TELEPHONE: (559) 375-0448
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #31	☐	37	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: MICHAEL DIAS / 11-25-1972 / 4529 EUGENIA AVENUE, FRESNO, CA 93725
TELEPHONE: (559) 312-4544
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ # 32	☐	74	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: ROBERT TRAYLOR / 08-16-1944 / 1033 H STREET, FRESNO, CA 93721
TELEPHONE: (559) 237-2145
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #33	☐	55	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: LEE HANSEN / 10-22-1954 / 1033 H STREET, FRESNO, CA 93721
TELEPHONE: (559) 237-2145
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #34	☐	50	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: MIKE ARDOIN / 09-29-1959 / 155 STEVENSON STREET, RENO, NV 89503
TELEPHONE: (480) 363-4699
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

☒ #35	☐	34	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JORGE MORENO / 04-20-1976 / 1352 WEST OLIVE AVENUE, FRESNO, CA 93775
TELEPHONE: (559) 284-0113
(INJURED ONLY) TRANSPORTED BY:
TAKEN TO:
DESCRIBE INJURIES:
☐ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
J. LAWSON	15751	05	06	2011	R. KRIDER, SERGEANT	05	13	2011

STATE OF CALIFORNIA

INJURED / WITNESS / PASSENGERS

CHP 555 MAIT Page 3 (Rev 11/07) OPI 401

DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
07-22-2010	0214	9435	15751	2010-07-0219

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
☒ # 36	☐	25	M	☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: JONATHAN CERVANTES / 09-14-1984 / 1352 WEST OLIVE AVENUE, FRESNO, CA 93775

TELEPHONE: (559) 284-0113

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER	PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
☐ #	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐					

NAME / D.O.B. / ADDRESS: TELEPHONE:

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

☐ VICTIM OF VIOLENT CRIME NOTIFIED

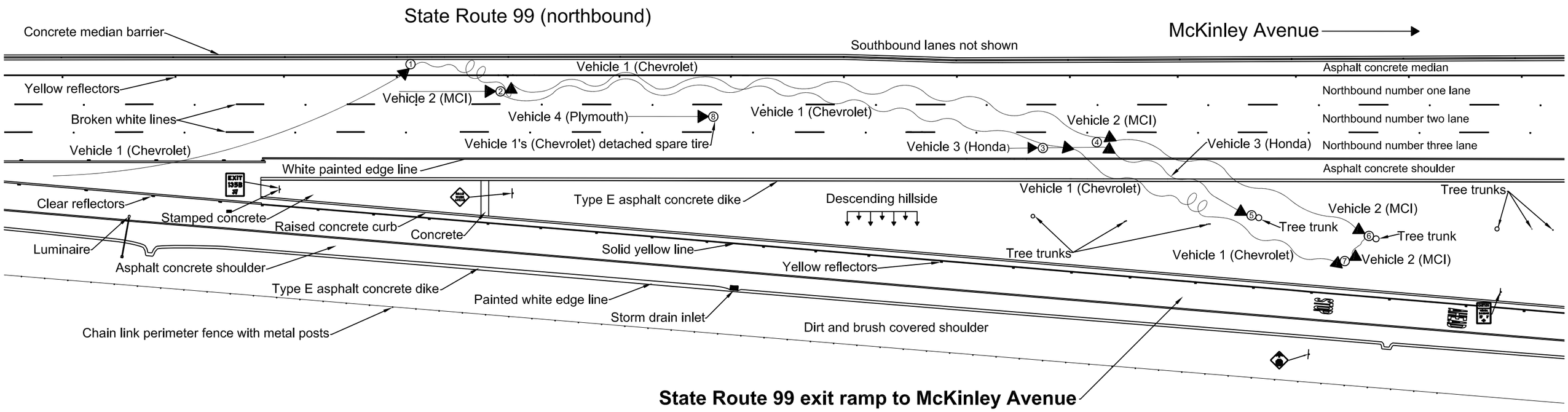
PREPARER'S NAME	I.D. NUMBER	MO.	DAY	YEAR	REVIEWER'S NAME	MO.	DAY	YEAR
J. LAWSON	15751	05	06	2011	R. KRIDER, SERGEANT	05	13	2011

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

CHP 558D (Rev. 9-08) OPI 065 *(MAIT use only)*

DATE OF COLLISION (MONTH-DAY-YEAR)	TIME (2400)	NCIC	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15751	2010-07-0219	CF-023-10	15



	SKETCH	
	PREPARED BY: D. NEES, ID 15669 CENTRAL DIVISION MAIT	
	SCALE 0' 20' 40'	

FACTS

INTRODUCTION

On July 22, 2010, at approximately 2:14 a.m., Party 1 (Garay) was driving Vehicle 1 (Chevrolet) northbound on State Route 99, south of McKinley Avenue while under the influence of alcohol. Party 1 (Garay) lost control of Vehicle 1 (Chevrolet) and collided with the concrete median barrier of northbound State Route 99, south of McKinley Avenue. The collision caused Vehicle 1 (Chevrolet) to overturn, and come to rest blocking the number one lane of northbound State Route 99.

Party 2 (Jewett) was driving Vehicle 2 (MCI), a Greyhound motor coach, northbound on State Route 99, south of McKinley Avenue. Vehicle 2 (MCI) struck Vehicle 1 (Chevrolet). Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) moved northeast across the traffic lanes. Party 3 (Giorgis) was driving Vehicle 3 (Honda) northbound on State Route 99, south of McKinley Avenue. Vehicle 3 (Honda) collided with Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) as those vehicles traversed northeast across the traffic lanes and shoulder. Vehicle 3 (Honda) and Vehicle 2 (MCI) each struck a tree east of northbound State Route 99.

Party 4 (Hughes) was driving Vehicle 4 (Plymouth) northbound on State Route 99, south of McKinley Avenue and struck debris in the traffic lanes from the previous collision.

As a result of the collision, three people sustained fatal injuries in Vehicle 1 (Chevrolet), three people sustained fatal injuries in Vehicle 2 (MCI), 21 people were injured in Vehicle 2 (MCI) and one person was injured in Vehicle 3 (Honda).

FACTS

NOTIFICATION

On July 22, 2010, the CHP Fresno Communications Center received a 911 cellular telephone call, at approximately 0214 hours, reporting a traffic collision on northbound State Route 99 north of Olive Avenue. Officers from the Fresno Area CHP responded to the scene and arrived at 0221 hours. At approximately 0312 hours, Central Division MAIT was requested to assist in the investigation. Central Division MAIT arrived at approximately 0351 hours. The collision scene involved the northbound lanes of State Route 99 in addition to the McKinley Avenue exit ramp. The traffic lanes for northbound State Route 99 were reopened for normal traffic flow at 0922 hours.

FACTS

ENVIRONMENTAL REPORT

SCENE IDENTIFICATION

The collision scene was located on the northbound side of State Route 99, 947 feet south of McKinley Avenue, in the city of Fresno, California. This location corresponds to approximately 123 feet north of post mile 99 FRE 23.66. This section of State Route 99 is a freeway located on the west side of the city of Fresno, with three lanes of travel in each direction separated by a concrete median barrier.

Aerial view of the scene looking north.
CF-023-10 07-22-10 DS (45)

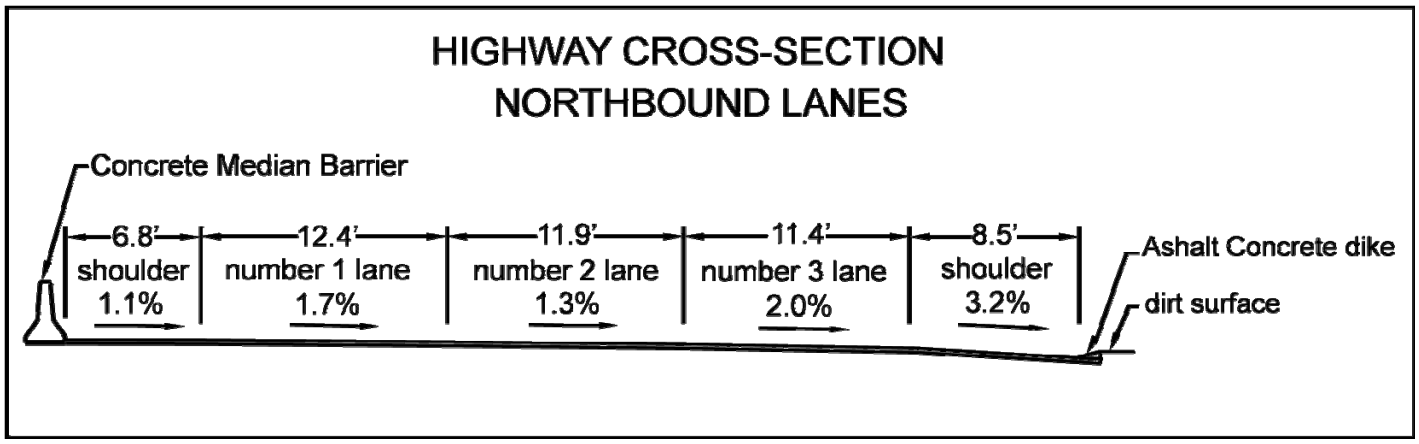
FACTS

ENVIRONMENTAL REPORT

ROADWAY DESCRIPTION

State Route 99 is a designated north-south route originating in Kern County to the south, branching off of Interstate 5, and terminating to the north in Tehama County at the junction with State Route 36. At the collision scene, the roadway had an approximate heading of twenty-six degrees west of north. For clarity, all directions indicated in the remainder of this report, assume that at the collision scene, State Route 99 runs in a true north-south direction. All dimensions stated in the environmental section of this report are approximate.

The traffic lanes and paved roadway shoulders had asphalt-concrete surfaces. The cross section of the roadway varied as the number three lane widened for the entrance ramp from Olive Avenue which was south of the collision scene and again for the exit ramp to McKinley Avenue. At the area where Vehicle 1 (Chevrolet) struck the concrete median barrier, the number one lane was 12.4 feet wide, the number two lane was 11.9 feet wide, and the number three lane was 11.4 feet wide. West of the number one lane, the paved median shoulder was 6.8 feet wide. At the west edge of the paved median shoulder was a 36 inch high, Type 50 concrete median barrier. East of the three traffic lanes was an 8.5 feet wide paved shoulder which had an asphalt dike on the east edge. At this point, the exit ramp to McKinley Avenue had separated from the southbound lanes by 24.8 feet. The exit ramp had a lane width of 11.7 feet. The cross slopes of the traffic lanes of northbound State Route 99 are illustrated below.



FACTS

ENVIRONMENTAL REPORT

ROADWAY DESCRIPTION (continued)

Horizontal and Vertical Alignment

The information in this section of the report was compiled from As Built Plans and survey data from MAIT personnel.

NORTHBOUND TRAFFIC LANES

The roadway in the area of the collision was horizontally straight, with vertical curves to cross under Olive Avenue and over McKinley Avenue. From approximately one-half mile south of the collision scene traveling northbound, the roadway was in the trailing end of a 600 foot long vertical crest curve. From the end of the vertical crest curve, the roadway continued north for 100 feet on a negative grade of 2.8 percent before entering an 800 foot long vertical sag curve that started on a negative grade and ended on a positive grade that traversed under Olive Avenue. From the end of this vertical sag curve, the roadway then continued north on an 800 foot long vertical crest curve that connected to a 700 foot vertical tangent section that had a 0.1 percent positive grade. This vertical tangent section, connected to a 400 foot long vertical sag curve. This vertical sag curve connected to a 150 foot long vertical tangent section that had a positive grade of 2.8 percent. This vertical tangent section connected to a 1,000 foot long vertical crest curve that traversed over McKinley Avenue.

EXIT RAMP TO McKINLEY AVENUE

The exit ramp to McKinley Avenue departed from the northbound traffic lanes of State Route 99 at an angle of approximately five degrees. The exit ramp had a straight horizontal alignment and a parallel profile to the freeway preceding the gore area of the ramp. In the gore area, the exit ramp lane had a negative grade of less than one percent, as the main traffic lanes started to elevate on the 400 foot long vertical sag curve.

There was a raised pavement traffic island beyond the gore area of the ramp which had an asphalt-concrete dike on the west side and a concrete curb on the east side. The raised pavement surface of the island had a contrasting surface treatment of stamped, light terra cotta colored, concrete to assist drivers in identifying the area from the pavement areas that are intended for regular vehicular use. At the leading (south) end of this raised traffic island was the EXIT 135B sign. This sign had a horizontal 3-yellow reflector, Type 2 (OM2-1H) Object Marker, near the base of the sign.

The length of the northbound exit ramp to McKinley Avenue was 960 feet. The minimum length between the ramp exit nose and the end of the ramp is 525 feet for a ramp that requires traffic to stop at the end of the ramp. The exit nose is at the back end of the gore area.

FACTS

ENVIRONMENTAL REPORT

SIGHT DISTANCE

Northbound Traffic Lanes

For design purposes, the minimum stopping sight distance is the distance required by the driver of a vehicle traveling at a given speed, to bring the vehicle to a stop after an object on the road becomes visible. This stopping sight distance is measured from the driver's eyes, which are assumed to be 3½ feet above the pavement surface, to an object ½ foot high on the road. The stopping distance, as measured per this method, for northbound traffic approaching the area where Vehicle 1 (Chevrolet) was struck by Vehicle 2 (MCI) was found to exceed 930 feet. Based on data from the *California Department of Transportation Highway Design Manual,* the range of design speeds for a freeway in an urban area is from 55 to 80 miles per hour. The 930 foot value is the maximum value in the range of stopping sight distance standards.

Exit Ramp to McKinley Avenue

At certain locations, sight distances greater than stopping sight distance is desirable to allow drivers time for decisions without making last minute erratic maneuvers. Design decision sight distance is the length of road a driver needs to receive and interpret information, select an appropriate speed and path, and begin and complete an action in a safe maneuver. For design purposes, the decision sight distance is measured using the 3½ foot eye height and ½ foot object height method. This decision sight distance is measured to the center of the ramp lane where the ramp lane is separated from the mainline traffic lanes by 23 feet. This location corresponds to the rear of the gore area. The decision sight distance for the northbound exit ramp to McKinley Avenue was measured and fond to exceed 1,180 feet. Based on data from the *California Department of Transportation Highway Design Manual*, 1,180 feet of decision sight distance corresponds to a design speed of 75 miles per hour.

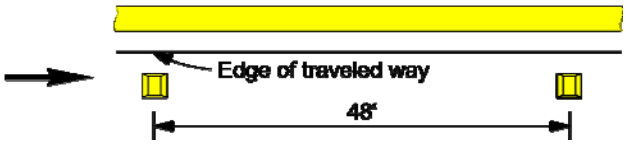
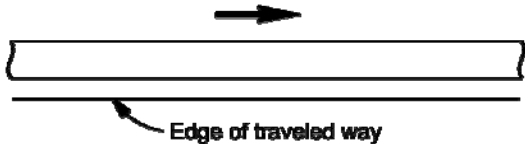
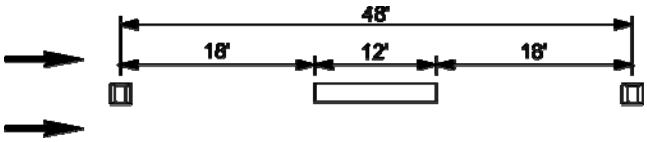
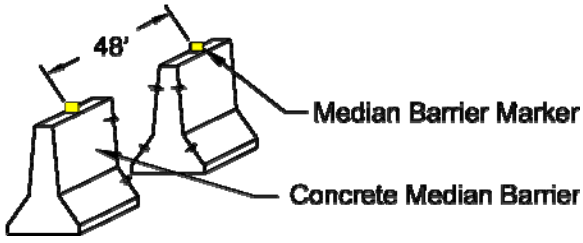
FACTS

ENVIRONMENTAL REPORT

DELINEATION

Northbound Traffic Lanes

The northbound traffic lanes of State Route 99 were separated from the median by a 4-inch wide continuous yellow line. This line was augmented by Type H, one-way yellow retroreflective pavement markers. The three traffic lanes were separated from each other by 12-foot long, 4-inch wide solid white striping that was intermediately separated by Type G, one-way clear retroreflective pavement markers. The traffic lanes were separated from the east shoulder by a 6-inch wide continuous white line. The detail numbers in the following tables are from the Manual of Uniform Traffic Control Devices, 2003 California Supplement.

LOCATION	DELINEATION	DESCRIPTION
Left edge line		Detail 25 - Four inch wide continuous yellow line with yellow retroreflective markers on 48 foot centers.
Right edge line		Detail 27B - The 4-inch wide continuous white line was replaced with a 6-inch wide continuous white line.
Lane lines		Detail 12 - Four inch wide white stripes, 12-feet long separated by one-way clear retroreflective markers on 48 foot centers.
Median barrier		The median barrier markers were 4 inches wide by 3 inches high, yellow reflective front and rear. They were mounted on top of the median barrier spaced 48 feet apart.

LEGEND

Direction of Travel
Type H, One-way Yellow Reflective Pavement Marker
Type G, One-way Clear Reflective Pavement Marker

FACTS

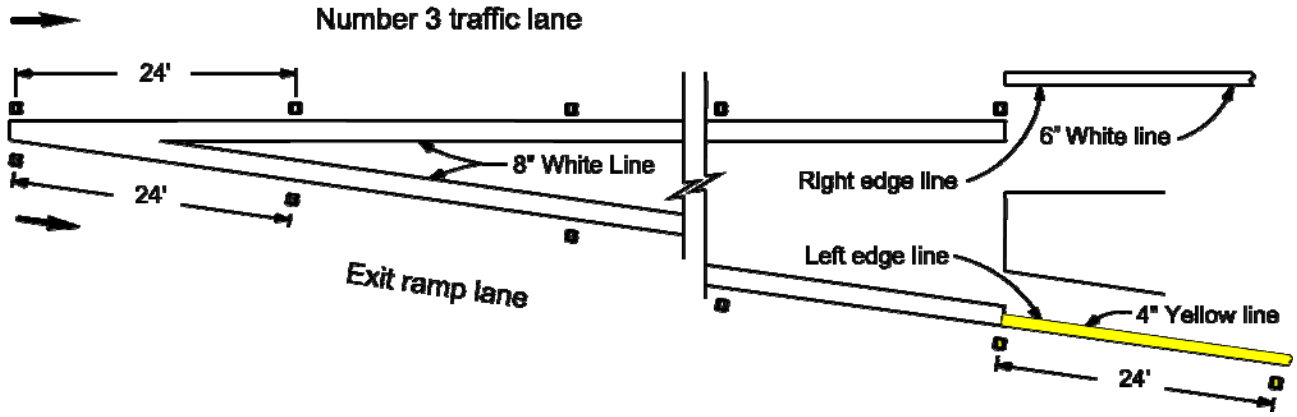
ENVIRONMENTAL REPORT

DELINEATION (continued)

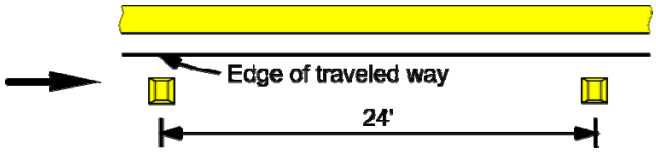
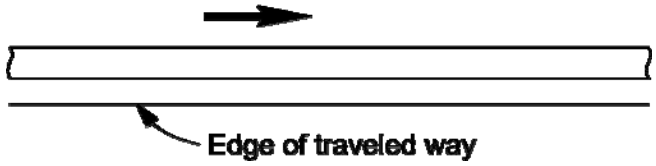
Gore Area of the Northbound Exit Ramp to McKinley Avenue

The gore area of the exit ramp to McKinley Avenue was separated from the traffic lanes by 8-inch wide continuous white line, augmented by Type G, one-way clear retroreflective pavement markers. The pavement markers varied in spacing between 13 and 33 feet, with an average of approximately 24 feet.

EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



Exit Ramp to McKinley Avenue

LOCATION	DELINEATION	DESCRIPTION
Left edge line		Detail 25A - Four-inch wide continuous yellow line with yellow retroreflective markers on 24 foot centers.
Right edge line		Detail 27B - Four-inch wide continuous white line.

LEGEND

Direction of Travel

Type H, One-way Yellow Reflective Pavement Marker

FACTS

ENVIRONMENTAL REPORT

HORIZONTAL CLEARANCES

From the *California Department of Transportation Highway Design Manual* the horizontal clearance to all roadside objects should be based on engineering judgment with the goal of maximizing the distance between roadside objects and the edge of the traveled way. Engineering judgment should be exercised in order to balance the achievement of horizontal clearance objectives with the prudent expenditure of available funds.

A clear recovery zone is an unobstructed, relatively flat (4:1 or flatter) or gently sloping area beyond the edge of the traveled way which affords drivers of errant vehicles the opportunity to regain control. Certain yielding objects, such as sand filled barrels, metal beam guardrail, breakaway wood posts, etc. may encroach within the clear recovery zone.

The minimum desirable clear recovery zone width for this type of roadway is 30 feet. Fixed objects within the clear recovery zone, should be eliminated, moved, redesigned to be made yielding, or shielded. Where compliance with the desirable clear recovery zone guidelines are impractical, the minimum horizontal clearance of 10 feet to unshielded fixed objects shall apply.

Due to the fill slope grade of approximately 2:1, for elevating the freeway over McKinley Avenue, the actual clear recovery zone width on the east side of the roadway (or right side for northbound traffic), where Vehicle 1 (Chevrolet), Vehicle 2 (MCI) and Vehicle 3 (Honda) left the roadway, was 13 feet. This distance is measured from the east line to the crest of the fill slope.

Beyond the 13 feet, the area between the northbound lanes and the exit ramp to McKinley Avenue, sloped away from the roadway at an approximate slope of 2:1 and where several trees were planted. The location of these trees, which were beyond the gore area of the exit ramp to McKinley Avenue, were evaluated. The current planting guidelines are 30 feet from the edge of the traveled way. In 1962 or 1963 when many of the trees in this area were planted, the highway design manual did not have any planting guidelines. The first issuance of planting guidelines was in 1964, which required trees to be planted 25 feet from the edge of the traveled way. In 1966 that distance was lengthened to the current distance of 30 feet from the edge of the traveled way.

Any tree having a diameter of 4-inches or more and not behind a shielding guardrail, is considered a fixed object. At the time of this collision, there were 17 trees that had a diameter of 4 inches or more in this area. Four of those trees were less than 30 feet away from the east edge line of the northbound traffic lanes, but all were greater than ten feet away.

During the collision, Vehicle 3 (Honda) struck one of the Eucalyptus trees that had been planted (1962 or 1963) prior to the planting guidelines being implemented. On the day of the collision, this tree had a 31-inch diameter trunk with the west edge of the trunk located approximately 24 feet east of the east edge line of northbound State Route 99.

Additionally, during the collision, Vehicle 2 (MCI) also struck one of the Eucalyptus trees that had been planted (1962 or 1963) prior to the planting guidelines being implemented. On the day of the collision, this tree had a 31-inch diameter trunk with the west edge of the trunk located approximately 34 feet east of the east edge line of northbound State Route 99.

The following page is a diagram of the tree locations.

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

CHP 558D (Rev. 9-08) OPI 065 *(MAIT use only)*

DATE OF COLLISION (MONTH-DAY-YEAR)	TIME (2400)	NCIC	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15751	2010-07-0219	CF-023-10	25

FACTS

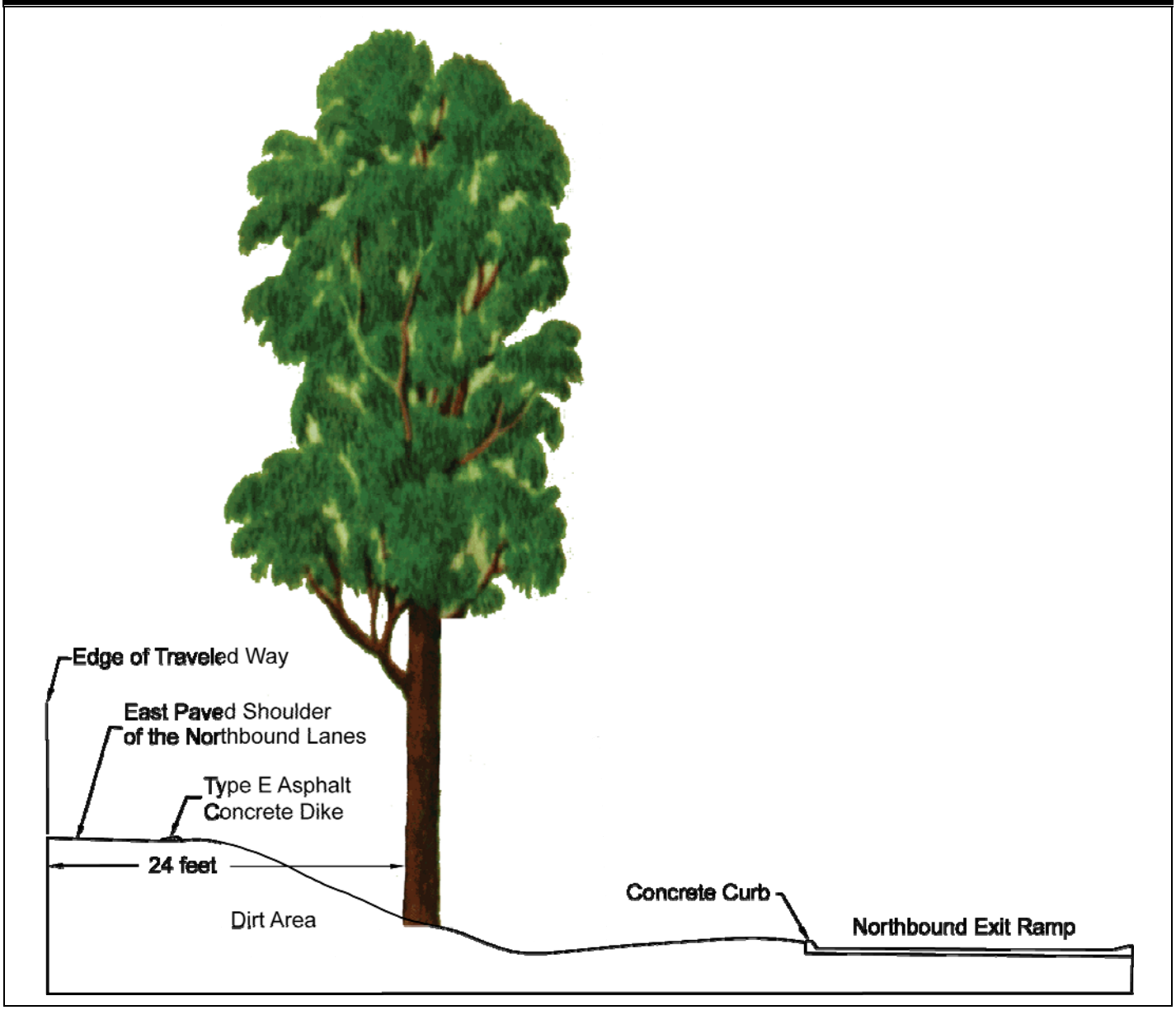
ENVIRONMENTAL REPORT

HORIZONTAL CLEARANCES (continued)

Shoulder Cross Slope

The area between the northbound traffic lanes and the exit ramp to McKinley Avenue, at the tree struck by Vehicle 3 (Honda), had a downward slope of approximately 2.25:1, before flattening off at the level of the exit ramp. The elevation dropped approximately 8 feet from the east paved shoulder of State Route 99 northbound and had a cross section that is shown below.

CROSS SECTION A



FACTS

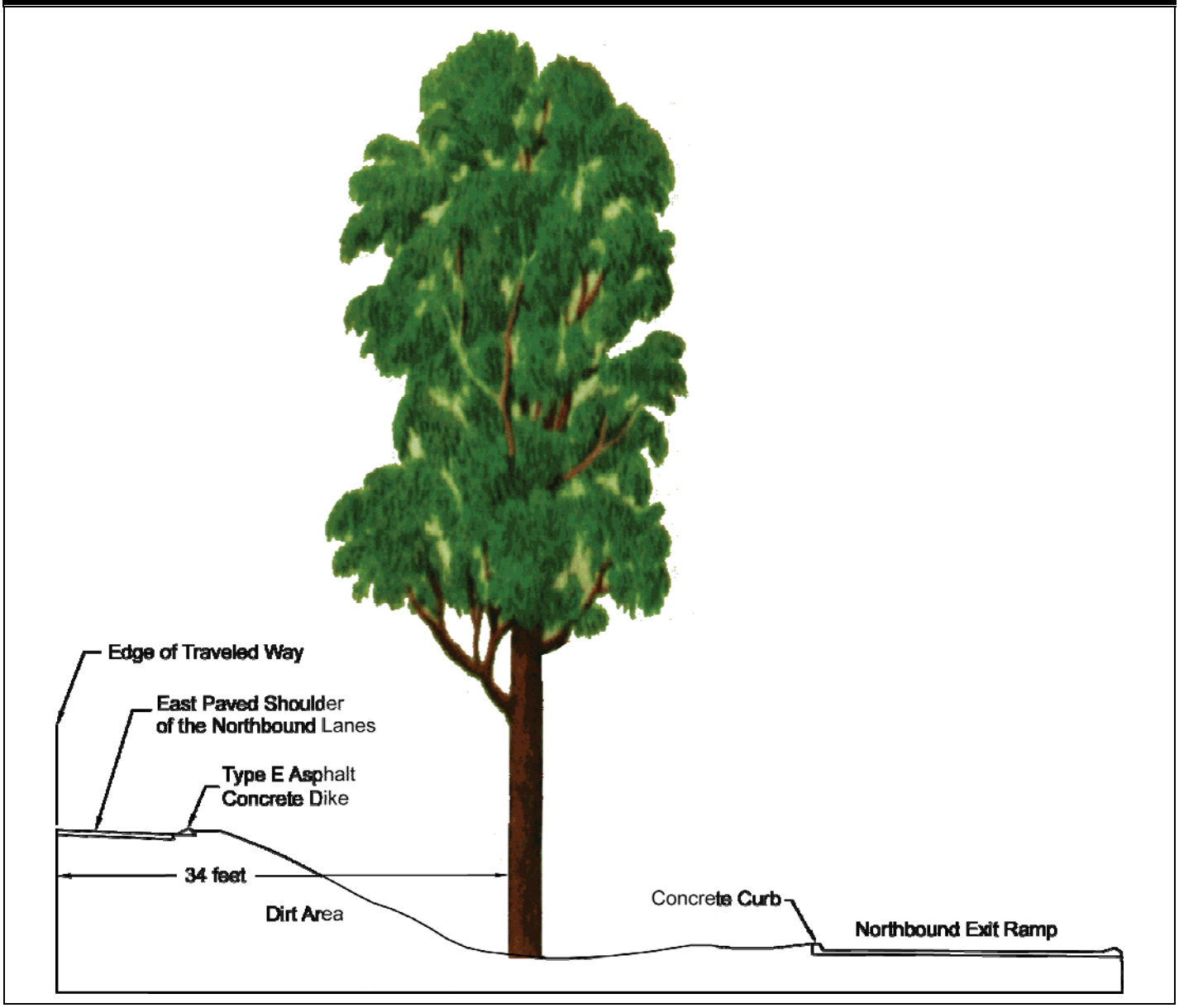
ENVIRONMENTAL REPORT

HORIZONTAL CLEARANCES

Shoulder Cross Slope (continued)

The area between the northbound traffic lanes and the exit ramp to McKinley Avenue, at the tree struck by Vehicle 2 (MCI), had a downward slope of approximately 2:1, before flattening off at the level of the exit ramp. The elevation dropped approximately 9 feet from the east paved shoulder of State Route 99 northbound and had a cross section that is shown below.

CROSS SECTION B



FACTS

ENVIRONMENTAL REPORT

SIGNS

The following table lists the traffic signs facing northbound State Route 99 traffic beginning just south of State Route 180 and traveling north.

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Right shoulder	11,411 feet south
	Over the number one and two traffic lanes, on the El Dorado Street overcrossing	11,410 feet south
	Over the number two and three traffic lanes, on the El Dorado Street overcrossing	11,410 feet south
	Over the number three traffic lane, on the El Dorado Street overcrossing	11,410 feet south
	Right shoulder	11,269 feet south
	Right shoulder	11,193 feet south

FACTS

ENVIRONMENTAL REPORT

SIGNS (continued)

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Right shoulder	10,962 feet south
	Right shoulder	10,776 feet south
	Overhead on right shoulder	10,086 feet south
	Over number two traffic lane, on the southbound State Route 99 connector to eastbound State Route 180	10,062 feet south
	Right shoulder	9,851 feet south
	Right shoulder	8,539 feet south

FACTS

ENVIRONMENTAL REPORT

SIGNS (continued)

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Right shoulder	7,290 feet south
	Right shoulder	6,717 feet south
	Over number one traffic lane, on the Pacific Avenue overcrossing	6,637 feet south
	Over the number two and three traffic lanes, on the Pacific Avenue overcrossing	6,637 feet south
	Right shoulder	6,206 feet south
	Right shoulder	5,441 feet south
	Overhead on the center median	5,431 feet south

FACTS

ENVIRONMENTAL REPORT

SIGNS (continued)

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Over the number three traffic lane, on the Belmont Avenue overcrossing	4,884 feet south
	Over the number two traffic lane, on the Belmont Avenue overcrossing	4,877 feet south
	Right shoulder	4,569 feet south
	Right shoulder	4,462 feet south
	Overhead on the right shoulder	3,118 feet south
	Center median	2,995 feet south

FACTS

ENVIRONMENTAL REPORT

SIGNS (continued)

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Right shoulder	2,963 feet south
	Right shoulder	2,707 feet south
	Over the number three traffic lane, on the Olive Avenue overcrossing	2,007 feet south
	Over the number one traffic lane, on the Olive Avenue overcrossing	1,992 feet south
	Right shoulder	1,526 feet south
	Right shoulder	945 feet south
	Overhead on the right shoulder, over the exit ramp	224 feet south

FACTS

ENVIRONMENTAL REPORT

SIGNS (continued)

SIGN MESSAGE	LOCATION	DISTANCE FROM AREA OF IMPACT 1
	Right shoulder	55 feet south
	Right shoulder	45 feet north
	Overhead on the right shoulder	871 feet north

Note: The previous table included three construction signs. During the evening hours of July 21, 2010, and the early morning hours of July 22, 2010, there was no highway construction or maintenance in the area of the collision.

CHANGEABLE MESSAGE SIGNS

There are fixed Changeable Message Signs placed along State Route 99. These signs are used by the Central Valley Transportation Management Center (TMC) to furnish real-time traffic information to motorists approaching the scene of an incident or event. These Changeable Message Signs are electronic messaging devices used to convey textual information to motorists. These signs can be activated and have a variety of messages displayed by remote operators in the TMC at 1352 West Olive Avenue, Fresno, California. The Changeable Message Signs facing northbound traffic, closest to the collision scene, are listed in the following table.

SIGN MESSAGE	SIGN NUMBER	LOCATION	DISTANCE FROM AREA OF IMPACT 1
Variable	56	Over the number three lane and right shoulder, near Cedar Avenue	6.8 miles south
Variable	59	Over the number three lane and right shoulder, north of Shaw Avenue	5.1 miles north

FACTS

ENVIRONMENTAL REPORT

LIGHTING

On a freeway, highway safety lighting (luminaries) should be installed at particular points in an interchange area. This lighting serves to illuminate areas of potential vehicle conflict and to delineate exit ramps, entrance ramps, and island noses. In the area of the collision there were three luminaries, two located on northbound State Route 99 and one located on southbound State Route 99.

Based on the traffic volumes for the freeway and the northbound exit ramp to McKinley Avenue, this ramp warranted two luminaries. There were two luminaires on the northbound McKinley Avenue exit ramp. The lamp of the southernmost luminaire was 352 feet southeast of Vehicle 1 (Chevrolet) as the vehicle lay on its right side in the number one lane. The lamp of the northernmost luminaire was 172 feet southeast of Vehicle 1 (Chevrolet).

There was one luminaire on the south end of the southbound entrance ramp from McKinley Avenue, which was also as warranted. The lamp of this luminaire was 187 feet southwest of Vehicle 1 (Chevrolet).

SPEED LIMIT

The speed limit for this area of the roadway is 65 miles per hour for passenger vehicles and buses pursuant to California Vehicle Code §22349(a). The speed limit is 55 miles per hour for passenger vehicles with trailers, motor trucks or trucks with three or more axles, school buses, and other vehicles as defined by §22406 of the California Vehicle Code.

TRAFFIC VOLUMES

In 2009, the annual average daily traffic volume on State Route 99, in the area of the collision, was 109,000 vehicles per day. This value is for both directions of travel from the most recent year the data was available.

In 2007, the annual average daily traffic volume on the northbound exit ramp to McKinley Avenue was 5,500 vehicles per day. This value was from the most recent year the data was available.

The above data comes from the California Department of Transportation Traffic Data Branch Web site.

FACTS

ENVIRONMENTAL REPORT

COLLISION HISTORY

Northbound Traffic Lanes

The collision history from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the northbound one-mile segment of the highway centered at the area of impact for this collision was analyzed. The three-year collision history was August 1, 2006, to July 31, 2009. There were forty-seven collisions reported during the collision history time frame. Twelve of the forty-seven collisions resulted in injuries to one or more persons. None of the collisions resulted in fatal injuries.

The collision rate for this segment of roadway was 0.79 collisions per million vehicle miles traveled. This rate is less than the average rate for similar highways, which was 0.95 collisions per million vehicle miles traveled.

Four of the reported collisions involved drivers who were under the influence of alcohol at the time of the collision. Three of these four collisions listed "influence of alcohol" as the primary collision factor. The fourth collision listed the "influence of alcohol" as an associated factor; the primary collision factor was listed as other violations.

There was one collision which listed a previous collision as an associated factor. This collision involved two northbound passenger vehicles slowing for traffic as a result of a previous collision in the southbound lanes. One of the northbound vehicles did not slow sufficiently, changed lanes, lost control, and struck another northbound vehicle.

There was one collision which involved a vehicle that struck a tree. This vehicle was a truck/tractor pulling a trailer, which ran off the road to the right, hit a sign and a tree, then traveled to the left across the three northbound lanes and struck the concrete median barrier. The collision occurred at 0205 hours. The driver first stated he reached for a cup of coffee on the floorboard then claimed he had fallen asleep. The investigating officer listed the primary collision factor as an "improper turn." No one was injured in this collision.

There were no collisions in the collision history which involved a bus, motor coach or school bus. The collisions and their primary collision factors are listed in the table on the following page.

FACTS

ENVIRONMENTAL REPORT

COLLISION HISTORY

Northbound Traffic Lanes (continued)

NUMBER OF COLLISIONS	TYPE OF COLLISION	PRIMARY COLLISION FACTOR
20	Rear End	15 – Speeding 3 – Other Violations 1 – Following Too Close 1 – Improper Turn
13	Side Swipe	9 – Other Violations 2 – Unknown 1 – Influence of Alcohol 1 – Not Stated
11	Hit Object	5 – Improper Turn 3 – Other Than Driver 2 – Influence of Alcohol 1 – Speeding
1	Overturn	1 – Improper Turn
1	Auto-Pedestrian	1 – Other Violations
1	Other	1 – Other Than Driver

Exit Ramp to McKinley Avenue

The collision history from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the northbound exit ramp to McKinley Avenue was analyzed. The three-year collision history dates were from August 1, 2006, to July 31, 2009. There were seven collisions reported during the collision history time frame. The collision rate for this exit ramp was 1.17 collisions per million vehicles. This rate is less than the average rate for similar ramps, which was 1.20 collisions per million vehicles.

Four of the collisions involved drivers who were speeding and resulted in a rear end type collision. The remaining three collisions involved drivers under the influence of alcohol which resulted in a "hit object" type of collision. The first item struck in these three collisions was; a fence, a traffic island, and a dike or curb. Four collisions resulted in injuries to one person from each of those collisions. None of the collisions resulted in fatal injuries.

None of the collisions in the exit ramp collision history involved a bus, motor coach or school bus. The collisions and their primary collision factors are listed in the following table.

NUMBER OF COLLISIONS	TYPE OF COLLISION	PRIMARY COLLISION FACTOR
4	Rear End	4 – Speeding
3	Hit Object	3 – Influence of Alcohol

FACTS

ENVIRONMENTAL REPORT

WEATHER CONDITIONS

The following conditions were received from the National Weather Service in Hanford, California, for July 22, 2010. The location of the reading station was the Fresno Yosemite International Airport, which is approximately 6.5 miles east of the collision scene. The time of the reading was 1:53 a.m. local time on July 22, 2010. The moon and sun data was obtained from the United States Naval Observatory Web site. The times listed reflect Pacific Daylight Time, which was the local time at the time of the incident.

Sunset	8:14 p.m. on the preceding day, July 21, 2010
Sunrise	5:57 a.m. on July 22, 2010
Air Temperature	70 degrees Fahrenheit
Dew Point	53 degrees Fahrenheit
Barometric Pressure	29.79 inches of mercury
Relative Humidity	55 percent
Winds	North-northwest at 9 miles per hour
Visibility	Greater than 10 miles
Skies	Clear
Moonrise	5:07 p.m. on the preceding day, July 21, 2010
Moonset	2:44 a.m. on July 22, 2010
Moon phase	The moon had a waxing gibbous (moving toward the full moon) with 90 percent of the moon's disk illuminated.

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

IDENTIFICATION

Party 1's (Garay) full name was Sylvia Lopez Garay. Party 1 (Garay) was an adult female with a date of birth of September 12, 1991. Her address at the time of the collision was 1225 East Whittaker Way, Dinuba, California 93618. Her physical description at the time of the collision was consistent with those listed on her Department of Motor Vehicles (DMV) records (license number F1083234) and those obtained from Fresno County Coroner's Report number 10-07.196. Ms. Garay's physical description was:

- Hair: Black
- Eyes: Brown
- Height: 5 feet, 6 inches
- Weight: 110 pounds

Ms. Garay was located at the collision scene in a supine position on the ground; partially covered by dirt and tree branches west of Vehicle 2 (MCI). Ms. Garay's identity was not positively established at the scene. Ms. Garay was identified by fingerprints taken at the Fresno County Coroner's Office by the Fresno County Sheriff's Department.

Ms. Garay was determined to be the driver of Vehicle 1 (Chevrolet) by the following:

- A statement from Witness 3 (Gonzales) that Ms. Garay was driving Vehicle 1 (Chevrolet) when it left the Gonzales residence just prior to the collision.
- A statement from Witness 4 (McCullough) that Ms. Garay was driving Vehicle 1 (Chevrolet) when it left the Gonzales residence just prior to the collision.
- A statement from Witness 5 (Godoy) that Ms. Garay was driving Vehicle 1 (Chevrolet) when it left the Gonzales residence just prior to the collision.
- Vehicle 1 (Chevrolet) was registered to Party 1's (Garay) mother, Olga Garay.

Ms. Garay was determined to be obviously deceased, at the collision scene, by responding California Highway Patrol personnel at 0223 hours. Ms. Garay's body was transported from the collision scene by Fresno County Deputy Coroner Gentry to the Fresno County Coroner's Office. An autopsy of Ms. Garay's body was performed on July 22, 2010, at 1135 hours.

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

DRIVER LICENSE HISTORY

At the time of the collision, Ms. Garay possessed a valid California class "Non-Commercial C" driver license with an expiration date of September 12, 2013.

Ms. Garay had no driver license restrictions, nor were there any departmental actions noted. She had no violations on her driving record.

COLLISION HISTORY

No prior collisions were shown on her Department of Motor Vehicles record.

DRIVING EXPERIENCE

Ms. Garay applied for her driver license on August 10, 2009, and was issued a provisional permit. The California Department of Motor Vehicles (DMV) allows a person over 17½, but under 18 years of age, to get a permit without driver education and driver training certificates; however, the person will not be able to take the driving test until he/she turns eighteen. Ms. Garay was originally issued a driver license on September 14, 2009, two days after her eighteenth birthday, at the Reedley DMV field office. At the time of the collision, Ms. Garay had been driving for just over 11 months.

A Dinuba Police Department traffic citation, serial number 64186, was located inside Vehicle 1 (Chevrolet). Officer Reyna, ID 2122, issued the citation to Ms. Garay on July 12, 2010, at 1750 hours. The citation was issued for a violation of California Vehicle Code §22450(a), *failure to stop for a posted stop sign*. The court date was set for August 24, 2010.

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay) (continued)

PRE-COLLISION PROFILE

The following time line for Party 1 (Garay) was established for July 20, 2010, through July 22, 2010. The times indicated are approximate and were based upon statements obtained from the Garay family, witness statements, photographs and video footage. Certain entries on the time line correspond to numbered locations on a map of the Fresno area that is located at the end of this section.

Friday, July 16, 2010

8:20 p.m. Party 1 (Garay) received a text message from Witness 3 (Gonzales) regarding a birthday party Wednesday night for Witness 3's (Gonzales) birthday. Party 1 (Garay) was invited to go drinking and dancing.

Tuesday, July 20, 2010

9:00 p.m. Party 1 (Garay) went to bed at her home, 1225 East Whittaker Way, Dinuba, California 93618.

Wednesday, July 21, 2010

8:00 a.m. Party 1 (Garay) woke up after eleven hours of sleep. She showered and prepared for work.

10:00 a.m. Party 1 (Garay) went to work at Pose Salon, 118 North L Street, Dinuba, California 93618, where she worked as a cosmetologist.

3:00 p.m. Party 1 (Garay) and her sisters, Alicia Garay and Patricia Garay, went shopping at the Tulare Outlet Mall in Tulare, California.

7:00 p.m. Party 1 (Garay) returned home with her sisters. Party 1 (Garay) got ready for Witness 3's (Gonzales) birthday party.

7:30 p.m. Party 1 (Garay) departed for Fresno, alone, in Vehicle 1 (Chevrolet).

8:00 p.m. Party 1 (Garay) arrived at the residence of Passenger Gonzalez, 3473 West Shields Avenue, Fresno, California 93722. (*Diagram Location 1*)

9:00 p.m. Party 1 (Garay) and Passenger Gonzalez departed for Passenger Cordoba's residence, in Vehicle 1 (Chevrolet). Passenger Gonzalez was driving.

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

PRE-COLLISION PROFILE

Wednesday, July 21, 2010 (continued)

9:10 p.m. Party 1 (Garay) sent a text message to Witness 3 (Gonzales) that they were on their way to the liquor store.

9:15 p.m. Party 1 (Garay) and Passenger Gonzalez arrived at the residence of Passenger Cordoba, 5437 West Peralta Way, Fresno, California 93722. (*Diagram Location 2*) Shortly thereafter, Passenger Gonzalez drove Party 1 (Garay) and Passenger Cordoba in Vehicle 1 (Chevrolet) toward A-1 Liquor.

9:25 p.m. Party 1 (Garay), Passenger Gonzalez and Passenger Cordoba arrived at A-1 Liquor, 3147 North Maroa Avenue, Fresno, California 93704. (*Diagram Location 3*) Witness 2 (Cole), Witness 1 (Flores) and Witness 3 (Gonzales) arrived at A-1 Liquor in Witness 2's (Cole) vehicle.

9:29 p.m. Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez, accompanied Witness 2 (Cole) into A-1 Liquor. Witness 2 (Cole) was the only member of the group who was 21 years of age or older. Passenger Gonzalez removed three Four Loko alcoholic beverages from a cooler and Party 1 (Garay) removed one. Party 1 (Garay) carried one can of Four Loko and Passenger Gonzalez carried three cans of Four Loko to the checkout counter. Passenger Cordoba was not present during the transaction at the counter. While at the checkout counter, Witness 2 (Cole) requested two bottles of vodka. Witness 2 (Cole) showed her California identification and purchased the alcoholic beverages from Witness 28 (Alyafaie) the corporate licensee and on-duty clerk of A-1 Liquor. According to video surveillance from A-1 Liquor, Witness 2 (Cole) purchased: four 23.5 ounce cans of Four Loko, one 375 milliliter bottle of green apple Smirnoff vodka and one 750 milliliter bottle of raspberry Smirnoff vodka. Witness 2 (Cole) picked up the single plastic bag containing the purchased alcoholic beverages from the counter and walked toward the exit. According to video surveillance from A-1 Liquor, Passenger Gonzalez carried the bag out of the exit.

9:40 p.m. Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 2 (Cole), Witness 1 (Flores), and Witness 3 (Gonzales) arrived at the residence of Witness 4 (McCullough), 876 Divisadero Street, Fresno, California 93721. (*Diagram Location 4*)

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

PRE-COLLISION PROFILE

Wednesday, July 21, 2010 (continued)

9:57 p.m. Video footage was recorded on Party 1's (Garay) cellular telephone showing Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 1 (Flores) and Witness 3 (Gonzales) celebrating at Witness 4's (McCullough) residence. Video footage recorded images of the alcoholic beverages purchased at A-1 Liquor. Witnesses at the party observed Party 1 (Garay) consume alcoholic beverages.

10:27 p.m. Party 1 (Garay) received a text message asking if she was drinking. Party 1 (Garay) replied, "Fuck yea lol [*sic*]".

10:53 p.m. Video footage was recorded on Party 1's (Garay) cellular telephone. The images in the video show the interior of Witness 4's (McCullough) residence and an open can of Four Loko on a table. In the audio of the video an unidentified female voice asks, "Are you drunk, are you drunk yet?"

10:55 p.m. Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba departed Witness 4's (McCullough) residence in Vehicle 1 (Chevrolet) for the residence of Witness 3 (Gonzales).

10:57 p.m. Video footage was recorded on Party 1's (Garay) cellular telephone showing Passenger Gonzalez driving Vehicle 1 (Chevrolet). Party 1 (Garay) was seated in the right front seat and Passenger Cordoba was seated in the rear seating area.

11:00 p.m. Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba arrived at the residence of Witness 3 (Gonzales), 1102 East Elizabeth Street, Fresno, California 93728, in Vehicle 1 (Chevrolet). (*Diagram Location 5*)

11:10 p.m. Party 1 (Garay) and friends walked from Witness 3's (Gonzales) residence toward The Starline nightclub, 833 East Fern Avenue, Fresno, California 93728. (*Diagram Location 6*).

11:30 p.m. Party 1 (Garay) sent a text message saying she is walking to The Starline for her friends 20th birthday party. At The Starline, Party 1 (Garay) was issued a white wristband with blue "happy face" circles for patrons under the age of twenty-one.

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

PRE-COLLISION PROFILE (continued)

Thursday, July 22, 2010

12:01 a.m. Party 1 (Garay) sent a text message to "Rj" indicating she will be spending the night at her house in Dinuba.

12:26 a.m. Video footage was recorded on Party 1's (Garay) cellular telephone showing several of the girls celebrating at The Starline nightclub. In the video there is a noticeable increase in Party 1's (Garay) level of intoxication compared to the video taken at Witness 4's (McCullough) residence.

1:34 a.m. Four photographs were taken with Party 1's (Garay) cellular telephone. The photographs were taken outside of The Starline nightclub. Visible in the photographs were Party 1 (Garay), Passenger Cordoba, Witness 6 (Christensen), Witness 1 (Flores), Witness 3 (Gonzales), and Witness 7 (Lopez).

1:45 a.m. Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, and friends walked back to Witness 3's (Gonzales) residence. (*Diagram Location 5*)

1:59 a.m. Party 1 (Garay) received a mobile phone call from "Rj" which lasted for one minute and sixteen seconds. This was the last phone call sent or received on Party 1's (Garay) phone prior to the collision.

2:00 a.m. Party 1 (Garay), Passenger Gonzalez and Passenger Cordoba departed Witness 3's (Gonzales) residence in Vehicle 1 (Chevrolet). Witness 3 (Gonzales), Witness 4 (McCullough) and Witness 5 (Godoy) observed Party 1 (Garay) driving Vehicle 1 (Chevrolet), with Passenger Gonzalez in the right front seat and Passenger Cordoba in the rear middle seat. (*Diagram Location 5*)

2:14 a.m. Party 1 (Garay) was involved in a traffic collision on northbound State Route 99, south of McKinley Avenue. (*Diagram Location 7*)

FACTS

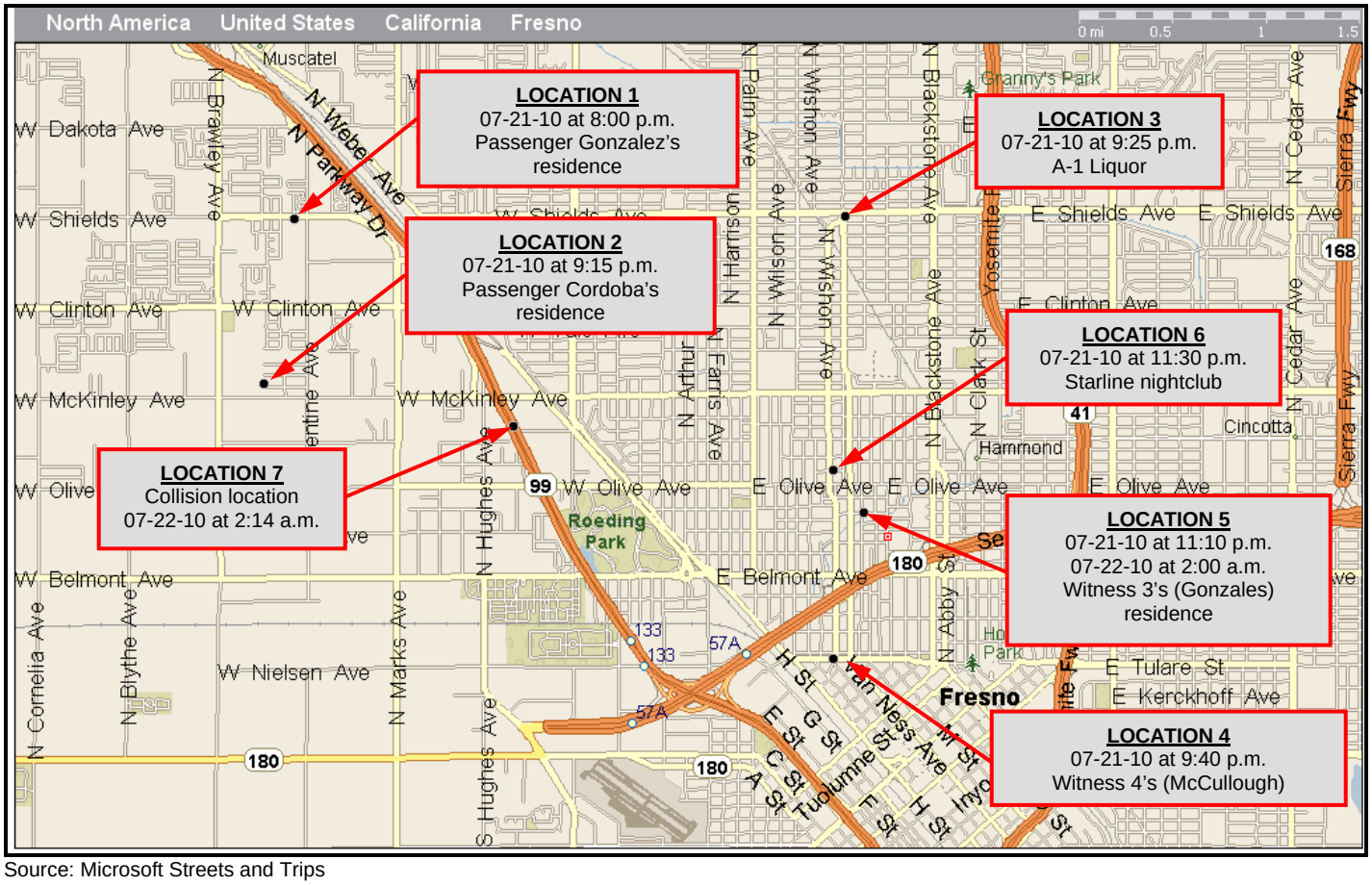
HUMAN FACTORS

DRIVERS

Party 1 (Garay)

PRE-COLLISION PROFILE (continued)

The following map depicts Party 1's (Garay) locations throughout the Fresno area on the evening of July 21, 2010, and the early morning of July 22, 2010. The locations on the map were numbered to correlate with the different locations Party 1 (Garay) traveled to prior to being involved in this traffic collision.



Source: Microsoft Streets and Trips

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay) (continued)

INTOXICATION

On July 22, 2010, Michael J. Chambliss, M.D., conducted an autopsy on the body of Ms. Garay. At that time Dr. Chamblis collected fluids from the body of Ms. Garay for later toxicological analysis. The collection of fluids was witnessed by Officer J. Watson, ID 14649. Samples of Ms. Garay's blood, urine and vitreous humor were collected at approximately 1215 hours.

The samples were delivered to the Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93274, on July 23, 2010, at approximately 0915 hours.

TOXICOLOGICAL ANALYSIS

The following tables illustrate the results of the toxicological analysis of the fluids collected from the body of Ms. Garay.

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

URINE DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1924 HOURS
Amphetamines	Negative
Barbiturates	Negative
Benzodiazepines	Negative
Cocaine (Metabolite)	Negative
Methadone	Negative
Methaqualone	Negative
Opiates	Negative
Phencyclidine	Negative
Propoxyphene	Negative
Cannabinoids	Negative

FACTS

HUMAN FACTORS

DRIVERS

Party 1 (Garay)

TOXICOLOGICAL ANALYSIS (continued)

The blood sample obtained from Ms. Garay's body was tested for blood alcohol on July 23, 2010, at approximately 1528 hours. The blood sample contained 0.11% blood alcohol (Ethanol).

The urine sample obtained from Ms. Garay's body was tested for alcohol on July 23, 2010, at approximately 1924 hours. The urine sample contained 0.14% blood equivalents (Ethanol).

Based on the toxicological analysis of the blood and urine samples obtained from the body of Ms. Garay, it was determined that Ms. Garay had a blood alcohol content between 0.11% and 0.14% at the time of her death.

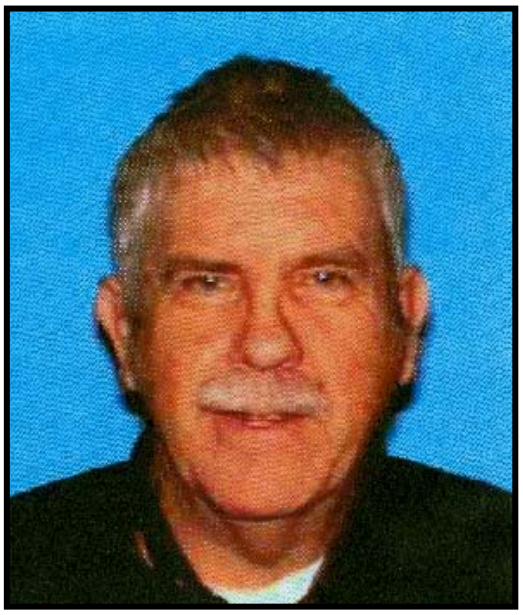
FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

IDENTIFICATION



Party 2's (Jewett) full name was James Charles Jewett. Party 2 (Jewett) was an adult male with a date of birth of January 31, 1953. His address at the time of the collision was 2401 Byron Road, Sacramento, California 95825. His California Department of Motor Vehicles (DMV) record showed he also had an additional address of 4815 College Oak Drive, Apartment 16, Sacramento, California 95841. His physical description at the time of the collision was consistent with those listed on his DMV records and those obtained from Fresno County Coroner's Report 10-07.198. Mr. Jewett's physical description was:

- Hair: Gray
- Eyes: Blue
- Height: 6 feet, 2 inches
- Weight: 233 pounds

Mr. Jewett was found deceased at the collision scene in a supine position on the ground, north of Vehicle 2 (MCI). Mr. Jewett's identity was positively established at the scene by Fresno County Deputy Coroner Jeffery D. Gentry, utilizing California Commercial Driver License N0795076; which was located in a wallet found in the left front pants pocket of Mr. Jewett. Mr. Jewett's identity was confirmed via fingerprints taken by the Fresno County Sheriff's Department.

Mr. Jewett was determined to be the driver of Vehicle 2 (MCI) by the following:

- Mr. Jewett's point of rest was within close proximity to the front of Vehicle 2 (MCI) at the collision scene.
- Mr. Jewett was wearing a blue, button-up short sleeve shirt with an embroidered "Greyhound" logo above the left chest pocket.
- Motor Carrier records provided by Greyhound Lines, Incorporated, indicated that Mr. Jewett was an employee of Greyhound Lines, Incorporated.
- Scheduling records provided by Greyhound Lines, Incorporated, indicated Mr. Jewett, Greyhound employee number 501395, was assigned to drive vehicle number 30601, Vehicle 2 (MCI), on the date of the collision.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

IDENTIFICATION (continued)

- Statements from the passengers of Vehicle 2 (MCI) indicated that Mr. Jewett was the driver of Vehicle 2 (MCI).
- Mr. Jewett's California Commercial Driver License was a class "B" with a "P" endorsement, which is the required class and endorsement in order to be drive a motor coach for hire.
- Statements provided by the family of Mr. Jewett indicated he was an employee of Greyhound Lines, Incorporated, and was normally scheduled to drive a motor coach from Los Angeles to Sacramento, making stops in Bakersfield and Fresno.
- The completed Driver's Daily Log (evidence item 6) entries for July 21, 2010, contained both the vehicle number (30601) and Mr. Jewett's employee number (501395). This page contained Mr. Jewett's signature. The signature on this page was similar in appearance to the signature on Mr. Jewett's California Department of Motor Vehicles record.
- Mr. Jewett's Driver's Daily Log (evidence item 6) entry for July 22, 2010, contained the vehicle number (30601) and indicated Mr. Jewett departed from the Greyhound Fresno terminal at 0200 hours.

DRIVER LICENSE HISTORY

At the time of the collision, Mr. Jewett possessed a valid California class "B" commercial driver license that was issued on January 18, 2008, with an expiration date of January 31, 2013. Additionally, records provided by Greyhound Lines, Incorporated indicated Mr. Jewett was a commercially licensed driver since 1978. Mr. Jewett's Medical Certificate was scheduled to expire on April 22, 2011.

Mr. Jewett's driver license was also endorsed for passenger transportation. Mr. Jewett's driver license had a restriction code of 46, which required him to wear corrective lenses when driving commercially. He had no additional driver license restrictions, nor were there any departmental actions noted.

The following violation appeared on Mr. Jewett's record.

VIOLATION DATE	CONVICTION DATE	SECTION VIOLATED AND STATE OFFENSE OCCURRED IN	DESCRIPTION OF OFFENSE
12-06-2008	01-15-2009	4000(a) (1) CVC in California	Registration required.

Department of Motor Vehicles records indicated the violation was adjudicated via bail forfeiture. No other violations were noted.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

COLLISION HISTORY

No prior collisions were shown on his Department of Motor Vehicles record. Information provided by the family of Mr. Jewett indicated that he was involved in a traffic collision in his personal vehicle approximately 20 years ago but they could not be sure of the actual date.

MEDICAL HISTORY

The following medical history is a compilation of information gathered from interviews with Mr. Jewett's family, records from Greyhound Lines, Incorporated, and medical records submitted to investigators by Mr. Jewett's family.

As required by Title 49 Code of Federal Regulations (CFR) 391.41, Mr. Jewett possessed a valid medical certificate, which was to expire on April 22, 2011. The current medical certificate was issued by Dr. Edwin Wong, 1675 Alhambra Boulevard, Sacramento, California 95816. The medical examination indicated Mr. Jewett met the requirements set forth in Title 49 CFR 391.41; however, Dr. Wong noted that Mr. Jewett was required to wear corrective lenses as a condition of the medical certificate.

Interviews with Mr. Jewett's family indicated that Mr. Jewett was in good general health and only went to the doctor when required for his employment or if he was not feeling well. Mr. Jewett was under the care of Dr. Alvin Sockolov, 1 Scripps Drive, Suite 202, Sacramento, California 95825. Based on the records provided by the family of Mr. Jewett, Mr. Jewett went to seek medical attention from Dr. Sockolov on the following dates:

- May 20, 2008 — Mr. Jewett complained that his eyes were red and in pain.
- January 21, 2005 — Mr. Jewett complained of blood in his urine.
- April 9, 2004 — Follow-up appointment.
- April 2, 2004 — Follow-up appointment.
- March 23, 2004 — Mr. Jewett complained of right foot and leg pain.
- September 18, 2003 — Mr. Jewett complained of flu-like symptoms.
- December 23, 2002 — Follow-up appointment.
- October 10, 2002 — Follow-up appointment.
- September 7, 2002 — Follow-up appointment.
- August 26, 2002 — Follow-up appointment.
- August 2, 2002 — Mr. Jewett complained of foot and ankle swelling.

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Party 2 (Jewett)

MEDICAL HISTORY (continued)

Based on an examination of the medical records provided, Mr. Jewett appeared to suffer from chronic lower extremity edema and cellulitis. Edema is defined as the observable swelling from fluid accumulation in body tissues. Cellulitis is defined as a spreading bacterial infection of the skin and tissues beneath the skin.

The following items were noted in Mr. Jewett's medical records:

- On October 28, 2002, Mr. Jewett was seen for a cardiac consultation at Regional Cardiology Associates, 3941 J Street, Sacramento, California 95819, with a complaint of lower extremity edema and occasional episodes of chest discomfort.

- On March 23, 2004, Mr. Jewett was admitted to Sutter General Hospital, 2801 L Street, Sacramento California 95816, with moderate cellulitis of the right lower leg. Mr. Jewett was treated and was discharged from the hospital on March 27, 2004.

- On March 27, 2004, in an opinion by Dr. Susan Sompayrac of the Radiological Associates of Sacramento Medical Group, Incorporated, Dr. Sompayrac stated that Mr. Jewett had "subcutaneous edema and enhancement of cellulitis..." of the right lower leg, ankle and foot.

- On February 4, 2005, Mr. Jewett had a urinalysis performed at Mercy General Hospital, 4001 J Street, Sacramento, California 95819.

- On February 22, 2005, in an opinion by Dr. Glenn Hofer of the Radiological Associates of Sacramento Medical Group, Incorporated, Dr. Hofer stated that Mr. Jewett had "no obvious etiology for the patient's hematuria."

- On April 6, 2005, in a letter from Dr. David P. Magnus of the Capitol Urology Group, Incorporated, Dr. Magnus stated that Mr. Jewett had "microhematuria enough to start a work-up. IVP and cystsocopy [*sic*] are normal. No further studies needed."

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Party 2 (Jewett)

MEDICAL HISTORY (continued)

Mr. Jewett was also under the care of Dr. Thomas H. Murphy, 6089 Sunrise Mall, Citrus Heights, California 95610, for eye care and examinations. Based on records provided by Witness 26 (Jewett), Party 2 (Jewett) last went to Dr. Murphy on January 16, 2003, although Mr. Jewett went to Dr. Sockolov on May 20, 2008, with a complaint that his "eyes are red and in pain." An examination of the provided medical records did not indicate that Mr. Jewett saw Dr. Murphy for this complaint. He was scheduled for an appointment on January 28, 2004; however, he failed to arrive for the appointment. During his last eye exam, Mr. Jewett was diagnosed with Hyperopia, Astigmatism, and Presbyopia.

Hyperopia is defined as the condition of the eye where incoming rays of light reach the retina before they converge into a focused image, otherwise known as "farsightedness." The usual treatment for hyperopia is corrective lenses.

Astigmatism is an optical defect, whereby vision is blurred due to the inability of the optics of the eye to focus a point object into a sharp focused image on the retina. This may be due to an irregular or toric curvature of the cornea or lens. Astigmatism may be corrected with eyeglasses, contact lenses, or refractive surgery.

Presbyopia describes the condition where the eye exhibits a progressively diminished ability to focus on near objects with age. There is no cure for Presbyopia, however the loss of focusing ability can be compensated for with corrective lenses.

Mr. Jewett was prescribed eyeglasses outfitted with plastic, scratch resistant bifocal lenses. Mr. Jewett received the eyeglasses on January 22, 2003. Physical evidence indicated that Mr. Jewett was wearing corrective lenses at the time of the collision.

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Party 2 (Jewett)

INTOXICATION

On July 22, 2010, Michael J. Chambliss, M.D., conducted an autopsy on the body of Mr. Jewett. At that time, Dr. Chambliss collected body fluids from Mr. Jewett's body for later toxicological analysis. The collection of body fluids was witnessed by Officer J. Watson, ID 14649. Samples of Mr. Jewett's blood, urine and a small amount of vitreous humor were collected at approximately 0930 hours.

The samples were delivered to Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93724, on July 23, 2010, at approximately 0915 hours. The following tables illustrate the results of the toxicological analysis of the body fluids collected from the body of Mr. Jewett.

URINE DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1452 HOURS
Amphetamines	Negative
Barbiturates	Negative
Benzodiazepines	Negative
Cocaine (Metabolite)	Negative
Methadone	Negative
Methaqualone	Negative
Opiates	Negative
Phencyclidine	Negative
Propoxyphene	Negative
Cannabinoids	Negative

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

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Party 2 (Jewett)

INTOXICATION (continued)

The blood sample obtained from Mr. Jewett's body was tested for blood alcohol on July 23, 2010, at approximately 1519 hours. No alcohol was detected in the blood of Mr. Jewett, as indicated by a 0.00% blood alcohol result. The blood sample was tested at the Tulare Regional Medical Center-Mineral King Laboratory.

Caffeine was detected in Mr. Jewett's blood sample in a test conducted on August 6, 2010, at approximately 1228 hours. The blood sample was tested at the Tulare Regional Medical Center-Mineral King Laboratory.

Based on the toxicological analysis of the various fluids collected from the body of Mr. Jewett, it was determined that Mr. Jewett was not under the influence of an alcoholic beverage or a controlled substance at the time of the collision.

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Party 2 (Jewett)

DRIVING EXPERIENCE

Mr. Jewett applied for employment with Greyhound Lines, Incorporated, on February 14, 1978. As part of the employment process, Mr. Jewett was required to pass the Greyhound Lines, Incorporated, Driver Training School. This training took place between his initial application for employment on February 14, 1978, and his employment on June 30, 1978. Furthermore, Mr. Jewett passed a written examination and a 100 mile road test on June 30, 1978. The examination took place in San Francisco, California. At that time, Mr. Jewett also attended sixty minutes of controlled substance training, which included the effects and consequences of controlled substance use on personal health, safety and the work environment, as well as the manifestations and behavioral causes that could indicate controlled substance use or abuse. The training was in compliance with the United States Department of Transportation, the Federal Highway Administration, and the Urban Mass Transportation Administration regulations.

During the course of his employment with Greyhound Lines, Incorporated, Mr. Jewett completed various forms of training. Mr. Jewett completed another 100 mile road test on April 13, 1992. The location of the testing could not be deciphered from the records provided by Greyhound Lines, Incorporated.

Mr. Jewett received a copy of the Federal Motor Carrier Safety Regulations (FMCSR) Pocketbook on April 4, 1992. On the receipt, signed by Mr. Jewett, was a statement which required Mr. Jewett to familiarize himself with the FMCSR Parts 383, 387, and 390 through 399.

Mr. Jewett received a copy of the United States Department of Transportation Alcohol and Controlled Substance Testing Rule Policy on March 7, 1995. A receipt of the policy was signed by Mr. Jewett on that date.

An Annual Driving Record Review was conducted by Greyhound Lines, Incorporated. This annual review is required by United States Department of Transportation Regulation 391.25. Mr. Jewett's last review was conducted on December 29, 2009. In the "Supervisor Annual Review of Driving Record" is an area where supervisory personnel were required to indicate whether the driver under examination was qualified. On December 29, 2009, the review of Mr. Jewett's record and personnel file indicated he was qualified under Title 49 CFR Parts 383.51 and 391.15.

At the time of the collision, Mr. Jewett had been employed as a driver for Greyhound Lines, Incorporated, for approximately 32 years. His driving routes were situated mainly on the west coast of the United States, and for approximately the past seven years, Mr. Jewett had been driving an overnight route from Sacramento to Los Angeles via the Interstate 5 Freeway, with a Los Angeles to Sacramento return trip the following day, via Interstate 5 and State Route 99.

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Party 2 (Jewett)

LOGBOOK ENTRIES

Pursuant to Title 13 of the California Code of Regulations, §1213(a)(1), every driver of a commercial vehicle shall maintain a daily log of his/her driving status. Title 13 CCR §1213(a)(1), states:

> *Every driver shall record his/her duty status, in duplicate, for each 24-hour period. The duty status time shall be recorded on a specified grid, as shown in paragraph (h) of this section. The grid and the requirements of paragraph (e) of this section may be combined with any company forms. The previously approved format of the Daily Log, Form MCS-59 or the Multiday Log, MCS-139 and 139A, which meets the requirements of this section, may continue to be used.*

The "Driver's Daily Log" for Mr. Jewett was obtained from Greyhound Lines, Incorporated. Additionally, the original "Driver's Daily Log" for Mr. Jewett was located at the collision scene and was determined to be the same as those provided by Greyhound Lines, Incorporated.

The following entries were written by Mr. Jewett in the "Driver's Daily Log" for the month preceding the collision. All values in italicized text in the following tables indicate fields which were blank and/or corrected. The italicized text represents data extrapolated from other portions of the table by MAIT investigators.

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 20, 2010	0000-0300	Driving	3.00
-	0300-0315	On-duty (not driving)/Coalinga, CA	0.25
-	0315-0700	Driving	3.75
-	0700-0715	On-duty (not driving)/Los Angeles, CA	0.25
-	0715-1930	Off-duty	12.25
-	1930-2030	On-duty (not driving)/Los Angeles, CA	1.00
-	2030-2330	Driving	3.00
-	2330-2359	On-duty (not driving)/Bakersfield, CA	0.50

OFF-DUTY	12.25
DRIVING	9.75
ON-DUTY (NOT DRIVING)	2.00
TOTAL	24.00

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 21, 2010	0000-0145	Driving	*1.75*
-	0145-0200	On-duty (not driving)/Fresno, CA	*0.25*
-	0200-0600	Driving	*4.00*
-	0600-0615	On-duty (not driving)/Sacramento, CA	*0.25*
-	0615-2359	Off-duty	*17.75*

OFF-DUTY	*17.75*
DRIVING	*5.75*
ON-DUTY (NOT DRIVING)	*0.50*
TOTAL	*24.00*

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 22, 2010	0000-2359	Off-duty	24.00

OFF-DUTY	24.00
DRIVING	0.00
ON-DUTY (NOT DRIVING)	0.00
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 23, 2010	0000-2359	Off-duty	24.00

OFF-DUTY	24.00
DRIVING	0.00
ON-DUTY (NOT DRIVING)	0.00
TOTAL	24.00

FACTS

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 24, 2010	0000-2215	Off-duty	22.25
-	2215-2245	On-duty (not driving)/Sacramento, CA	0.50
-	2245-2300	Driving	0.25
-	2300-2315	On-duty (not driving)/Sacramento, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	22.25
DRIVING	1.00
ON-DUTY (NOT DRIVING)	0.75
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 25, 2010	0000-0230	Driving	2.50
-	0230-0300	On-duty (not driving)/Coalinga, CA	0.50
-	0300-0645	Driving	3.75
-	0645-0700	On-duty (not driving)/Los Angeles, CA	0.25
-	0700-1930	Off-duty	12.50
-	1930-2030	On-duty (not driving)/Los Angeles, CA	1.00
-	2030-2315	Driving	2.75
-	2315-2330	On-duty (not driving)/Bakersfield, CA	0.25
-	2330-2359	Driving	0.50

OFF-DUTY	12.50
DRIVING	9.75 / *9.50*
ON-DUTY (NOT DRIVING)	1.75 / *2.00*
TOTAL	24.00

FACTS

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 26, 2010	0000-0130	Driving	1.50
-	0130-0145	On-duty (not driving)/Fresno, CA	0.25
-	0145-0600	Driving	4.25
-	0600-0615	On-duty (not driving)/Sacramento, CA	0.25
-	0615-2215	Off-duty	16.00
-	2215-2245	On-duty (not driving)/Sacramento, CA	0.50
-	2245-2300	Driving	0.25
-	2300-2315	On-duty (not driving)/Sacramento, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	16.00
DRIVING	6.75
ON-DUTY (NOT DRIVING)	1.25
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 27, 2010	0000-0230	Driving	2.50
-	0230-0300	On-duty (not driving)/Coalinga, CA	0.50
-	0300-0645	Driving	3.75
-	0645-0700	On-duty (not driving)/Los Angeles, CA	0.25
-	0700-1930	Off-duty	12.50
-	1930-2015	On-duty (not driving)/Los Angeles, CA	0.75
-	2015-2315	Driving	3.00
-	2315-2330	On-duty (not driving)/Bakersfield, CA	0.25
-	2330-2359	Driving	0.50

OFF-DUTY	12.50
DRIVING	9.50 / *9.75*
ON-DUTY (NOT DRIVING)	2.00 / *1.75*
TOTAL	24.00

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HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
September 28, 2010	0000-0130	Driving	1.50
June 28, 2010	0130-0145	On-duty (not driving)/Fresno, CA	0.25
-	0145-0545	Driving	4.00
-	0545-0600	On-duty (not driving)/Sacramento, CA	0.25
-	0600-2359	Off-duty	18.00

OFF-DUTY	18.00
DRIVING	5.50
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 29, 2010	0000-2359	Off-duty	24.00

OFF-DUTY	24.00
DRIVING	0.00
ON-DUTY (NOT DRIVING)	0.00
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
June 30, 2010	0000-2215	Off-duty	22.25
-	2215-2230	On-duty (not driving)/Sacramento, CA	0.25
-	2230-2245	Driving	0.25
-	2245-2300	On-duty (not driving)/Sacramento, CA	0.25
-	2300-2359	Driving	1.00

OFF-DUTY	22.25
DRIVING	1.25
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 1, 2010	0000-0215	Driving	2.25
-	0215-0245	On-duty (not driving)/Coalinga, CA	0.50
-	0245-0630	Driving	3.75
-	0630-0645	On-duty (not driving)/Los Angeles, CA	0.25
-	0645-1930	Off-duty	12.75
-	1930-2000	On-duty (not driving)/Los Angeles, CA	0.50
-	2000-2300	Driving	3.00
-	2300-2315	On-duty (not driving)/Bakersfield, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	12.75
DRIVING	9.75
ON-DUTY (NOT DRIVING)	1.50
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 2, 2010	0000-0115	Driving	1.25
-	0115-0130	On-duty (not driving)/Coalinga, CA	0.25
-	0130-0545	Driving	4.25
-	0545-0600	On-duty (not driving)/Sacramento, CA	0.25
-	0600-2215	Off-duty	16.25
-	2215-2245	On-duty (not driving)/Sacramento, CA	0.50
-	2245-2300	Driving	0.25
-	2300-2315	On-duty (not driving)/Sacramento, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	16.25
DRIVING	6.50
ON-DUTY (NOT DRIVING)	1.25
TOTAL	24.00

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 3, 2010	0000-0230	Driving	2.50
-	0230-0300	On-duty (not driving)/Coalinga, CA	0.50
-	0300-0645	Driving	3.75
-	0645-0700	On-duty (not driving)/Los Angeles, CA	0.25
-	0700-1930	Off-duty	12.50
-	1930-2015	On-duty (not driving)/Los Angeles, CA	0.75
-	2015-2315	Driving	3.00
-	2315-2330	On-duty (not driving)/Bakersfield, CA	0.25
-	2330-2359	Driving	0.50

OFF-DUTY	12.50
DRIVING	9.75
ON-DUTY (NOT DRIVING)	1.75
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 4, 2010	0000-0130	Driving	1.50
-	0130-0145	On-duty (not driving)/Fresno, CA	0.25
-	0145-0545	Driving	4.00
-	0545-0600	On-duty (not driving)/Sacramento, CA	0.25
-	0600-2359	Off-duty	18.00

OFF-DUTY	18.00
DRIVING	5.50
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 5, 2010	0000-2359	Off-duty	24.00

OFF-DUTY	24.00
DRIVING	0.00
ON-DUTY (NOT DRIVING)	0.00
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 6, 2010	0000-2215	Off-duty	22.25
-	2215-2230	On-duty (not driving)/Sacramento, CA	0.25
-	2230-2245	Driving	0.25
-	2245-2300	On-duty (not driving)/Sacramento, CA	0.25
-	2300-2359	Driving	1.00

OFF-DUTY	22.25
DRIVING	1.25
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 7, 2010	0000-0215	Driving	2.25
-	0215-0245	On-duty (not driving)/Coalinga, CA	0.50
-	0245-0630	Driving	3.75
-	0630-0645	On-duty (not driving)/Los Angeles, CA	0.25
-	0645-1930	Off-duty	12.75
-	1930-2000	On-duty (not driving)/Los Angeles, CA	0.50
-	2000-2315	Driving	3.25
-	2315-2330	On-duty (not driving)/Bakersfield, CA	0.25
-	2330-2359	Driving	0.50

OFF-DUTY	12.75
DRIVING	9.75
ON-DUTY (NOT DRIVING)	1.50
TOTAL	24.00

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 8, 2010	0000-0130	Driving	1.50
-	0130-0145	On-duty (not driving)/Fresno, CA	0.25
-	0145-0545	Driving	4.00
-	0545-0600	On-duty (not driving)/Sacramento, CA	0.25
-	0600-2215	Off-duty	16.25
-	2215-2245	On-duty (not driving)/Sacramento, CA	0.50
-	2245-2300	Driving	0.25
-	2300-2315	On-duty (not driving)/Sacramento, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	16.25
DRIVING	6.50
ON-DUTY (NOT DRIVING)	1.25
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 9, 2010	0000-0230	Driving	2.50
-	0230-0300	On-duty (not driving)/Coalinga, CA	0.50
-	0300-0645	Driving	3.75
-	0645-0700	On-duty (not driving)/Los Angeles, CA	0.25
-	0700-1930	Off-duty	12.50
-	1930-2000	On-duty (not driving)/Los Angeles, CA	0.50
-	2000-2300	Driving	3.00
-	2300-2315	On-duty (not driving)/Bakersfield, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	12.50
DRIVING	10.00
ON-DUTY (NOT DRIVING)	1.50
TOTAL	24.00

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DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 10, 2010	0000-0115	Driving	1.25
-	0115-0130	On-duty (not driving)/Fresno, CA	0.25
-	0130-0545	Driving	4.25
-	0545-0600	On-duty (not driving)/Sacramento, CA	0.25
-	0600-2359	Off-duty	18.00

OFF-DUTY	18.00
DRIVING	5.50
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

Mr. Jewett was on scheduled vacation from July 11, 2010, to July 17, 2010.

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 18, 2010	0000-2215	Off-duty	22.25
-	2215-2230	On-duty (not driving)/Sacramento, CA	0.25
-	2230-2245	Driving	0.25
-	2245-2300	On-duty (not driving)/Sacramento, CA	0.25
-	2300-2359	Driving	1.00

OFF-DUTY	22.25
DRIVING	1.25
ON-DUTY (NOT DRIVING)	0.50
TOTAL	24.00

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Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 19, 2010	0000-0215	Driving	2.25
-	0215-0245	On-duty (not driving)/Coalinga, CA	0.50
-	0245-0630	Driving	3.75
-	0630-0645	On-duty (not driving)/Los Angeles, CA	0.25
-	0645-1930	Off-duty	12.75
-	1930-2000	On-duty (not driving)/Los Angeles, CA	0.50
-	2000-2300	Driving	3.00
-	2300-2315	On-duty (not driving)/Bakersfield, CA	0.25
-	2315-2359	Driving	0.75

OFF-DUTY	12.75
DRIVING	9.75
ON-DUTY (NOT DRIVING)	1.50
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 20, 2010	0000-0115	Driving	1.25
-	0115-0130	On-duty (not driving)/Fresno, CA	0.25
-	0130-0530	Driving	4.00
-	0530-0545	On-duty (not driving)/Sacramento, CA	0.25
-	0545-2215	Off-duty	16.50
-	2215-2245	On-duty (not driving)/Sacramento, CA	0.50
-	2245-2300	Driving	0.25
-	2300-2330	On-duty (not driving)/Sacramento, CA	0.50
-	2330-2345	Driving	0.25
-	2345-2359	On-duty (not driving)/Sacramento, CA	0.25

OFF-DUTY	16.50
DRIVING	5.75
ON-DUTY (NOT DRIVING)	1.75
TOTAL	24.00

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Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 21, 2010	0000-0315	Driving	3.25
-	0315-0345	On-duty (not driving)/Coalinga, CA	0.50
-	0345-0730	Driving	3.75
-	0730-0745	On-duty (not driving)/Los Angeles, CA	0.25
-	0745-1930	Off-duty	11.75
-	1930-2030	On-duty (not driving)/Los Angeles, CA	1.00
-	2030-2330	Driving	3.00
-	2330-2345	On-duty (not driving)/Bakersfield, CA	0.25
-	2345-2359	Driving	0.25

OFF-DUTY	11.75
DRIVING	10.25
ON-DUTY (NOT DRIVING)	2.00
TOTAL	24.00

DATE	TIMES	LOGBOOK ENTRY/COMMENTS	HOURS
July 22, 2010	0000-0145	Driving	1.75
	0145-0200	On-duty (not driving)/Fresno, CA	0.25
	0200-	*Driving*	-

OFF-DUTY	–
DRIVING	*1.75*
ON-DUTY (NOT DRIVING)	*0.25*
TOTAL	*2.00*

The above table's totals did not include the driving time from the Greyhound terminal in Fresno, California to the scene of the collision. The traffic collision sequence began on July 22, 2010, at approximately 0214 hours, within the city limits of Fresno, California.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

Based on his log book entries and the undocumented travel from the Greyhound terminal in Fresno to the scene of the collision, Mr. Jewett had a total of 35.00 hours of driving and/or on-duty (not driving) status within the seven days prior to the collision. The 35 hours was less than the 60 hour maximum for driving and/or on duty (not driving) status for the driver of an interstate commercial vehicle pursuant to Code of Federal Regulations Title 49 part 395.5(b)(1).

Based on a review of the 32 Driver's Daily Log entries made by Mr. Jewett of the 32 days prior to the collision, there were no violations of any of the hours of service requirements for passenger carrying commercial motor vehicle drivers. These requirements included:

RULE	DESCRIPTION
10 Hour Rule 395.5(a)(1)	A driver may not drive more than 10 hours following the equivalent of at least 8 consecutive hours off duty.
15 Hour Rule 395.5(a)(2)	A driver may not drive after being on-duty 15 hours following the equivalent of at least 8 consecutive hours off duty.
60 Hour Rule 395.5(b)(1)	A driver may not drive after being on-duty 60 hours in any 7 consecutive days.
70 Hour Rule 395.5(b)(2)	A driver may not drive after being on-duty 70 hours in any 8 consecutive days.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

Examination of the log book entries made by Mr. Jewett in the 32 days prior to the collision revealed four total violations. Three of the violations were of Title 13 CCR §1213 (g) (11) Driver's Record of Duty Status.

Title 13 CCR §1213 (g) (11) Driver's Record of Duty Status states the following:

> *1213 Driver's Record of Duty Status.*
> *(g) Driver responsibility. The driver's activities shall be recorded in accordance with the following provisions:*
> *(11) Total hours: The total hours in each duty status: off duty other than in a sleeper berth; off duty in a sleeper berth; driving, and on duty not driving, shall be entered to the right of the grid. The total of such entries shall equal 24 hours.*

The dates of the violations are noted below:

DATE	DESCRIPTION
June 21, 2010	The total hours for each duty status was missing, as well as the total hours for the 24 hour period.
June 25, 2010	The hours in the "Total Hours" columns do not match the hours in the time grid.
June 27, 2010	The hours in the "Total Hours" columns do not match the hours in the time grid.

Examination of the log book entries made by Mr. Jewett in the 32 days prior to the collision revealed one violation of Title 13 CCR §1213 (g) (3) Driver's Record of Duty Status.

Title 13 CCR §1213 (g) (3) Driver's Record of Duty Status states the following:

> *1213 Driver's Record of Duty Status.*
> *(g) Driver responsibility. The driver's activities shall be recorded in accordance with the following provisions:*
> *(3) Date. The month, day and year for the beginning of each 24-hour period shall be shown on the form containing the driver's duty status record.*

The date of the violation is noted below:

DATE	DESCRIPTION
June 28, 2010	The date is incorrect. Instead of reading 06-28-2010, it read 09-28-2010.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

LOGBOOK ENTRIES (continued)

The four log book entry violations were minor errors in record keeping. Mr. Jewett's actual driving hours were within statute requirements.

CONTROLLED SUBSTANCE AND ALCOHOL TESTING

Per Code of Federal Regulations Title 49 part 382.301, Mr. Jewett was required to submit to pre-employment drug screening. A search of the records provided by Greyhound Lines, Incorporated, did not reveal a record of this testing.

During his employment with Greyhound Lines, Incorporated and per California Vehicle Code §34520(a) and Code of Federal Regulations Title 49 part 382.305, Mr. Jewett was required to submit to random drug testing. Based on the records provided by Greyhound Lines, Incorporated, Mr. Jewett submitted to random drug testing which included testing for amphetamines, cocaine, marijuana, opiates, and phencyclidine. Those random drug tests were conducted on the following dates with the associated test results.

DATE	RESULTS
January 27, 2010	Negative
July 8, 2009	Negative
October 15, 2008	Negative
September 15 2007	Negative
May 1, 2007	Negative[1]
November 30, 2004	Negative
June 21, 2002	Negative[2]
June 13, 2002	Negative
June 27, 2000	Negative
June 17, 1999	Negative
April 20, 1999	Negative
August 15, 1997	Negative[3]
April 9, 1997	Negative[4]
November 29, 1995	Negative
August 16, 1995	Negative
December 8, 1994	Negative
Unreadable / 1992	Negative[5]

[1] Test reason is stated as "Pre-Employment."
[2] Test reason is stated as "Post-Accident." – Greyhound provided no record to indicate Mr. Jewett was involved in a collision.
[3] Included breath alcohol test.
[4] Breath alcohol test.
[5] Test reason is stated as "Pre-Employment."

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

PRE-COLLISION PROFILE

The pre-collision profile is a compilation of information obtained from motor carrier records provided by Greyhound Lines, Incorporated, statements from and information provided by the family of Mr. Jewett, medical records provided by the family of Mr. Jewett, the Driver's Daily Logs prepared by Mr. Jewett on the days preceding the collision, Mr. Jewett's medical records, and Fresno County Coroner's Office records.

Mr. Jewett was born in San Rafael, California, on January 31, 1953, and was raised in Sausalito, California. Mr. Jewett had been married for 37 years, had two children and two grandchildren. At the time of the collision, Mr. Jewett was separated from his wife and was living with his daughter, Witness 27 (Garza).

Mr. Jewett was hired at Greyhound Lines, Incorporated, on June 30, 1978. Mr. Jewett initially worked out of Redwood City, California, for approximately 2½ years. He transferred to Sacramento, California, and has been working out of the Sacramento area for the last 29½ years. His primary routes of travel throughout his tenure at Greyhound Lines, Incorporated, has been in California. For the last seven years, Mr. Jewett has driven the Sacramento to Los Angeles overnight route, with occasional routes to Lake Tahoe. His schedule generally called for two trips a week from Sacramento to Los Angeles, with a return trip to Sacramento, which created four days of work per week, with three days off.

Mr. Jewett, following a trip to Los Angeles, returned to the Sacramento area and went off-duty at approximately 0545 hours on the morning of Tuesday, July 20, 2010.

The following timeline for Party 2 (Jewett) was established for July 20, 2010 through July 22, 2010. The times indicated were approximate.

Tuesday, July 20, 2010

6:00 a.m. Party 2 (Jewett) left work and returned to his residence. He ate a breakfast of bacon and eggs, and relaxed at home.

12:30 p.m. Party 2 (Jewett) went to bed and slept for approximately eight hours.

8:30 p.m. Party 2 (Jewett) awakened and ate a dinner of pot roast with potatoes and carrots that was prepared by his daughter, Witness 27 (Garza). He showered and prepared for work. His daughter prepared a lunch that contained Vanilla Coke and six sandwiches.

10:00 p.m. Party 2 (Jewett) left his residence and drove to the Sacramento Greyhound bus terminal.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

PRE-COLLISION PROFILE

Tuesday, July 20, 2010 (continued)

10:15 p.m. Party 2 (Jewett) reported for duty at the Sacramento Greyhound bus terminal.

Wednesday, July 21, 2010

12:00 a.m. Party 2 (Jewett) left the Sacramento Greyhound bus terminal driving Greyhound Lines, Incorporated, bus number 07212, en route to Coalinga, California.

3:15 a.m. Party 2 (Jewett) arrived at the Coalinga Junction, in Coalinga, California, for a scheduled stop. He stayed in Coalinga for 30 minutes.

3:45 a.m. Party 2 (Jewett) departed the Coalinga Greyhound bus terminal and drove for approximately 3¾ hours.

7:30 a.m. Party 2 (Jewett) arrived at the Los Angeles Greyhound bus terminal in Los Angeles, California, at the termination of his route.

7:45 a.m. Party 2 (Jewett) went off-duty for a total of 11¾ hours. The exact activities of Mr. Jewett during his off-duty hours in Los Angeles are unknown; however, based upon the statements of Mr. Jewett's family; he stayed at the Los Angeles Greyhound bus terminal during his off-duty time, this terminal provides a place for drivers to eat, sleep and relax while off-duty.

7:30 p.m. Party 2 (Jewett) reported for duty at the Los Angeles Greyhound bus terminal.

8:30 p.m. Party 2 (Jewett) departed the Los Angeles Greyhound bus terminal, driving Greyhound Lines, Incorporated, bus number 30601, Vehicle 2 (MCI) en route to Bakersfield, California.

11:30 p.m. Party 2 (Jewett) arrived at the Bakersfield Greyhound bus terminal in Bakersfield, California, for a scheduled stop.

11:45 p.m. Party 2 (Jewett) departed the Bakersfield Greyhound bus terminal en route to Fresno, California.

FACTS

HUMAN FACTORS

DRIVERS

Party 2 (Jewett)

PRE-COLLISION PROFILE

Thursday, July 22, 2010

1:45 a.m. Party 2 (Jewett) arrived at the Fresno Greyhound bus terminal in Fresno, California.

2:11 a.m. Party 2 (Jewett) departed the Fresno Greyhound bus terminal. The Greyhound suggested route from the terminal to northbound State Route 99 is east on Mariposa Street, north on Broadway Plaza, west on Fresno Street and north on State Route 99 via the Fresno Street entrance ramp. Party 2 (Jewett) drove Vehicle 2 (MCI) northbound on State Route 99.

2:16 a.m. Party 2 (Jewett) was involved in a traffic collision on northbound State Route 99, south of McKinley Avenue.

Based upon statements by the Jewett family, Mr. Jewett was in good general health, and only sought medical attention when necessary or required as a condition of his employment. A review of the medical records provided by the Jewett family revealed that Mr. Jewett appeared to suffer from chronic lower extremity edema and cellulitis. The Fresno County Coroner's Office Autopsy Report of Mr. Jewett noted he was wearing a white circulation sock on his left leg, at the time of the collision, which is a common treatment for chronic lower extremity edema. He was not diabetic, epileptic or physically impaired; other than the lower extremity edema and cellulitis, there is no recent record of any other physical ailments. He had not undergone any recent surgery.

Mr. Jewett was diagnosed with Hyperopia, Astigmatism, and Presbyopia in January 2004. Accordingly, Mr. Jewett was required to wear corrective lenses as a condition of his driver's license status.

During the interview with Mrs. Jewett, she presented a set of damaged eyeglasses. She stated the eyeglasses were given to her by the Fresno County Coroner's Office, and she confirmed they were the prescribed corrective glasses belonging to Mr. Jewett. As a result, it was concluded, at the time of the collision, Mr. Jewett was wearing his prescribed corrective lenses.

According to Mr. Jewett's family and a review of his medical records, he did not take any prescription medication, nor did it appear he was prescribed any medication recently; however, he was prescribed Tequin in 2004 to treat lower extremity edema and cellulitis.

Statements made by the Jewett family indicated Mr. Jewett was happy with his employment at Greyhound Lines, Incorporated, had no complaints with any of the equipment provided by Greyhound Lines, Incorporated, and had been on a week-long vacation the week before the collision. During his vacation, he relaxed at home and visited with his grandchildren.

FACTS

HUMAN FACTORS

DRIVERS

Party 3 (Giorgis)

IDENTIFICATION

Party 3's (Giorgis) full name was Elsabeth Elsa Giorgis. Party 3 (Giorgis) was an adult female with a date of birth of September 27, 1981. Her address at the time of the collision was 6602 West Dovewood Lane, Fresno, California 93723. Her California Department of Motor Vehicles (DMV) record showed she had an additional address of 5310 West Garland Avenue, Fresno, California 93722. Her DMV record indicated three aliases: Elsabeth H. Meaza, Elzabeth Meaza, and Elizabeth Meaza. Ms. Giorgis's physical description was:

- Hair: Black
- Eyes: Brown
- Height: 5 feet, 5 inches
- Weight: 115 pounds

Ms. Giorgis was located and identified at the scene, she was transported to Saint Agnes Medical Center by American Ambulance. Ms. Giorgis' identity was established by her California Driver License (D2353641). Ms. Giorgis was determined to be the driver of Vehicle 3 (Honda) by the following:

- Ms. Giorgis' statement that she was driving Vehicle 3 (Honda) at the time of the collision.
- The statements of Witness 17 (Helmuth) and Party 4 (Hughes).
- Ms. Giorgis was the sole occupant of Vehicle 3 (Honda).
- Ms. Giorgis was related to the registered owners of Vehicle 3 (Honda).

DRIVER LICENSE HISTORY

At the time of the collision, Ms. Giorgis possessed a valid California class "Non-Commercial C" driver license with an expiration date of September 27, 2010.

Ms. Giorgis had no driver license restrictions, nor were there any departmental actions noted. She had no violations on her record.

COLLISION HISTORY

No prior collisions were shown on the Department of Motor Vehicles record.

FACTS

HUMAN FACTORS

DRIVERS

Party 3 (Giorgis) (continued)

DRIVING EXPERIENCE

Ms. Giorgis was originally issued a driver license on November 18, 2002.

PRE-COLLISION PROFILE

The following time line for Party 3 (Giorgis) was established for July 20, 2010, through July 22, 2010. The times indicated were approximate and were based upon statements obtained from Party 3 (Giorgis):

Tuesday, July 20, 2010

3:00 p.m. Party 3 (Giorgis) reported to work at Food Safety Net Services, 186 South West Avenue, Suite 104, Fresno, California 93706, for her normal work shift (3:00 p.m. to midnight).

Wednesday, July 21, 2010

2:00 a.m. Party 3 (Giorgis) left her job at Food Safety Net Services after working two hours of overtime. She drove home and went to bed.

11:00 a.m. Party 3 (Giorgis) woke up after nine hours of sleep. She showered and prepared to leave her residence.

12:00 p.m. Party 3 (Giorgis), along with her two children, drove to an apartment complex near Ashlan Avenue and Blythe Avenue to sign lease paperwork.

12:30 p.m. Party 3 (Giorgis) put gas in her car and took her children to In-N-Out Burger at Blackstone Avenue and Ashlan Avenue where they ate lunch.

1:00 p.m. Party 3 (Giorgis) went to a salon at Shaw Avenue and First Avenue.

2:00 p.m. Party 3 (Giorgis) returned home to drop off her children.

2:45 p.m. Party 3 (Giorgis) left her home and drove to work.

3:00 p.m. Party 3 (Giorgis) reported to work at Food Safety Net Services.

8:00 p.m. Party 3 (Giorgis) took a one hour lunch break.

FACTS

HUMAN FACTORS

DRIVERS

Party 3 (Giorgis)

PRE-COLLISION PROFILE (continued)

Thursday, July 22, 2010

2:00 a.m. Party 3 (Giorgis) ended her shift at Food Safety Net Services after working two hours of overtime.

2:16 a.m. Party 3 (Giorgis) drove Vehicle 3 (Honda) northbound on State Route 99 from Belmont Avenue. She was involved in this collision northbound State Route 99, south of McKinley Avenue.

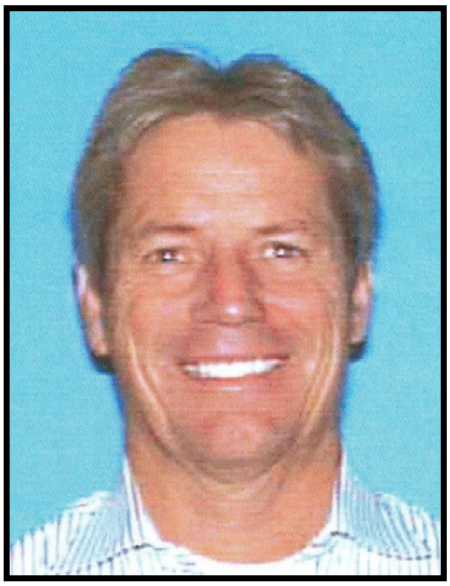
FACTS

HUMAN FACTORS

DRIVERS

Party 4 (Hughes)

IDENTIFICATION



Party 4's (Hughes) full name was William Curtice Hughes. Party 4 (Hughes) was an adult male with a date of birth of November 10, 1950. His address at the time of the collision was 90 North Coast Highway 101, Apartment 214, Encinitas, California 92024. His California Department of Motor Vehicles (DMV) record showed an additional address of 5949 Skittone Road, Modesto, California 95356. Mr. Hughes' physical description was:

- Hair: Gray
- Eyes: Green
- Height: 6 feet, 2 inches
- Weight: 200 pounds

Party 4 (Hughes) was located at the scene and was later contacted by telephone. Mr. Hughes identity was established by his California Driver License (S0040540). Mr. Hughes was determined to be the driver of Vehicle 4 (Plymouth) based on the following:

- Mr. Hughes' statement that he was driving Vehicle 4 (Plymouth) at the time of the collision and his observations of the other involved vehicles immediately after the collision.
- Mr. Hughes was the registered owner of Vehicle 4 (Plymouth).
- The location of Vehicle 4 (Plymouth) at the scene and the damage to the vehicle being consistent with striking debris in the roadway at the scene.

DRIVER LICENSE HISTORY

At the time of the collision, Mr. Hughes possessed a valid California class "Non-Commercial C" driver license with an expiration date of November 10, 2013.

FACTS

HUMAN FACTORS

DRIVERS

Party 4 (Hughes)

DRIVER LICENSE HISTORY (continued)

Mr. Hughes had no current driver license restrictions. The following departmental actions were noted.

TYPE OF ACTION	MAIL ORDER DATE	EFFECTIVE DATE	REASON FOR ACTION	DISPOSITION
Probation / Suspension	09-21-2009	09-25-2009	Negligent Operator	End Stay – DMV upheld
Suspension	10-26-2009	10-17-2009	Negligent Operator Proof Required	N/A
Reinstated	N/A	12-23-2009	N/A	N/A

The following violations appeared on Mr. Hughes' driving record.

VIOLATION DATE	CONVICTION DATE	SECTION VIOLATED AND STATE OFFENSE OCCURRED IN	DESCRIPTION OF OFFENSE
08-30-2007	03-14-2008	22350 CVC in California	Exceed prima facie speed limit
02-07-2008	05-23-2008	22356 (b) CVC in California	Exceed maximum speed limit of 70 mph
03-07-2008	06-10-2008	22406 (a) CVC in California	Designated vehicle exceed maximum speed limit of 55 mph
05-31-2008	07-10-2008	27315 (d) CVC in California	Mandatory use of seatbelt
10-12-2008	01-28-2009	22356 (b) CVC in California	Exceed maximum speed limit of 70 mph
11-28-2008	05-19-2009	22349 (a) CVC & 40509.5 CVC in California	Exceed maximum speed limit of 65 mph. & failure to appear
12-31-2008	08-12-2009	22349 (a) CVC in California	Exceed maximum speed limit of 65 mph
04-29-2009	07-09-2009	23123 (a) CVC in California	Prohibited use of hand-held wireless telephone

FACTS

HUMAN FACTORS

DRIVERS

Party 4 (Hughes) (continued)

COLLISION HISTORY

No prior collisions were shown on the Department of Motor Vehicles record.

DRIVING EXPERIENCE

Party 4 (Hughes) renewed his California Driver license on October 9, 2008.

PRE-COLLISION PROFILE

The following time line for Party 4 (Hughes) was established for July 20, 2010, through July 22, 2010. The times indicated were approximate and were based upon the statements of Party 4 (Hughes):

Tuesday, July 20, 2010

11:30 p.m. Party 4 (Hughes) went to bed.

Wednesday, July 21, 2010

7:30 a.m. Party 4 (Hughes) woke up after approximately eight hours of sleep. He ate breakfast with his family and stayed home.

11:00 a.m. Party 4 (Hughes) drove to his wife's store, which was located approximately three minutes from his home.

5:00 p.m. Party 4 (Hughes) went home and took a nap.

7:30 p.m. Party 4 (Hughes) awoke from his nap and ate dinner.

8:30 p.m. Party 4 (Hughes) left Encinitas, California, stopped to fill his vehicle with gasoline, and began his drive to Modesto, California, to pick up a trailer at his son's house.

Thursday, July 22, 2010

2:18 a.m. Party 4 (Hughes) was involved in this traffic collision on northbound State Route 99, south of McKinley Avenue.

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 1 (Chevrolet)

PASSENGER GONZALEZ

Ms. Gonzalez was ejected from Vehicle 1 (Chevrolet) after its impact with Vehicle 2 (MCI). Ms. Gonzalez was determined to have been seated in the right front passenger seat of Vehicle 1 (Chevrolet) when it departed from Witness 3's (Gonzales) residence. This determination was based on the statements of Witness 3 (Gonzales) and Witness 6 (Christensen). There was no evidence to suggest Ms. Gonzalez changed her seating position prior to Vehicle 1 (Chevrolet) striking the median barrier and overturning.

An inspection and analysis of the occupant restraint for the right front passenger's seating position revealed the restraint was functional prior to the collision and there was evidence of occupant loading. It was determined Ms. Gonzalez was utilizing her passenger restraint at the time of the initial impact. When Vehicle 1 (Chevrolet) came to rest after its initial impact, Ms. Gonzalez unbuckled her seatbelt and attempted to egress Vehicle 1 (Chevrolet). Prior to her exiting Vehicle 1 (Chevrolet) it was struck by Vehicle 2 (MCI).

PASSENGER CORDOBA

Ms. Cordoba was ejected from Vehicle 1 (Chevrolet) after its impact with Vehicle 2 (MCI). Ms. Cordoba was determined to have been seated in the middle rear passenger seat of Vehicle 1 (Chevrolet) when it departed from Witness 3's (Gonzales) residence. This determination was based on the statements of Witness 1 (Flores), Witness 3 (Gonzales) and Witness 6 (Christensen). There was no evidence to suggest Ms. Cordoba changed her seating position prior to Vehicle 1 (Chevrolet) striking the median barrier and overturning.

An inspection and analysis of the occupant restraint for the middle rear passenger's seating position revealed the restraint was functional prior to the collision and there was no evidence of occupant loading. Additionally, there was no evidence located in the dash area or back of the front seats of Vehicle 1 (Chevrolet) to indicate there was an unrestrained occupant during the impact with the median barrier. It was determined Ms. Cordoba was utilizing her passenger restraint at the time of the initial impact. When Vehicle 1 (Chevrolet) came to rest after its initial impact, Ms. Cordoba unbuckled her seatbelt and attempted to egress Vehicle 1 (Chevrolet). Prior to her exiting Vehicle 1 (Chevrolet) it was struck by Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

INTRODUCTION

An analysis was conducted to determine the passengers' seating positions at the time of the collision. During interviews, each passenger was asked to identify their seating position and the seating positions of other passengers. When the stated seating positions were plotted on the seating diagram, duplicates and unmentioned seats were noted. To assist in determining the occupant's locations and to rectify any duplicated seating positions, each passenger's stated recollections of their neighboring passengers were compared to photographs of the passengers taken at the scene, California Department of Motor Vehicles driver license photographs, damage to the seats of Vehicle 2 (MCI), and the injuries sustained by the passengers. Due to the frontal impact sustained by Vehicle 2 (MCI), numerous seatbacks were displaced in a forward direction from contact by unrestrained occupants. This displacement also assisted in determining occupant positions.

Vehicle 2 (MCI) was equipped with seats for 55 passengers. The individual seats were numbered sequentially from left to right, beginning with the left front seat. Corresponding seat numbers were printed below the overhead luggage compartments to assist passengers in identifying a particularly numbered seat. The seats were constructed in pairs and shared a common seat frame with individual seat backs and cushions.

There are no current Federal Motor Vehicle Safety Standards requiring occupant restraints for passengers on motor coaches. Vehicle 2 (MCI) was not equipped with restraints for passengers. Motor coaches use compartmentalization (restraining the movement of an occupant of a motor coach by a seat directly in front of the occupant) to limit the movement of occupants during a frontal collision.

OCCUPANT SEATING

Seats 1 and 2

Seat 1 was occupied by Passenger Solis at the time of the collision. This determination was based on statements, physical evidence, the damage to Vehicle 2 (MCI), and the injuries sustained by Passenger Solis.

Seat 2 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 3 and 4

Seat 3 was occupied by Passenger Ponce at the time of the collision. This determination was based on statements, physical evidence, the damage to Vehicle 2 (MCI), and Passenger Ponce's required extrication from seat 3 by emergency personnel.

Seat 4 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING (continued)

Seats 5 and 6

Seat 5 and seat 6 were unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 7 and 8

Seat 7 was occupied by Passenger Jandi at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 8 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 9 and 10

Seat 9 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 10 was occupied by Passenger Luis Perez at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Luis Perez, and the damage to Vehicle 2 (MCI).

Seats 11 and 12

Seat 11 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 12 was occupied by Passenger Guadagnolo at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 13 and 14

Seat 13 was occupied by Passenger Contreras at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Contreras, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING

Seats 13 and 14 (continued)

Seat 14 was occupied by Passenger Arreola at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Arreola, and the damage to Vehicle 2 (MCI).

Seats 15 and 16

Seat 15 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 16 was occupied by Passenger Tellez at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 17 and 18

Seat 17 was occupied by Passenger Medrano at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Medrano, and the damage to Vehicle 2 (MCI).

Seat 18 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 19 and 20

Seat 19 was occupied by Passenger Mazur at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 20 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 21 and 22

Seat 21 was occupied by Passenger Roberto Vasquez at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 22 was occupied by Passenger Catarino Vasquez at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING (continued)

Seats 23 and 24

Seat 23 was occupied by Passenger Sergio Perez at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 24 was occupied by Passenger Santana at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 25 and 26

Seat 25 was occupied by Passenger Snider at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 26 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 27 and 28

Seat 27 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 28 was occupied by Passenger Condie at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 29 and 30

Seat 29 was occupied by Passenger Stewart at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 30 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 31 and 32

Seat 31 was occupied by Passenger Alicia Hojem at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING

Seats 31 and 32 (continued)

Seat 32 was occupied by Passenger Jessica Hojem-Hink at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 33 and 34

Seat 33 was occupied by Passenger Andoh at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 34 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 35 and 36

Seat 35 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 36 was occupied by Passenger Gee at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 37 and 38

Seat 37 was occupied by Passenger Conner at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 38 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 39 and 40

Seat 39 was occupied by Passenger Denise Esquivel at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Denise Esquivel, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING

Seats 39 and 40 (continued)

Seat 40 was occupied by Passenger Roman Esquivel at the time of the collision. This determination was based on statements, physical evidence, the injuries sustained by Passenger Roman Esquivel, and the damage to Vehicle 2 (MCI).

Seats 41 and 42

Seat 41 was occupied by Passenger Long at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 42 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 43 and 44

Seat 43 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 44 was occupied by Passenger Gibson at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 45 and 46

Seat 45 was occupied by Passenger Valdez at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 46 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 47 and 48

Seat 47 was occupied by Passenger Maurice Campbell at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

FACTS

HUMAN FACTORS

OCCUPANTS

Vehicle 2 (MCI)

OCCUPANT SEATING

Seats 47 and 48 (continued)

Seat 48 was occupied by Passenger Demarco Campbell at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 49 and 50

Seat 49 was occupied by Passenger Curry at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 50 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 51 and 52

Seat 51 was unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seat 52 was occupied by Passenger Pipkins at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 53, 54 and 55

Seat 53 was occupied by Passenger Canales at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

Seats 54 and 55 were unoccupied at the time of the collision. This determination was based on statements, physical evidence, and the damage to Vehicle 2 (MCI).

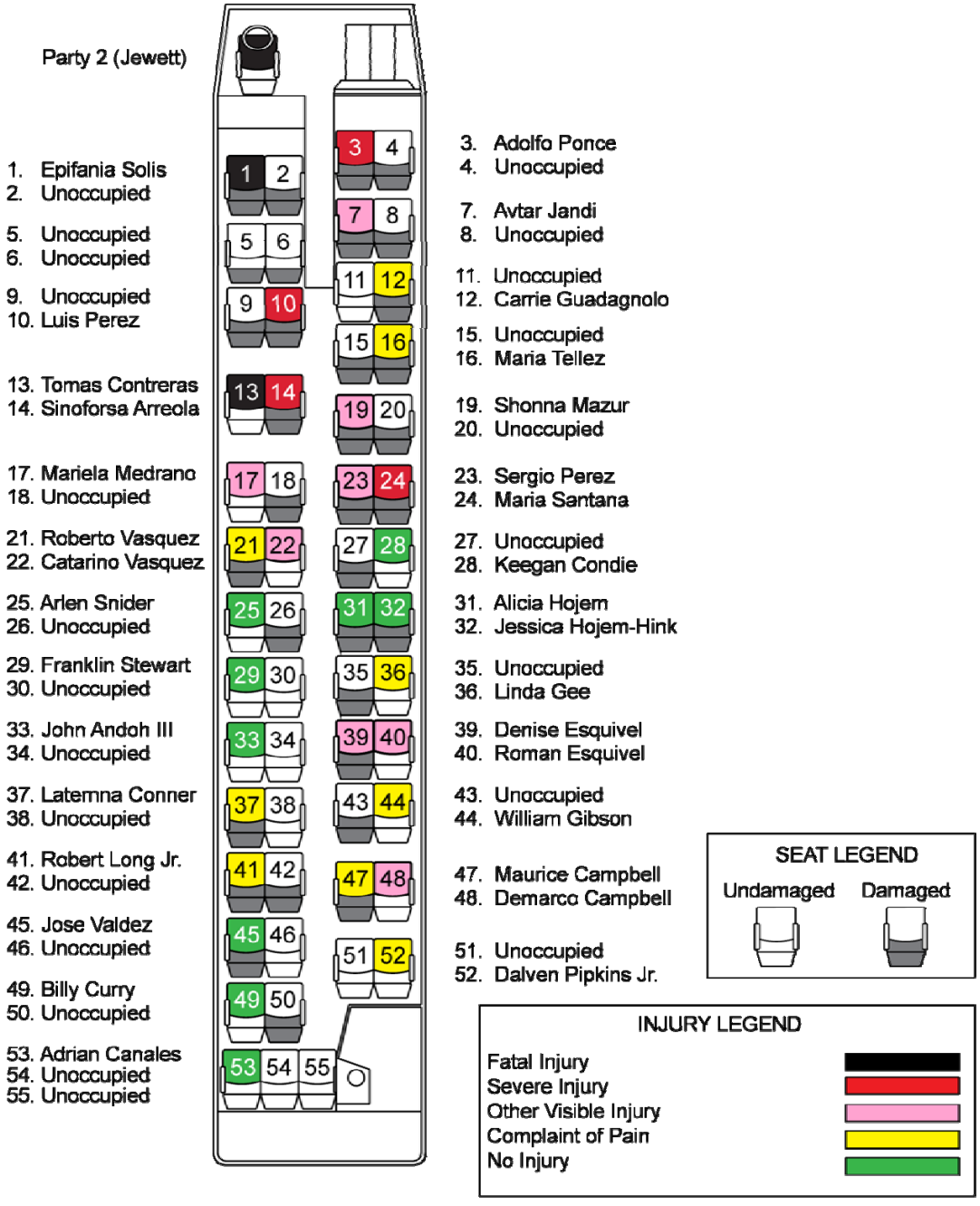
FACTS

HUMAN FACTORS

OCCUPANTS

VEHICLE 2 (MCI)

Occupant Seating Diagram



Vehicle 2 (MCI) Occupant Seating Diagram

(NOT TO SCALE)

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 1 (Garay)

INITIAL ON-SCENE OBSERVATIONS

Ms. Garay had been ejected from Vehicle 1 (Chevrolet) and was observed by California Highway Patrol personnel lying supine near the left side of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

Ms. Garay was determined to be obviously deceased at the collision scene by California Highway Patrol personnel on July 22, 2010, at approximately 0223 hours. It was not recorded who initially located Ms. Garay and made the determination of obvious death. Ms. Garay was transported from the collision scene by the Fresno County Coroner's Office to the Fresno County Morgue. Ms. Garay's autopsy was performed on July 22, 2010, at 1135 hours, by Michael J. Chambliss, M.D. (Fresno County Coroner's case number 10-07.196)

INJURY DESCRIPTION

Crushing Injuries of the Head and Neck

- Extensive scalp lacerations with multiple skull and facial bone fractures.
- Brain totally ejected from the cranial vault.
- Focal laceration and abrasions of the cheeks and neck region.
- Incomplete transection of the upper cervical spine from base of the skull (C1 location) with complete transection at the C7-T1 location of the vertebral spine. Neck has extensive soft tissue hemorrhage and muscular trauma.

Blunt Force Injuries to the Chest and Abdomen

- Multiple lacerations of the liver.
- Multiple lacerations and contusions of the lungs.
- Spleen with focal lacerations.
- Multiple brush burn abrasions across the middle abdomen at the umbilicus (slightly patterned).
- Circular irregular deep laceration of the right chest near the breast.
- Extensive abrasions of the upper chest.

Blunt Force Injuries to the Back

- Large brush burn type abrasions/ multiple superficial lacerations/embedded dirt over the back of the shoulders and central upper back.
- Orange-colored large brush burn abrasions passing horizontally across the middle abdomen.
- Additional circular and linear abrasions over the lower back.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 1 (Garay)

INJURY DESCRIPTION (continued)

Skeletal Injuries

- Fractures of both femurs.
- Fracture of the right humerus.
- Fracture in the area of the left elbow.
- Multiple pelvic bone fractures.

Blunt Force Injuries of the Extremities (excluding fractures)

- Deep irregular lacerations over the front of the right axilla and top of the right forearm.
- Deep irregular laceration over the front of the right hip.
- Brush burn abrasions involving the arms and upper legs.

AUTOPSY FINDINGS

Multiple skeletal and visceral injuries due to motor vehicle-bus collision.

MECHANISM OF INJURY

Vehicle 1 (Chevrolet) struck the median barrier of northbound State Route 99 south of McKinley Avenue and overturned. Vehicle 1 (Chevrolet) came to rest facing in a westerly direction on its right side. The undercarriage was facing northbound traffic and Vehicle 1 (Chevrolet) was blocking the number one lane when it was subsequently struck by Vehicle 2 (MCI). Ms. Garay was observed by Witness 18 (Harris) partially outside of the left side rear passenger door window attempting to exit Vehicle 1 (Chevrolet). As a result of the collision between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI), Ms. Garay was fully ejected from Vehicle 1 (Chevrolet) and came to rest lying supine to the left side of Vehicle 2 (MCI) at its position of rest. Ms. Garay's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Gonzalez

INITIAL ON-SCENE OBSERVATIONS

Ms. Gonzalez was the right front passenger of Vehicle 1 (Chevrolet) and sustained fatal injuries as a result of this collision. Ms. Gonzalez was observed by California Highway Patrol personnel lying prone under the right rear of Vehicle 3 (Honda).

TREATMENT AND TRANSPORTATION

Ms. Gonzalez was determined to be obviously deceased at the collision scene by California Highway Patrol personnel on July 22, 2010, at 0223 hours. It was not recorded who initially located Ms. Gonzalez and made the determination of obvious death. Ms. Gonzalez was transported from the collision scene by the Fresno County Coroner's Office to the Fresno County Morgue. Ms. Gonzalez's autopsy was performed on July 22, 2010, by Venu Gopal, M.D. (Fresno County Coroner's case number 10-07.195)

INJURY DESCRIPTION

Blunt Force Injuries to the Head

- Crushing of the face from front to back.
- Abrasions to the face with laceration to the right eyebrow.
- Multiple fractures of the skull with sutural separation of the frontal and the parietal bones.
- Multiple fractures of the base of the anterior cranial fossa.
- Fracture of the right maxillary bone.
- Laceration of the dura.
- Laceration of the frontal lobes of the brain.

Blunt Force Injuries to the Neck and Chest

- Interrupted band-like contusion to the top of the right shoulder and the right side of the neck extending onto the front of chest 8 inches in total length (consistent with seatbelt).

Blunt Force Injuries to the Trunk

- Multiple abrasions and dark red contusion to the left-side of the chest.
- Dark red contusion to the left breast.
- Stretch abrasions to the front of the abdomen more towards the right.
- Stretch abrasions to the left hip.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Gonzalez

INJURY DESCRIPTION (continued)

Blunt Force Injuries to the Extremities

- Laceration to the back of the right hand.
- Abrasions to the back of the right elbow.
- Laceration to the back of the right elbow.
- Abrasions and lacerations to the outer aspect of the right elbow.
- Abrasions to the back of the right arm.
- Multiple abrasions to the outer aspect of the right hip and right thigh.
- Multiple linear abrasions to the front of the right thigh.
- Abrasions around both the knees and also dark red contusions to the front of the left knee.
- Closed fracture dislocation of the right knee joint.
- Closed fracture dislocation of the left knee joint.
- Multiple small abrasions to the back of the left hand.

AUTOPSY FINDINGS

Head and neck trauma due to blunt impact.

SPECIMENS FOR TOXICOLOGY

On July 22, 2010, at the time of the autopsy, Venu Gopal, M.D., collected body fluids from Ms. Gonzalez for later toxicological analysis. The collection of fluids was witnessed by Officer J. Watson, ID 14649. Samples of Ms. Gonzalez's blood and vitreous humor were collected at approximately 1000 hours.

The samples were delivered to the Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93274, on July 23, 2010, at approximately 0915 hours.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Gonzalez (continued)

TOXICOLOGICAL ANALYSIS

The following table illustrates the results of the toxicological analysis of the fluids collected from the body of Ms. Gonzalez.

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

The blood sample was tested for blood alcohol on July 23, 2010, at approximately 1519 hours. The blood sample contained 0.00% blood alcohol (Ethanol).

MECHANISM OF INJURY

Vehicle 1 (Chevrolet) struck the median barrier of northbound State Route 99 south of McKinley Avenue and overturned. Vehicle 1 (Chevrolet) came to rest facing in a westerly direction on its right side. The undercarriage was facing northbound traffic and Vehicle 1 (Chevrolet) was blocking the number one lane when it was subsequently struck by Vehicle 2 (MCI). During the collision between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI), Ms. Gonzalez was ejected from Vehicle 1 (Chevrolet) and came to rest in the dirt area east of northbound State Route 99. At the culmination of the collision sequence, Passenger Gonzalez was located underneath the right rear of Vehicle 3 (Honda) at the vehicle's position at rest. Ms. Gonzalez's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Cordoba

INITIAL ON-SCENE OBSERVATIONS

Ms. Cordoba was the middle rear passenger of Vehicle 1 (Chevrolet). Ms. Cordoba had been ejected from Vehicle 1 (Chevrolet) and was observed by California Highway Patrol personnel lying on her left side against a small staked tree, south of Vehicle 3 (Honda).

TREATMENT AND TRANSPORTATION

Ms. Cordoba was determined to be obviously deceased at the collision scene by California Highway Patrol personnel on July 22, 2010, at approximately 0223 hours. It was not recorded who initially located Ms. Cordoba and made the determination of obvious death. Ms. Cordoba was transported from the collision scene by the Fresno County Coroner's Office to the Fresno County Morgue. Ms. Cordoba's autopsy was performed on July 22, 2010, by Venu Gopal, M.D. (Fresno County Coroner's case number 10-07.194)

INJURY DESCRIPTION

Blunt Force Injuries to the Head

- Abrasion to the right side of the forehead.
- Abrasions to the chin.
- Multiple fractures of the skull.
- Laceration of the dura.
- Laceration of the frontal lobe of the brain as well as the base of the brain.

Blunt Force Injuries to the Torso

- Band-like abrasion to the right side of the neck extending onto the front of the chest and to the left side of the midline 8 inches by ½ inch (consistent with seatbelt injury).
- Two (2) abrasions to the right side front of the chest and abrasion to the left side front of chest.
- Irregular deep abrasions to the left side front of chest and abdomen.
- Multiple abrasions to the left side of chest and abdomen and also the front of the abdomen with small abrasions to the front of the abdomen.
- There is a contusion of the upper lobe of the left lung.
- Left hemothorax 150 milliliter; right hemothorax 100 milliliter.
- Fracture of the superior ramus of the right pubic bone.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Cordoba

INJURY DESCRIPTION (continued)

Blunt Force Injuries to the Extremities

- Grazed abrasion to the outer aspect of the right shoulder and outer aspect of the right hip.
- Grazed abrasion to the back of the left gluteal region.
- Abrasions to the back of both the elbows and around both the wrists and the hands.
- Abrasion to the inner side of the left arm.
- Multiple small abrasions to the left lower extremity.
- Grazed abrasion to the inner side of the right knee and the right leg.
- Multiple abrasions around the right foot.
- Linear abrasion to the inner side of the left foot.

AUTOPSY FINDINGS

Head and chest trauma due to blunt impact.

SPECIMENS FOR TOXICOLOGY

On July 22, 2010, at the time of the autopsy, Venu Gopal, M.D., collected blood and gastric fluids from Ms. Cordoba for later toxicological analysis. The collection of fluids was witnessed by Officer J. Watson, ID 14649. The samples of Ms. Cordoba's blood and gastric fluids were collected at approximately 1100 hours.

The samples were delivered to the Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93274, on July 23, 2010, at approximately 0915 hours.

TOXICOLOGICAL ANALYSIS

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1527 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Cordoba

TOXICOLOGICAL ANALYSIS (continued)

GASTRIC DRUG SCREEN RESULTS COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

The blood sample was tested for blood alcohol on July 23, 2010, at approximately 1519 hours. The blood sample contained 0.05% blood alcohol (Ethanol).

The gastric fluid was tested for alcohol on July 23, 2010, at approximately 1528 hours. The gastric fluid sample contained 0.11% miscellaneous alcohol (Ethanol).

MECHANISM OF INJURY

Vehicle 1 (Chevrolet) struck the median barrier of northbound State Route 99 south of McKinley Avenue and overturned. Vehicle 1 (Chevrolet) came to rest facing in a westerly direction on its right side. The undercarriage was facing northbound traffic and Vehicle 1 (Chevrolet) was blocking the number one lane when it was subsequently struck by Vehicle 2 (MCI). During the collision between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI), Ms. Cordoba was ejected from Vehicle 1 (Chevrolet) and came to rest on the dirt area east of northbound State Route 99 against a small staked tree.

Ms. Cordoba's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 2 (Jewett)

INITIAL ON-SCENE OBSERVATIONS

Mr. Jewett had been ejected from Vehicle 2 (MCI) and was observed by California Highway Patrol personnel lying supine in front of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

Mr. Jewett was determined to be obviously deceased at the collision scene by California Highway Patrol personnel at approximately 0223 hours. It was not recorded who initially located Mr. Jewett and made the determination of obvious death. Mr. Jewett was transported from the collision scene by the Fresno County Coroner's Office to the Fresno County Morgue. Mr. Jewett's autopsy was performed on July 22, 2010, at 0900 hours, by Michael J. Chambliss, M.D. (Fresno County Coroner's case number 10-07.198)

INJURY DESCRIPTION

Blunt Force Injuries of the Head and Neck

- Two fractures of the cervical spine (right side of the 7th vertebra; horizontal across the C1 vertebra) with extensive hemorrhage of the prevertebral fascia.
- Extensive skull and facial bone fractures.
- Brain with extensive lacerations, subarachnoid hemorrhage, and mild subdural blood over the top of the left cerebrum.
- Multiple dicing abrasions and lacerations of the entire face.

Skeletal Injuries

- Multiple pelvic bone fractures.
- Multiple leg fractures including lower right femur, upper and lower right tibia, and left knee region.
- Fracture of the left clavicle.
- Multiple bilateral anterior rib fractures.
- Multiple fractures of the lateral right rib cage and posterior left rib cage.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 2 (Jewett)

INJURY DESCRIPTION (continued)

Blunt Force Injuries of the Chest and Abdomen

- Multiple liver lacerations.
- Lungs with focal contusions.
- Pale brown kidneys.
- Laceration of the inferior vena cava entering the right side of the heart.
- Multiple abrasions and bruises involving the upper and lower anterior chest wall and the abdominal wall.

Arm Injuries (excluding fractures)

- Multiple abrasions over the back of the left arm.
- Lacerations over the top of both hands with multiple abrasions over the top of the right hand.

Leg Injuries (excluding fractures)

- Deep laceration of the inner left groin and perineum.
- Horizontal stretch abrasions of the front of the groin.
- Multiple lacerations and abrasions of both legs with focal bruising of the left leg.

AUTOPSY FINDINGS

Multiple skeletal and visceral injuries due to a motor vehicle versus bus collision.

MECHANISM OF INJURY

Mr. Jewett was the driver of Vehicle 2 (MCI) at the time of the collision. During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and subsequently a large tree. The impact with the tree caused Mr. Jewett to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle and the tree, prior to being ejected onto the ground. Mr. Jewett's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Solis

INITIAL ON-SCENE OBSERVATIONS

Ms. Solis had been ejected from Vehicle 2 (MCI) and was observed by California Highway Patrol personnel lying prone in front of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

Ms. Solis was determined to be obviously deceased at the collision scene by California Highway Patrol personnel on July 22, 2010, at 0223 hours. It was not recorded who initially located Ms. Solis and made the determination of obvious death. Ms. Solis was transported from the collision scene by the Fresno County Coroner's Office to the Fresno County Morgue. Ms. Solis' autopsy was performed on July 22, 2010, at approximately 1350 hours, by Michael J. Chambliss, M.D. Ms. Solis's name was listed in the coroner's report as Epifania Coronel-Ontiveros. (Fresno County Coroner's case number 10-07.197)

INJURY DESCRIPTION

Skeletal Injuries

- Fractures of all left lateral and anterior ribs plus a few upper left posterior ribs.
- Fractures of both clavicles.
- Fracture of right femur.
- Fractures of the upper right anterior ribs.
- Fracture of the right tibia.
- Fracture in the area of the left knee.
- Fracture of left ankle with deformity.

Blunt Force Injuries of the Head and Neck

- Multiple skull fractures including right side of frontal bone, floor of the skull (right orbital plate and right side of the sphenoid bone) and left side of the maxilla and mandible.
- Brain with diffuse subarachnoid hemorrhage over the top and bottom.
- Deep full thickness avulsive laceration of the forehead and both sides of the scalp.
- Fracture of the upper cervical spine (C1) with hypermobility.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Solis

INJURY DESCRIPTION (continued)

Blunt Force Injuries of the Torso

- Multiple liver lacerations with blood in the right upper quadrant of the abdomen.
- Spleen with multiple lacerations.
- Irregular abrasions over both sides of the lower abdomen with abrasions over the back.

Exterior Injuries to the Extremities

- Bruising, focal abrasions and lacerations.

AUTOPSY FINDINGS

Multiple skeletal and visceral injuries due to motor vehicle-bus collision.

SPECIMENS FOR TOXICOLOGY

On July 22, 2010, at approximately 1415 hours, Michael J. Chambliss, M.D., collected samples of Ms. Solis' blood and vitreous humor for later toxicological analysis. The collection of fluids was witnessed by Officer J. Watson, ID 14649.

The samples were delivered to Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93724, on July 23, 2010, at approximately 0915 hours.

TOXICOLOGICAL ANALYSIS

The following table illustrates the results of the toxicological analysis of the fluids collected from the body of Ms. Solis.

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Solis

TOXICOLOGICAL ANALYSIS (continued)

The blood sample obtained from Ms. Solis' body was tested for blood alcohol on July 23, 2010, at approximately 1519 hours. No alcohol was detected in the blood of Ms. Solis, as indicated by a 0.00% blood alcohol (Ethanol) result.

MECHANISM OF INJURY

Ms. Solis was seated in seat number 1 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Solis to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle and the tree, prior to being ejected onto the ground. Ms. Solis' injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Contreras

INITIAL ON-SCENE OBSERVATIONS

Mr. Contreras had been ejected from Vehicle 2 (MCI) and was observed by California Highway Patrol Department personnel lying prone in front of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

Mr. Contreras was triaged as "immediate" by Fresno Fire Department and American Ambulance personnel at approximately 0255 hours. Mr. Contreras was immediately transported by American Ambulance to Community Regional Medical Center where he succumbed to his injuries. Mr. Contreras was pronounced deceased at 0503 hours on July 22, 2010, at Community Regional Medical Center, 2823 Fresno Street, Fresno, California. Mr. Contreras' autopsy was performed on July 22, 2010, by Venu Gopal, M.D. (Fresno County Coroner's case number 10-07.199)

INJURY DESCRIPTION

Blunt Force Injuries to the Head

- Multiple lacerations of face and right side of the head.
- Subgaleal hemorrhage over the right parietal region.
- Fracture dislocation of the cervical 4th and the thoracic 3rd vertebrae.
- Extravasation of blood in the prevertebral fascia.

Blunt Force Injuries to the Torso

- Left 4-6 ribs are fractured both anteriorly as well as posteriorly.
- Right 4th rib is fractured posteriorly.
- There is extravasation of blood on the hilum of both the lungs.
- Extravasation of blood in the pelvic soft tissues.

Blunt Force Injuries to the Extremities

- Bluish-red contusion to the right inguinal area.
- Bluish-red contusion to the front of the left thigh.
- Bluish-red contusion to the outer aspect of the right thigh.
- Bluish-red contusion to the back of the right gluteal region.
- Multiple contusions and lacerations of the right hand and right forearm.
- Abrasions to the outer aspect of the left leg.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Contreras (continued)

AUTOPSY FINDINGS

Neck and chest trauma due to blunt impact.

SPECIMENS FOR TOXICOLOGY

On July 22, 2010, at approximately 1330 hours, Venu Gopal, M.D., collected samples of Mr. Contreras' blood for later toxicological analysis. The collection of blood was witnessed by Officer J. Watson, ID 14649.

The samples were delivered to Tulare Regional Medical Center-Mineral King Laboratory, 880 East Merritt Avenue, Suite 108, Tulare, California 93724, on July 23, 2010, at approximately 0915 hours.

TOXICOLOGICAL ANALYSIS

The following table illustrates the results of the toxicological analysis of the fluids collected from the body of Mr. Contreras.

BLOOD DRUG SCREEN RESULTS	
COMPLETION DATE: JULY 23, 2010	COMPLETION TIME: 1528 HOURS
Amphetamines	Negative
Barbiturates	Negative
Cannabinoids	Negative
Cocaine (Metabolite)	Negative
Benzodiazepines	Negative
Opiates	Negative
Phencyclidine	Negative

The blood sample obtained from Mr. Contreras' body was tested for blood alcohol on July 23, 2010, at approximately 1519 hours. No alcohol was detected in the blood of Mr. Contreras, as indicated by a 0.00% blood alcohol (Ethanol) result.

MECHANISM OF INJURY

Mr. Contreras was seated in seat number 13 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Contreras to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle prior to being ejected onto the ground. Mr. Contreras' injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Within this report, for the persons who did not sustain fatal injuries as a result of the collision, the details of each person's specific injuries were obtained from the paramedic reports from American Ambulance Company and may not be inclusive of the totality of their injuries.

Passenger Arreola

INITIAL ON-SCENE OBSERVATIONS

Ms. Arreola had been partially ejected from Vehicle 2 (MCI) and was observed by California Highway Patrol personnel lying supine, pinned underneath the damaged components of the left front of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

Ms. Arreola was extricated from Vehicle 2 (MCI) by Fresno Fire Department personnel. Fresno Fire Department personnel provided C-spine immobilization and placed her on a backboard for transportation. At approximately 0256 hours, American Ambulance personnel contacted Ms. Arreola and provided bleeding control for Ms. Arreola's lacerated right ankle. Ms. Arreola was administered oxygen at the rate of 15 liters per minute and was transported from the scene at 0301 hours, arriving at Community Regional Medical Center at 0307 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Chest pain.
- Pelvic pain.
- Bilateral deformity in both arms.
- Left leg deformity.
- Large laceration to the right ankle.

MECHANISM OF INJURY

Ms. Arreola was seated in seat number 14 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Arreola to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle prior to being partially ejected from and pinned underneath the left front of the vehicle. Ms. Arreola's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Luis Perez

INITIAL ON-SCENE OBSERVATIONS

Mr. Perez was ejected from Vehicle 2 (MCI) and was observed by Fresno Fire Department personnel lying prone, approximately 20 feet north of the front of Vehicle 2 (MCI).

TREATMENT AND TRANSPORTATION

At approximately 0245 hours, Fresno Fire Department personnel placed Mr. Perez in full C-spine precautions. American Ambulance personnel contacted Mr. Perez at approximately 0259 hours and provided him with oxygen at the rate of 6 liters per minute in addition to intravenous fluids. Mr. Perez was transported from the scene by American Ambulance at 0309 hours, and arrived at Community Regional Medical Center at 0315 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Midline pain to the neck.
- Midline pain to the pelvis.
- Deformity to the left ankle.
- Decreased CSM to his lower extremities.

MECHANISM OF INJURY

Mr. Perez was seated in seat number 10 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Perez to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle prior to being ejected onto the ground. Mr. Perez's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Demarco Campbell

INITIAL ON-SCENE OBSERVATIONS

Mr. Campbell was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0419 hours.

TREATMENT AND TRANSPORTATION

Mr. Campbell was provided with a primary survey and was transported from the scene by American Ambulance Company at 0427 hours, and arrived at Kaiser Permanente Hospital at 0447 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Lumbar back pain.
- Hematoma to the left side of the head.

MECHANISM OF INJURY

Mr. Campbell was seated in seat number 48 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Campbell to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle.
Mr. Campbell's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Conner

INITIAL ON-SCENE OBSERVATIONS

Ms. Conner was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of the vehicle at 0338 hours.

TREATMENT AND TRANSPORTATION

Ms. Conner was provided with a primary survey and was placed in full C-spine precautions, was administered oxygen at the rate of 6 liters per minute in addition to intravenous fluids. She was transported from the scene by American Ambulance Company at 0349 hours, and arrived at Clovis Community Medical Center at 0409 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Lumbar region back pain.
- Pain to lower abdomen.

MECHANISM OF INJURY

Ms. Conner was seated in seat number 37 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Conner to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Conner's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Gibson

INITIAL ON-SCENE OBSERVATIONS

Mr. Gibson was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0441 hours.

TREATMENT AND TRANSPORTATION

Mr. Gibson was provided with a primary survey, was transported from the scene by American Ambulance Company at 0444 hours, and arrived at Saint Agnes Medical Center at 0501 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Left lateral neck pain.
- Right knee pain.
- Left thigh pain.

MECHANISM OF INJURY

Mr. Gibson was seated in seat number 44 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Gibson to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Gibson's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Stewart

INITIAL ON-SCENE OBSERVATIONS

Mr. Stewart was ambulatory and self-extricated from seat number 29 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Stewart declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Catarino Vasquez

INITIAL ON-SCENE OBSERVATIONS

Mr. Vasquez was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0332 hours.

TREATMENT AND TRANSPORTATION

Mr. Vasquez was provided with full C-spine precautions, oxygen at the rate of 6 liters per minute at 0343 hours and intravenous fluids at 0355 hours. Mr. Vasquez was transported from the scene by American Ambulance Company at 0349 hours, and arrived at Clovis Community Medical Center at 0409 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Facial abrasions.
- Lumbar back pain.
- Right lower leg pain.
- Abrasion to right lower leg.

MECHANISM OF INJURY

Mr. Vasquez was seated in seat number 22 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Vasquez to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Vasquez's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Denise Esquivel

INITIAL ON-SCENE OBSERVATIONS

Ms. Esquivel was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of the vehicle at 0405 hours.

TREATMENT AND TRANSPORTATION

Ms. Esquivel was provided with bleeding control by fellow passengers prior to the arrival of American Ambulance personnel. She was contacted by American Ambulance personnel where she was assisted into an ambulance and was transported from the scene at 0406 hours. Ms. Esquivel arrived at Clovis Community Medical Center at 0424 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Facial abrasions and pain.
- Neck pain.

MECHANISM OF INJURY

Ms. Esquivel was seated in seat number 39 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Esquivel to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Esquivel's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Roman Esquivel

INITIAL ON-SCENE OBSERVATIONS

Roman Esquivel, 6 years of age, was ambulatory and was extricated from Vehicle 2 (MCI) by his mother, Passenger Denise Esquivel. He was observed by American Ambulance personnel standing outside of the vehicle at 0403 hours.

TREATMENT AND TRANSPORTATION

Roman Esquivel was provided with a primary survey at 0403 hours. He was assisted into an ambulance and was transported from the scene at 0406 hours. Roman Esquivel arrived at Clovis Community Medical Center at 0424 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Contusion to the forehead.
- Abrasions to the left arm.

MECHANISM OF INJURY

Roman Esquivel was seated in seat number 40 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused him to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. His injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Tellez

INITIAL ON-SCENE OBSERVATIONS

Ms. Tellez was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) at 0355 hours.

TREATMENT AND TRANSPORTATION

Ms. Tellez was provided with a primary survey at 0359 hours. She was transported from the collision scene by American Ambulance Company at 0410 hours, and arrived at Madera Community Hospital at 0430 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Right lower, lateral back pain.
- Right hip pain.
- Right leg pain.

MECHANISM OF INJURY

Ms. Tellez was seated in seat number 16 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Tellez to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Tellez's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Long

INITIAL ON-SCENE OBSERVATIONS

Mr. Long was ambulatory and self-extricated from Vehicle 2 (MCI) where he was observed standing outside of Vehicle 2 (MCI) by American Ambulance personnel at 0420 hours.

TREATMENT AND TRANSPORTATION

Mr. Long was provided with a primary survey and oxygen at the rate of 6 liters per minute by American Ambulance personnel. Mr. Long was transported from the scene by American Ambulance Company at 0427 hours, and arrived at Kaiser Permanente Hospital at 0447 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Lumbar back pain.
- Chest pain.

MECHANISM OF INJURY

Mr. Long was seated in seat number 41 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Long to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Long's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Maurice Campbell

INITIAL ON-SCENE OBSERVATIONS

Mr. Campbell was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0419 hours.

TREATMENT AND TRANSPORTATION

Mr. Campbell was transported from the collision scene by American Ambulance at 0427 hours. He was provided with a primary survey by American Ambulance personnel at 0435 hours. Mr. Campbell arrived at Kaiser Permanente Hospital at 0447 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Lumbar back pain.
- Right lower leg pain.

MECHANISM OF INJURY

Mr. Campbell was seated in seat number 47 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Campbell to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Campbell's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Medrano

INITIAL ON-SCENE OBSERVATIONS

Ms. Medrano was ambulatory and was assisted in exiting Vehicle 2 (MCI) by fellow passengers. Ms. Medrano was contacted by American Ambulance personnel at 0310 hours.

TREATMENT AND TRANSPORTATION

Ms. Medrano was provided with bleeding control for a head laceration by Fresno Fire Department personnel and C-spine precautions at 0315 hours. She was transported from the collision scene by American Ambulance Company at 0320 hours. She was given oxygen at the rate of 15 liters per minute at 0320 hours, and intravenous fluids at 0325 hours, by American Ambulance personnel. Ms. Medrano arrived at Saint Agnes Medical Center at 0334 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Laceration to head.
- Abrasions and lacerations to abdomen.

MECHANISM OF INJURY

Ms. Medrano was seated in seat number 17 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Medrano to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Medrano's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Curry

INITIAL ON-SCENE OBSERVATIONS

Mr. Curry was ambulatory and self-extricated from seat number 49 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Curry declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Condie

INITIAL ON-SCENE OBSERVATIONS

Mr. Condie was ambulatory and self-extricated from seat number 28 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Condie declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Gee

INITIAL ON-SCENE OBSERVATIONS

Ms. Gee was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of the vehicle at 0439 hours.

TREATMENT AND TRANSPORTATION

Ms. Gee was transported from the collision scene by American Ambulance Company at 0444 hours. She was provided with a primary survey by American Ambulance personnel at 0450 hours. Ms. Gee arrived at Saint Agnes Medical Center at 0501 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Headache to the left side of head.
- Anterior chest pain.

MECHANISM OF INJURY

Ms. Gee was seated in seat number 36 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Gee to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Gee's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Guadagnolo

INITIAL ON-SCENE OBSERVATIONS

Ms. Guadagnolo was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of the vehicle at 0439 hours.

TREATMENT AND TRANSPORTATION

Ms. Guadagnolo was transported from the collision scene by American Ambulance Company at 0444 hours She was provided with a primary survey by American Ambulance personnel at 0456 hours. Ms. Guadagnolo arrived at Saint Agnes Medical Center at 0501 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Left lateral neck pain.
- Left lateral chest pain.
- Left arm pain.
- Left hip pain.
- Left leg pain.

MECHANISM OF INJURY

Ms. Guadagnolo was seated in seat number 12 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Guadagnolo to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Guadagnolo's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Jandi

INITIAL ON-SCENE OBSERVATIONS

Dr. Jandi was ambulatory and was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) at 0407 hours.

TREATMENT AND TRANSPORTATION

Dr. Jandi was transported from the collision scene by American Ambulance Company at 0410 hours. He was provided a primary survey at 0411 hours, spinal immobilization and oxygen at the rate of 6 liters per minute at 0415 hours, and intravenous fluids at 0425 hours, by American Ambulance personnel. Dr. Jandi arrived at Madera Community Hospital at 0430 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Midline and left lateral back pain.
- Left lower rib pain.
- Right upper and lower leg pain with several abrasions.
- Left lower leg pain.

MECHANISM OF INJURY

Dr. Jandi was seated in seat number 7 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Dr. Jandi to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Dr. Jandi's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Ponce

INITIAL ON-SCENE OBSERVATIONS

Mr. Ponce was observed by Fresno Fire Department personnel pinned between seat number 3 of Vehicle 2 (MCI) and the right front modesty panel directly ahead of him at 0223 hours.

TREATMENT AND TRANSPORTATION

Mr. Ponce was extricated by Fresno Fire Department personnel and was placed in full C-spine precautions. He was provided with a primary survey, oxygen at the rate of 6 liters per minute at 0258 hours, intravenous fluids at 0301 hours, and 162 milligrams of ASA - acetylsalicylic acid (aspirin), by American Ambulance personnel at 0303 hours. Mr. Ponce was transported from the collision scene by American Ambulance Company at 0309 hours, and arrived at Community regional Medical Center at 0315 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Chest pain.
- Multiple lacerations to extremities.
- Midline neck and back pain.

MECHANISM OF INJURY

Mr. Ponce was seated in seat number 3 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Ponce to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Ponce's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Sergio Perez

INITIAL ON-SCENE OBSERVATIONS

Mr. Perez was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0434 hours.

TREATMENT AND TRANSPORTATION

Mr. Perez was transported from the collision scene by American Ambulance Company at 0437 hours. He was provided with a primary survey by American Ambulance personnel at 0439 hours. Mr. Perez arrived at Community Regional Medical Center at 0448 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Abrasion and swelling to the left cheek.
- Left posterior shoulder pain with crepitus and deformity.

MECHANISM OF INJURY

Mr. Perez was seated in seat number 23 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Perez to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Perez's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Santana

INITIAL ON-SCENE OBSERVATIONS

Ms. Santana was extricated from Vehicle 2 (MCI) by Fresno Fire Department personnel. Ms. Santana was contacted by American Ambulance personnel at 0310 hours.

TREATMENT AND TRANSPORTATION

Ms. Santana was provided a primary survey and spinal immobilization by Fresno Fire Department personnel. She was provided with a secondary survey, oxygen at the rate of 15 liters per minute at 0320 hours, and intravenous fluids at 0330 hours, by American Ambulance personnel. Ms. Santana was transported from the collision scene by American Ambulance Company at 0320 hours, and arrived at Saint Agnes Medical Center at 0334 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Head trauma.
- Chest pain on palpation.

MECHANISM OF INJURY

Ms. Santana was seated in seat number 24 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Santana to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Santana's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Pipkins

INITIAL ON-SCENE OBSERVATIONS

Mr. Pipkins was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0418 hours.

TREATMENT AND TRANSPORTATION

Mr. Pipkins was transported from the collision scene by American Ambulance Company at 0427 hours. He was provided with a primary survey at 0432 hours, by American Ambulance personnel. Mr. Pipkins arrived at Kaiser Permanente Hospital at 0447 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Lumbar back pain.

MECHANISM OF INJURY

Mr. Pipkins was seated in seat number 52 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Pipkins to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Pipkins' injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Shonna Mazur

INITIAL ON-SCENE OBSERVATIONS

Ms. Mazur was ambulatory and self-extricated from Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of the vehicle at 0228 hours.

TREATMENT AND TRANSPORTATION

Ms. Mazur was provided with a primary survey, spinal immobilization at 0310 hours, and intravenous fluids at 0320 hours, by American Ambulance personnel. Ms. Mazur was transported from the collision scene by American Ambulance Company at 0323 hours, and arrived at Saint Agnes Medical Center at 0341 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Midline back pain.
- Left lateral chest pain.
- Abrasions to left hip/buttock.
- Abrasions to right lower leg.

MECHANISM OF INJURY

Ms. Mazur was seated in seat number 19 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Ms. Mazur to move toward the front of Vehicle 2 (MCI) where she collided with the interior components of the vehicle. Ms. Mazur's injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Roberto Vasquez

INITIAL ON-SCENE OBSERVATIONS

Mr. Vasquez was ambulatory and self-extricated from Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of the vehicle at 0440 hours.

TREATMENT AND TRANSPORTATION

Mr. Vasquez was transported from the collision scene by American Ambulance Company at 0444 hours. He was provided with a primary survey at 0456 hours, by American Ambulance personnel. Mr. Vasquez arrived at Saint Agnes Medical Center at 0501 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Left lateral chest pain.
- Left, mid-clavicle chest pain.
- Left shoulder pain.
- Right knee pain.

MECHANISM OF INJURY

Mr. Vasquez was seated in seat number 21 of Vehicle 2 (MCI). During the collision sequence, Vehicle 2 (MCI) collided with Vehicle 1 (Chevrolet) and a large tree. These collisions caused Mr. Vasquez to move toward the front of Vehicle 2 (MCI) where he collided with the interior components of the vehicle. Mr. Vasquez's injuries are consistent with the forces that acted upon his body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Valdez

INITIAL ON-SCENE OBSERVATIONS

Mr. Valdez was ambulatory and self-extricated from seat number 45 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Valdez declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Canales

INITIAL ON-SCENE OBSERVATIONS

Mr. Canales was ambulatory and self-extricated from seat number 53 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Canales declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Alicia Hojem

INITIAL ON-SCENE OBSERVATIONS

Ms. Hojem was ambulatory and self-extricated from seat number 31 of Vehicle 2 (MCI). She was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did she claim injury.

TREATMENT AND TRANSPORTATION

Ms. Hojem declined any medical treatment and continued to her destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Jessica Hojem-Hink

INITIAL ON-SCENE OBSERVATIONS

Miss Hojem-Hink, 4 years of age, was extricated from seat number 32 of Vehicle 2 (MCI) by her mother, Passenger Alicia Hojem, and was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI). Miss Hojem-Hink did not exhibit nor did she claim injury.

TREATMENT AND TRANSPORTATION

Passenger Alicia Hojem declined any medical treatment for Miss Hojem-Hink and they continued to their destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Snider

INITIAL ON-SCENE OBSERVATIONS

Mr. Snider was ambulatory and self-extricated from seat number 25 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Snider declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Passenger Andoh

INITIAL ON-SCENE OBSERVATIONS

Mr. Andoh was ambulatory and self-extricated from seat number 33 of Vehicle 2 (MCI). He was observed by American Ambulance personnel standing outside of Vehicle 2 (MCI) and did not exhibit nor did he claim injury.

TREATMENT AND TRANSPORTATION

Mr. Andoh declined any medical treatment and continued to his destination.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 3 (Giorgis)

INITIAL ON-SCENE OBSERVATIONS

Ms. Giorgis was observed by California Highway Patrol personnel seated in the right front seat of Vehicle 3 (Honda) at 0223 hours, and was contacted by American Ambulance personnel at 0228 hours.

TREATMENT AND TRANSPORTATION

Ms. Giorgis was provided a primary survey, spinal immobilization at 0233 hours, and oxygen at the rate of 6 liters per minute at 0305 hours, by American Ambulance personnel. She was transported from the collision scene by American Ambulance Company at 0323 hours. She was provided intravenous fluids at 0330 hours, by American Ambulance personnel. Ms. Giorgis arrived at Saint Agnes Medical Center at 0341 hours.

INJURY DESCRIPTION

The following injury descriptions were obtained from the American Ambulance Company paramedics' reports:

- Neck pain.
- Back pain.
- Chest pain.
- Left hip pain.
- Right leg pain.

MECHANISM OF INJURY

Ms. Giorgis was the driver and sole occupant of Vehicle 3 (Honda). During the collision sequence, Vehicle 3 (Honda) struck Vehicle 1 (Chevrolet), was struck by Vehicle 2 (MCI) and then collided with a large tree. These collisions caused Ms. Giorgis to move against the driver's restraint and the deployed airbags of Vehicle 3 (Honda). Ms. Giorgis' injuries are consistent with the forces that acted upon her body during the collision sequence.

FACTS

HUMAN FACTORS

AUTOPSY AND INJURY DESCRIPTION

Party 4 (Hughes)

INITIAL ON-SCENE OBSERVATIONS

Mr. Hughes was contacted by Fresno Area CHP officers at the scene of the collision. Mr. Hughes claimed no injury and no injuries were observed. Subsequent contact by Officer M. Halvorson, ID 15751, revealed no post-impact injuries claimed by Mr. Hughes.

TREATMENT AND TRANSPORTATION

Mr. Hughes declined any medical treatment and continued to his destination.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

INTRODUCTION

MAIT investigators responded to the collision scene on July 22, 2010. Investigators measured the scene and physical evidence using the total station method of surveying with a Leica TCRA 1105 Plus surveying instrument. The total station instrument was set up 6.09 feet west of the east painted white edge line of State Route 99 and 71.43 feet south of the south edge of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The coordinates of the setup were established as 0.000 feet east and 0.000 feet north. A backsight was established near the base of the "Exit 135B" sign and was monumented with a nail. The backsight was sighted as north and as a baseline direction used to locate the physical evidence. The coordinates of the backsight were 0.000 feet east and 80.773 feet north. The backsight was located 11.60 feet east of the east edge line of northbound State Route 99 and 7.63 feet north of the south edge of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue.

LOCATION

The item numbers on the Physical Evidence Diagram correspond to the item numbers in this section of the report. The coordinates and widths are in units of feet. Measurements were taken to the center of the items unless otherwise noted.

Item	Description	East	North
1.	Tire friction mark		
	0.30 width	47.239	-205.050
	0.30 width	45.086	-191.097
	0.30 width	42.661	-174.915
	0.30 width	39.946	-156.194
	0.30 width	37.593	-138.211
	point	35.970	-124.048
2.	Tire friction mark		
	point	38.663	-152.597
	0.15 width	38.448	-148.831
	0.12 width	37.807	-136.073
	0.10 width	36.713	-123.558
	0.10 width	34.878	-108.616
	0.12 width	33.284	-98.911
	point	30.572	-85.377

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PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
3.	Tire friction mark		
	point	17.975	-20.821
	0.10 width	16.964	-15.027
	0.35 width	15.567	-8.384
	0.45 width	12.959	3.408
	0.55 width	8.313	20.386
	0.50 width	2.128	38.847
	0.70 width	-5.572	57.224
	0.55 width	-9.979	66.303
	0.65 width	-16.617	78.593
	0.70 width	-24.980	92.281
	0.60 width	-32.887	103.890
	0.80 width	-41.620	114.925
	0.60 width	-51.199	125.972
	0.50 width	-54.770	129.986
	0.55 width	-55.833	131.879
	0.65 width	-56.983	134.491
	0.70 width	-57.755	136.285
	0.65 width	-58.618	137.649
	0.20 width	-61.962	142.556
4.	Tire friction mark		
	0.10 width	15.313	-10.356
	0.37 width	12.899	-1.959
	0.40 width	8.902	11.704
	0.35 width	1.643	32.006
	0.25 width	-2.909	43.100
	0.40 width	-9.623	56.705
	0.45 width	-15.413	67.293
	0.40 width	-23.774	81.036
	0.40 width	-32.204	93.141
	0.10 width	-35.413	97.755

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
5.	Tire friction mark		
	0.10 width	5.646	12.723
	0.20 width	0.134	30.601
	0.30 width	-4.886	44.307
	0.35 width	-10.072	56.323
	0.35 width	-21.160	78.147
	0.35 width	-27.101	88.377
	0.35 width	-34.030	98.846
	0.30 width	-41.665	108.867
	0.20 width	-43.251	110.986
6.	Tire friction mark		
	0.60 width	-53.118	92.488
	0.50 width	-57.170	105.792
	0.50 width	-60.659	116.855
	0.50 width	-66.160	133.185
7.	Tire friction mark		
	0.10 width	-42.886	102.217
	0.55 width	-45.776	121.588
	0.55 width	-48.579	140.646
	0.45 width	-50.570	154.550
8.	Tire friction mark		
	0.10 width	-44.404	111.176
	0.30 width	-46.245	121.543
	0.10 width	-49.169	141.632
9.	Tire friction mark		
	0.15 width	-49.839	113.080
	0.60 width	-51.414	124.259
	0.55 width	-53.746	140.432
10.	Tire friction mark		
	0.20 width	-61.253	106.996
	0.30 width	-62.177	109.654
	0.30 width	-63.340	114.955
	0.20 width	-63.236	116.634

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
11.	Tire friction mark		
	point	-56.481	118.711
	0.45 width	-57.948	122.306
	0.55 width	-59.548	127.039
	0.50 width	-61.486	132.786
	0.50 width	-63.391	138.354
	0.55 width	-64.400	145.854
	0.50 width	-65.398	152.652
12.	Tire friction mark		
	0.35 width	-59.390	120.300
	0.40 width	-64.771	126.502
13.	Tire friction mark		
	0.65 width	-56.761	130.573
	0.65 width	-61.962	155.370
14.	Tire friction mark		
	point	-64.708	133.644
	0.35 width	-65.025	134.782
	point	-65.435	137.575
15.	South end of median barrier damage		
	point	-65.590	123.575
16.	Tire friction mark		
	0.20 width	-65.226	126.560
	0.50 width	-66.845	130.721
	0.30 width	-68.273	137.502
17.	North end of median barrier damage		
	point	-68.071	133.827
	point	-68.822	139.163

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
18.	Tire friction mark		
	0.10 width	-67.635	137.395
	0.20 width	-68.874	142.052
	0.25 width	-69.765	146.515
	0.20 width	-71.062	153.064
	0.20 width	-71.199	155.417
19.	Portion of California license plate 5JQE042		
	perimeter	-66.287	140.425
	perimeter	-66.294	140.408
	perimeter	-67.171	140.990
	perimeter	-66.911	141.377
	perimeter	-66.093	140.819
20.	Portion of blue bumper cover		
	perimeter	-67.629	145.333
	perimeter	-66.456	146.062
	perimeter	-65.503	147.042
	perimeter	-65.893	147.979
	perimeter	-68.076	147.154
21.	Tire friction mark		
	0.50 width	-65.968	161.188
	0.45 width	-69.803	173.609
	0.45 width	-77.256	198.467
	0.40 width	-81.758	213.289
	0.10 width	-85.336	223.984
	0.40 width	-86.930	229.945
	0.15 width	-88.395	235.884
	0.15 width	-89.940	243.831
	0.10 width	-91.369	252.617
22.	Tire friction mark		
	0.90 width	-68.785	165.808
	1.00 width	-69.758	166.760
	1.10 width	-69.986	167.742
	1.15 width	-69.871	169.744
	0.50 width	-69.860	171.763

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
23.	Blue paint scrapes		
	1.20 width	-67.654	166.625
	1.80 width	-68.085	171.386
	1.50 width	-68.184	176.298
	0.50 width	-68.954	182.052
	0.20 width	-68.979	187.378
	0.20 width	-69.422	193.623
	0.40 width	-70.382	200.011
	0.50 width	-71.525	208.478
	0.35 width	-73.077	217.312
	0.40 width	-75.084	226.020
	point	-77.237	238.120
24.	Tire friction mark		
	point	-69.808	174.667
	0.70 width	-70.165	177.879
	0.35 width	-70.380	188.571
	0.95 width	-70.669	194.474
	0.45 width	-72.510	204.488
	0.60 width	-75.097	215.033
	0.60 width	-78.317	225.003
	0.70 width	-79.590	228.049
25.	Blue paint scrape		
	perimeter	-73.014	177.190
	perimeter	-73.231	178.445
	perimeter	-72.863	178.033
	perimeter	-72.380	178.429
26.	Blue paint scrape		
	0.10 width	-73.053	179.288
	0.45 width	-72.879	179.968
	0.20 width	-72.848	180.634
27.	Tire friction mark		
	0.50 width	-75.852	209.899
	0.50 width	-80.907	226.324
	0.50 width	-83.011	233.800

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
28.	Tire friction mark		
	0.30 width	-70.816	230.299
	0.55 width	-74.327	244.488
	0.45 width	-79.310	265.870
	0.55 width	-82.511	281.134
	0.50 width	-86.587	302.726
	0.45 width	-89.860	325.097
	0.35 width	-91.906	344.878
	0.20 width	-93.006	361.105
	0.25 width	-93.384	370.055
	0.35 width	-93.757	388.957
	0.45 width	-92.857	414.227
	0.40 width	-90.911	438.008
	0.50 width	-89.441	453.108
	0.45 width	-88.336	463.502
	0.40 width	-86.777	474.052
	0.70 width	-85.320	480.495
29.	Gouge		
	1.45 width	-68.420	254.439
	1.45 width	-69.911	258.947
30.	Tire friction mark on median barrier		
	0.10 width	-91.364	250.483
	0.15 width	-92.996	257.709
	0.10 width	-94.592	265.490
31.	Scrape		
	0.20 width	-79.013	274.306
	0.45 width	-78.955	278.243
	0.60 width	-79.072	292.391
	0.40 width	-78.874	300.881
32.	Gouge		
	0.10 width	-80.844	275.772
	0.30 width	-80.792	276.110
	0.30 width	-80.604	277.293

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
33.	Gouge		
	0.75 width	-80.608	278.256
	0.75 width	-80.708	279.325
	0.10 width	-80.825	280.109
34.	"Medi-Cal" identification card		
	point	-75.730	289.751
35.	Tire friction mark		
	0.30 width	-91.735	289.210
	0.35 width	-94.431	306.039
	0.40 width	-97.121	325.575
	0.70 width	-98.407	340.520
	0.75 width	-99.727	357.643
	0.65 width	-100.630	379.845
	0.75 width	-100.442	400.055
	0.75 width	-99.651	416.389
	0.80 width	-98.195	433.156
	0.65 width	-96.793	449.915
	0.70 width	-94.963	465.984
	0.85 width	-91.879	484.691
	0.70 width	-90.393	493.360
	1.30 width	-88.946	498.384
36.	Tire friction mark		
	0.70 width	-95.973	298.972
	0.70 width	-99.028	313.798
	0.70 width	-101.276	324.518
	0.55 width	-103.676	333.918
	0.60 width	-107.223	346.612
37.	Tire friction mark		
	0.10 width	-101.696	301.771
	0.15 width	-104.511	313.325
	0.10 width	-105.963	320.522

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
38.	Headlamp assembly		
	perimeter	-53.570	303.789
	perimeter	-52.097	304.004
	perimeter	-52.104	304.954
	perimeter	-53.785	304.646
	perimeter	-53.590	303.818
39.	Headrest		
	perimeter	-54.259	303.028
	perimeter	-54.680	303.839
	perimeter	-55.161	303.460
	perimeter	-54.839	302.905
40.	Tire friction mark		
	0.50 width	-80.939	305.335
	0.50 width	-84.255	319.824
41.	Scrapes		
	1.10 width	-79.307	311.427
	1.10 width	-79.757	320.322
	0.90 width	-78.755	340.284
	1.30 width	-78.208	350.753
	1.60 width	-77.436	364.481
	1.50 width	-77.082	374.055
	1.50 width	-76.169	390.071
	2.50 width	-74.345	406.921
	2.50 width	-72.711	418.542
42.	Gouge		
	0.10 width	-82.685	317.637
	0.55 width	-83.279	320.740
	0.20 width	-83.709	323.265

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
43.	Tire friction mark		
	1.10 width	-84.721	328.360
	0.90 width	-84.487	334.081
	0.85 width	-85.080	345.935
	0.85 width	-84.866	356.446
	1.00 width	-84.511	367.950
	0.75 width	-84.282	376.638
	0.50 width	-83.046	388.766
	0.40 width	-81.853	399.640
44.	Tire friction mark		
	0.15 width	-98.839	328.373
	0.55 width	-100.333	341.684
	0.45 width	-101.211	349.902
	0.55 width	-102.115	360.896
	0.50 width	-102.805	375.056
	0.50 width	-103.043	389.788
	0.55 width	-102.787	403.278
	0.50 width	-102.088	417.412
	0.45 width	-100.643	435.310
	0.55 width	-99.671	442.706
	0.50 width	-97.178	460.142
	0.70 width	-94.457	476.679
	0.70 width	-91.259	493.340
45.	Tire friction mark		
	point	-99.170	343.152
	0.10 width	-99.933	350.284
	0.15 width	-100.862	361.103
	0.15 width	-101.479	375.367
	0.15 width	-101.768	389.643
	0.20 width	-101.433	403.523
	0.20 width	-100.818	416.697
	0.50 width	-99.230	435.144
	0.45 width	-98.433	441.959
	0.30 width	-96.124	459.907

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
46.	Vehicle component		
	0.30 width	-103.854	338.027
	0.60 width	-104.229	339.276
	0.50 width	-104.431	340.314
47.	Portion of bumper cover		
	perimeter	-108.541	354.286
	perimeter	-110.248	358.890
	perimeter	-108.986	359.509
	perimeter	-107.320	355.379
48.	Vehicle component		
	perimeter	-113.593	373.933
	perimeter	-114.310	372.553
	perimeter	-114.820	372.759
	perimeter	-115.112	371.920
	perimeter	-115.949	372.542
	perimeter	-115.918	373.465
	perimeter	-115.069	374.384
	perimeter	-113.840	374.079
49.	Circular gouge		
	center of circle	-111.637	401.098
50.	Circular gouge		
	center of circle	-108.560	407.344
51.	Area of blood		
	perimeter	-71.188	367.988
	perimeter	-71.939	367.359
	perimeter	-71.313	366.756
52.	Blood trail		
	0.20 width	-69.010	376.443
	0.20 width	-67.053	390.939

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
53.	Tire friction mark		
	1.00 width	-77.280	412.977
	2.00 width	-76.844	419.227
	0.30 width	-75.410	432.451
54.	Tire friction mark		
	0.80 width	-84.743	407.345
	1.00 width	-84.384	409.507
	0.70 width	-84.331	411.716
	1.20 width	-84.012	412.976
	1.20 width	-83.702	415.541
	0.90 width	-83.368	418.297
	0.65 width	-82.895	421.372
	point	-82.603	423.304
55.	Gouge		
	0.10 width	-84.351	413.473
	0.55 width	-84.089	415.409
	0.20 width	-83.758	417.845
56.	Tire friction mark		
	0.20 width	-89.292	440.737
	0.50 width	-88.056	447.146
	0.50 width	-85.404	456.875
	0.70 width	-82.549	466.913
57.	Tire friction mark		
	0.50 width	-87.004	455.928
	0.50 width	-84.828	465.401
58.	Blood trail		
	0.30 width	-91.836	459.858
	0.30 width	-91.407	461.633
59.	Red zippered pouch		
	center of pouch	-106.370	459.957

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
60.	Detached tire and wheel		
	center of wheel	-86.843	476.146
	outside edge of tire	-86.716	474.961
61.	Blood trail		
	0.20 width	-91.125	478.960
	0.50 width	-91.066	480.387
	0.20 width	-90.769	482.361
62.	Blood trail		
	0.50 width	-90.072	487.132
	1.30 width	-89.381	491.161
	0.40 width	-89.274	495.252
63.	Piece of skull		
	point	-89.997	506.084
64.	Piece of skull		
	point	-97.158	512.331
65.	Piece of skull		
	point	-91.942	517.434
66.	Piece of skull		
	point	-76.467	508.308
67.	Child's booster seat		
	perimeter	-65.972	524.469
	perimeter	-66.222	525.798
	perimeter	-67.446	525.434
	perimeter	-67.127	524.240
68.	Child's booster seat		
	perimeter	-64.366	523.514
	perimeter	-64.458	524.771
	perimeter	-65.814	524.523
	perimeter	-65.810	523.746

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
69.	Broken glass		
	perimeter	-44.081	504.473
	perimeter	-46.103	502.989
	perimeter	-46.445	504.564
	perimeter	-47.710	506.567
	perimeter	-47.604	507.524
	perimeter	-46.946	508.181
	perimeter	-46.003	507.350
70.	Plastic trim		
	top, 0.40 width	-52.592	514.275
	bottom, 0.40 width	-52.553	510.702
	left outside edge, 0.40 width	-52.980	510.459
	right outside edge, 0.40 width	-51.497	510.525
71.	Detached wheelchair access door		
	perimeter	-48.056	567.698
	perimeter	-49.002	573.399
	perimeter	-52.602	572.761
	perimeter	-51.669	567.127
72.	Fiberglass panel with a grab rail		
	perimeter	-56.910	578.482
	perimeter	-61.511	581.551
	perimeter	-61.059	579.902
	perimeter	-57.402	578.001
73.	Fiberglass panel		
	perimeter	-55.673	577.670
	perimeter	-56.273	582.478
	perimeter	-57.080	582.004
	perimeter	-56.401	577.416
74.	Speedometer		
	center of dial	-57.977	587.411

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
75.	Fiberglass panel		
	perimeter	-63.194	584.163
	perimeter	-65.262	583.742
	perimeter	-63.862	580.387
	perimeter	-62.837	581.150
76.	Detached row of seats		
	perimeter	-65.207	584.072
	perimeter	-65.491	584.820
	perimeter	-66.172	587.178
	perimeter	-67.452	586.932
	perimeter	-64.836	585.054
77.	Detached row of seats		
	perimeter	-71.392	594.249
	perimeter	-71.718	590.697
	perimeter	-70.329	590.860
	perimeter	-69.446	591.807
78.	Detached row of seats		
	perimeter	-68.317	592.042
	perimeter	-68.154	592.135
	perimeter	-66.962	595.133
	perimeter	-67.408	594.751
	perimeter	-68.014	595.196
	perimeter	-67.818	595.808
	perimeter	-68.452	596.208
	perimeter	-70.536	593.782
	perimeter	-69.229	592.152
79.	Detached metal door		
	perimeter	-63.289	590.440
	perimeter	-64.858	592.369
	perimeter	-66.662	590.891
	perimeter	-65.183	588.864

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Item	Description	East	North
80.	Fiberglass vehicle component		
	perimeter	-62.286	604.902
	perimeter	-60.079	605.745
	perimeter	-60.770	611.200
	perimeter	-61.715	609.946
	perimeter	-63.268	609.936
	perimeter	-62.479	608.125
81.	Detached metal door		
	perimeter	-75.854	617.247
	perimeter	-74.589	618.571
	perimeter	-74.605	620.417
	perimeter	-79.150	619.976
	perimeter	-78.891	617.033
82.	Fiberglass vehicle component		
	perimeter	-166.793	620.000
	perimeter	-168.005	619.341
	perimeter	-168.770	623.192
	perimeter	-167.672	623.499

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

The points of rest of the parties and passengers are based on their locations upon the arrival of Central Division MAIT.

Name	**East**	**North**
Party 1 (Garay)		
head (offset 15 feet north)	-74.592	525.350
right knee (offset 12 feet north)	-74.272	526.162
left foot (offset 12 feet north)	-73.795	525.474
left knee (offset 12 feet north)	-72.509	526.766
Party 2 (Jewett)		
right hand	-59.096	581.356
left hand	-61.347	581.821
head	-61.258	582.827
right hip	-59.275	584.718
right knee	-58.194	585.805
right foot	-58.020	587.897
left foot	-58.157	588.384
left knee	-59.069	586.391
left hip	-60.457	585.445
left elbow	-61.855	583.247
Passenger Cordoba		
right hand	-57.042	437.824
left hand	-58.975	437.823
right elbow	-57.696	438.474
left knee	-61.132	439.656
left foot	-61.554	441.222
right foot	-60.112	441.924
right knee	-60.149	440.248
Passenger Gonzalez		
right foot	-56.845	487.123
left foot	-56.640	486.950
waist	-57.531	484.360
right hand	-59.405	484.731
head	-58.681	481.811

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

Name	**East**	**North**
Passenger Solis		
head	-59.574	586.658
left shoulder	-59.625	587.500
left elbow	-59.561	588.185
left hand	-60.703	588.788
left hip	-60.909	588.343
left knee	-61.333	589.097
left foot	-61.988	590.769
groin	-62.054	588.365
right knee	-62.505	588.512
right foot	-63.047	589.529
right hip	-61.864	587.223
right elbow	-60.969	585.777

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

LOCATION (continued)

The points of rest of the involved vehicles are noted below:

Vehicle	**East**	**North**
Vehicle 1 (Chevrolet)		
right front wheel	-53.437	535.924
right rear wheel	-56.115	528.061
left rear wheel	-62.436	530.181
left front wheel	-59.290	538.887
Vehicle 2 (MCI)		
right rear wheel (axle 3)	-61.213	540.704
right rear wheel (axle 2)	-61.072	545.027
right front wheel (axle 1)	-59.103	570.544
Vehicle 3 (Honda)		
right front wheel	-65.585	490.977
right rear wheel	-59.689	484.880
left rear wheel	-63.967	480.854
left front wheel	-69.951	486.611

Vehicle 4 (Plymouth) was towed from the scene prior to being measured by Central Division MAIT.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION

The physical evidence items described in this section correspond with the numbered items in the Physical Evidence Location and Description, and the Physical Evidence Diagram. At the scene of the collision, the roadway had an approximate heading of twenty-six degrees west of north. For clarity, all directions in this portion of the report assume that at the collision scene, State Route 99 had a north-south alignment.

Item 1

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue and on the State Route 99 exit ramp to McKinley Avenue. Item 1 began on the east side of the northbound number three traffic lane and continued in a northeasterly direction on the McKinley Avenue exit ramp. This item was 81.79 feet in length and began at 0.30 feet in width and ended at a point. Based on the dynamics analysis, item 1 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 2

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 exit ramp to McKinley Avenue. Item 2 was located on the State Route 99 exit ramp to McKinley Avenue and continued in a northerly direction as it curved toward the gore. This item was 67.81 feet in length. Item 2 began at a point, widened to 0.15 feet, and ended at a point. Based on the dynamics analysis, item 2 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 3

This item was a tire friction mark on the asphalt concrete of northbound State Route 99 south of McKinley Avenue and the gore area formed by the State Route 99 exit ramp to McKinley Avenue. Item 3 began in the gore area between the number three northbound lane of State Route 99 and the exit ramp to McKinley Avenue. This item continued in a northwesterly direction as it curved and ended in the median of northbound State Route 99. This item was 184.52 feet in length. Item 3 began at a point, widened to 0.80 feet, and ended at a width of 0.20 feet. This mark had striations, a darker outside edge and was a curvilinear mark. Based on the dynamics analysis, item 3 was determined to have been a critical speed scuff mark deposited by the right rear tire of Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 4

This item was a tire friction mark on the asphalt concrete of northbound State Route 99 south of McKinley Avenue and the gore area formed by the State Route 99 exit ramp to McKinley Avenue. Item 4 began in the gore area between the number three northbound lane of State Route 99 and the exit ramp to McKinley Avenue. This item continued in a northwesterly direction and ended in the number two lane of State Route 99 northbound. This item was 120.24 feet in length. Item 4 began at a width of 0.10 feet, widened to 0.45 feet, and ended at 0.10 feet in width. This mark had striations, a darker outside edge and was a curvilinear mark. Based on the dynamics analysis, item 4 was determined to have been a critical speed scuff mark deposited by the right front tire of Vehicle 1 (Chevrolet).

Item 5

This item was a tire friction mark on the asphalt concrete of northbound State Route 99 south of McKinley Avenue and the gore area formed by the State Route 99 exit ramp to McKinley Avenue. Item 5 began in the gore area between State Route 99 and the exit ramp to McKinley Avenue. This item continued in a northwesterly direction and ended near the east edge of the number one lane of northbound State Route 99. This item was 110.52 feet in length. Item 5 began at a width of 0.10 feet, widened to 0.35 feet, and ended at 0.20 feet in width. Based on the dynamics analysis, item 5 was determined to have been a tire friction mark deposited by the left rear tire of Vehicle 1 (Chevrolet).

Item 6

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 6 began in the median west of the yellow edge line, continued in a northwesterly direction, and ended near the base of the median barrier. This item was 42.74 feet in length. Item 6 began at a width of 0.60 feet and ended at 0.50 feet in width. Based on the dynamics analysis, item 6 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 7

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 7 began in the number one lane, continued in a northeasterly direction, and ended in the number two lane. This item was 52.89 feet in length. Item 7 began at a width of 0.10 feet, widened to 0.55 feet, and ended at 0.45 feet in width. Based on the dynamics analysis, item 7 was determined to have been a tire friction mark deposited by an unidentified vehicle.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 8

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 8 began in the number one lane and continued in a northeasterly direction. Item 8 ended between the number one and number two lanes of northbound State Route 99. This item was 30.83 feet in length. Item 8 began at a width of 0.10 feet, widened to 0.30 feet, and ended at 0.10 feet in width. Based on the dynamics analysis, item 8 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 9

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 9 began and ended in the number one lane and was oriented in a northeasterly direction. This item was 27.63 feet in length. Item 9 began at a width of 0.15 feet, widened to 0.60 feet, and ended at 0.55 feet in width. Based on the dynamics analysis, item 9 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 10

This item was a tire friction mark on the northbound side of the median barrier of northbound State Route 99 south of McKinley Avenue. Item 10 was located on the median barrier and continued in a northerly direction. This item was 9.93 feet in length. Item 10 began at a width of 0.20 feet, widened to 0.30 feet, and ended at 0.20 feet in width. Based on the dynamics analysis, item 10 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 11

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 11 began in the median on the yellow edge line, continued in a northwesterly direction, deviated then continued in a northeasterly direction before terminating in the median. This item was 35.27 feet in length. Item 11 began at a point, widened to 0.55 feet, and ended at 0.50 feet in width. Based on the dynamics analysis, item 11 was determined to have been a tire friction mark deposited by an unidentified vehicle.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 12

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 12 began in the median and continued in a northwesterly direction until it terminated at the base of the median barrier. This item was 8.21 feet in length. Item 12 began at a width of 0.35 feet and ended at 0.40 feet in width. Based on the dynamics analysis, item 12 was determined to have been a tire friction mark deposited by the left front tire of Vehicle 1 (Chevrolet).

Item 13

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 13 was located in the number one lane and continued in a northerly direction, ending in the number one lane. This item was 25.34 feet in length and 0.65 feet in width. Based on the dynamics analysis, item 13 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 14

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 14 was oriented in a northerly direction. This item was 4.00 feet in length. Item 14 began at a point, widened to 0.35 feet, and ended at a point. Based on the dynamics analysis, item 14 was determined to have been a tire friction mark deposited by the right front tire of Vehicle 1 (Chevrolet).

Item 15

This item was the south end of the median barrier damage of northbound State Route 99 south McKinley Avenue. Based on the dynamics analysis, item 15 was determined to have been caused by the impact from the front of Vehicle 1 (Chevrolet).

Item 16

This item was a tire friction mark on the median barrier of northbound State Route 99 south of McKinley Avenue. Item 16 traversed the east face of the median barrier across physical evidence items 15 and 17. This item was 11.40 feet in length. Item 16 began at a width of 0.20 feet, widened to 0.50 feet, and ended at 0.30 feet in width. Based on the dynamics analysis, item 16 was determined to have been a tire friction mark deposited by the left front tire of Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 17

This item was the north end of the median barrier damage of northbound State Route 99 south of McKinley Avenue. From Item 15 to Item 17 was 16 feet along the median barrier. Based on the dynamics analysis, item 17 was determined to have been caused by the impact from the front of Vehicle 1 (Chevrolet).

Item 18

This item was a tire friction mark on the east face of the median barrier of northbound State Route 99 south of McKinley Avenue. Item 18 was located on the median barrier and continued in a northerly direction. This item was 18.41 feet in length. Item 18 began at a width of 0.10 feet, widened to 0.25 feet, and ended at 0.20 feet in width. Based on the dynamics analysis, item 18 was determined to have been a tire friction mark deposited by a front tire of Vehicle 1 (Chevrolet).

Item 19

This item was a portion of California license plate number 5JQE042 that was located on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Based on the damage to Vehicle 1 (Chevrolet) and vehicle registration records, item 19 was determined to be the front license plate from Vehicle 1 (Chevrolet).

Item 20

This item was a portion of a blue bumper cover that was located on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Based on the damage to Vehicle 1 (Chevrolet) and the vehicle's color, item 20 was determined to be the left portion of the front bumper cover from Vehicle 1 (Chevrolet).

Item 21

This item was a tire friction mark on the asphalt concrete median and median barrier of northbound State Route 99 south of McKinley Avenue. Item 21 began in the median, continued in a northwesterly direction, transitioned onto the median barrier and continued north before terminating at the base of the median barrier. This item was 95.00 feet in length. Item 21 began at a width of 0.50 feet and ended at width of 0.10 feet. Based on the dynamics analysis, item 21 was determined to have been a tire friction mark deposited by an unidentified vehicle.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 22

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 22 curved in a northeast direction. This item was 6.43 feet in length. Item 22 began at a width of 0.90 feet, widened to 1.15 feet, and ended at a width of 0.50 feet. Based on the dynamics analysis, item 22 was determined to have been a tire friction mark deposited by the right front tire of Vehicle 1 (Chevrolet).

Item 23

This item was blue paint scrapes on the asphalt concrete median and roadway of northbound State Route 99 south of McKinley Avenue. Item 23 began in the median and continued in a northeasterly direction into the number one lane. This item was 72.30 feet in length. Item 23 began at a width of 1.20 feet, widened to 1.80 feet, and ended at a point. Based on the dynamics analysis, item 23 was determined to have been blue scrapes deposited by the right side of Vehicle 1 (Chevrolet).

Item 24

This item was a tire friction mark on the asphalt concrete median and number one lane of northbound State Route 99 south of McKinley Avenue. Item 24 began in the median, continued in a northeasterly direction into the number one lane, and crossed back into the median before terminating. This item was 54.67 feet in length. Item 24 began at a point, widened to 0.95 feet, and ended at a width of 0.70 feet. Based on the dynamics analysis, item 24 was determined to have been a tire friction mark deposited by the right front tire of Vehicle 1 (Chevrolet).

Item 25

This item was a blue paint scrape on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 25 was located in the median and continued in a northeasterly direction. This item was 1.02 feet in width at its widest point and had an overall length of 1.26 feet. Based on the dynamics analysis, item 25 was determined to have been a paint scrape deposited by the right side of Vehicle 1 (Chevrolet).

Item 26

This item was a blue paint scrape on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 26 was located in the median and continued in a northeasterly direction. This item was 1.36 feet in length. Item 26 began at a width of 0.10 feet, widened to 0.45 feet, and ended at a width of 0.20 feet. Based on the dynamics analysis, item 26 was determined to have been a paint scrape deposited by the right side of Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 27

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 27 began in the median and continued in a northwesterly direction. Item 27 ended in the median. This item was 24.95 feet in length and 0.50 feet in width. Based on the dynamics analysis, item 27 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 28

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 28 began in the number one lane, curved slightly to the northwest, then curved to the northeast where it terminated on the asphalt dike of northbound State Route 99. This item was 252.82 feet in length. Item 28 began at a width of 0.30 feet, widened to 0.55 feet, narrowed to 0.20 feet, and ended at a width of 0.70 feet. Based on the dynamics analysis, item 28 was determined to have been a tire friction mark deposited by the right front tire of Vehicle 2 (MCI).

Item 29

This item was an oval shaped gouge on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 29 was located in the number two lane and had a width of 1.45 feet. Based on the dynamics analysis, item 29 was determined to have been a gouge created by the detached spare tire of Vehicle 1 (Chevrolet) when it was struck by Vehicle 4 (Plymouth).

Item 30

This item was a tire friction mark on the median barrier of northbound State Route 99 south of McKinley Avenue. Item 30 was located on the east side of the median barrier and continued in a northerly direction. This item was 15.35 feet in length. Item 30 began at a width of 0.10 feet, widened to 0.15 feet, and ended at 0.10 feet in width. Based on the dynamics analysis, item 30 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 31

This item was a scrape on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 31 began in the number one lane of State Route 99, continued in a northeasterly direction, and terminated in the number two lane of State Route 99. This item was 26.58 feet in length. Item 31 began at a width of 0.20 feet, widened to 0.60 feet, and ended at a width of 0.40 feet. Based on the dynamics analysis, item 31 was determined to have been a scrape created by Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 32

This item was a gouge on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. This item was located within the number one lane and was 1.54 feet in length. Item 32 began at a width of 0.10 feet and ended at a width of 0.30 feet. Based on the dynamics analysis, item 32 was determined to have been a gouge created by Vehicle 1 (Chevrolet).

Item 33

This item was a gouge on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. This item was located within the number one traffic lane and was 1.86 feet in length. Item 33 began at a width of 0.75 feet and ended at a width of 0.10 feet. Based on the dynamics analysis, item 33 was determined to have been a gouge created by Vehicle 1 (Chevrolet).

Item 34

This item was a State of California "Medi-Cal" benefits identification card issued to Sienna Aguilar, the daughter of Passenger Cordoba. Item 34 was located in the number two lane of northbound State Route 99 south of McKinley Avenue. This item was determined to have been deposited on the roadway during the post impact travel of Vehicle 1 (Chevrolet) after it was struck by Vehicle 2 (MCI).

Item 35

This item was a tire friction mark on the asphalt concrete roadway on the northbound State Route 99 south of McKinley Avenue. Item 35 began on the yellow edge line of State Route 99, curving in a northeasterly direction, and ended on the east asphalt concrete dike. This item was 210.54 feet in length. Item 35 began at a width of 0.30 feet and ended at a width of 1.30 feet. Based on the dynamics analysis, item 35 was determined to have been a tire friction mark deposited by the left front tire of Vehicle 2 (MCI).

Item 36

This item was a tire friction mark on the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Item 36 was located in the median and continued in a northerly direction. This item was 48.97 feet in length. Item 36 began at a width of 0.70 feet, narrowed to 0.55 feet, and ended at a width of 0.60 feet. Based on the dynamics analysis, item 36 was determined to have been a tire friction mark deposited by an unidentified vehicle.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 37

This item was a tire friction mark on the median barrier of northbound State Route 99 south of McKinley Avenue. Item 37 was located on the east face of the median barrier and continued in a northerly direction. This item was 19.23 feet in length. Item 37 began at a width of 0.10 feet, widened to 0.15 feet, and ended at 0.10 feet in width. Based on the dynamics analysis, item 37 was determined to have been a tire friction mark deposited by a vehicle not associated with this collision.

Item 38

This item was a right headlamp assembly located on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on the damage to Vehicle 1 (Chevrolet) and the fact that Vehicle 1 (Chevrolet) was missing its right headlamp, item 38 was determined to be the right headlamp assembly from Vehicle 1 (Chevrolet).

Item 39

This item was a headrest located on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on the damage to Vehicle 1 (Chevrolet) and the fact that Vehicle 1 (Chevrolet) was missing its right rear headrest, item 39 was determined to be the headrest from the right rear passenger seat of Vehicle 1 (Chevrolet).

Item 40

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. This item was located in the number two lane. Item 40 was 14.86 feet in length and 0.50 feet in width. Based on the dynamics analysis, item 40 was determined to have been a tire friction mark deposited by an unidentified vehicle.

Item 41

This item was scrapes on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 41 began in the number two lane of State Route 99, continued in a northeasterly direction, and ended on the east asphalt concrete dike of State Route 99. This item was 107.44 feet in length. Item 41 began at a width of 1.10 feet and ended at a width of 2.50 feet. Based on the dynamics analysis, item 41 was determined to have been scrapes deposited by the undercarriage of Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 42

This item was a gouge in the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 42 was located in the number two lane and was 5.72 feet in length. Item 42 began at a width of 0.10 feet, widened to 0.55 feet, and ended at a width of 0.20 feet. Based on the dynamics analysis, item 42 was determined to have been a gouge created by Vehicle 1 (Chevrolet).

Item 43

This item was a tire friction mark on the asphalt concrete roadway on the northbound State Route 99 south of McKinley Avenue. Item 43 began in the number two lane of State Route 99, continued in a northeasterly direction, and ended in the number three lane. This item was 71.44 feet in length. Item 43 began at a width of 1.10 feet and ended at a width of 0.40 feet. Based on the dynamics analysis, item 43 was determined to have been a tire friction mark deposited by the left rear tire of Vehicle 1 (Chevrolet).

Item 44

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 44 began in the number one lane of State Route 99, continued in a northeasterly direction, and ended on the asphalt concrete shoulder of State Route 99 northbound. This item was 166.00 feet in length. Item 44 began at a width of 0.15 feet and ended at a width of 0.70 feet. Based on the dynamics analysis, item 44 was determined to have been a tire friction mark deposited by the left outside tire of axle 2 from Vehicle 2 (MCI).

Item 45

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 45 began in the number one lane of State Route 99, continued in a northeasterly direction, and ended in the number three lane. This item was 117.14 feet in length. Item 45 began at a point, widened to 0.50 feet, and ended at a width of 0.30 feet. Based on the dynamics analysis, item 45 was determined to have been a tire friction mark deposited by the left inside tire of axle 2 from Vehicle 2 (MCI).

Item 46

This item was a vehicle component, white in color, located in the median of northbound State Route 99 south of McKinley Avenue. Item 46 was 2.36 feet in length. This item began at a width of 0.30 feet, widened to 0.60 feet, and ended at a width of 0.50 feet. Based on the component's size, shape and color item 46 was determined to have originated from Vehicle 2 (MCI).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 47

This item was a portion of a bumper cover that was located in the asphalt concrete median of northbound State Route 99 south of McKinley Avenue. Based on the color of the item and the damage to Vehicle 1 (Chevrolet), item 47 was determined to be the right portion of the front bumper cover from Vehicle 1 (Chevrolet).

Item 48

This item was a vehicle component, white in color, located resting against the median barrier of northbound State Route 99 south of McKinley Avenue. Item 48 was 2.27 feet long and 1.84 feet wide. Based on the component's size and shape, item 48 was determined to have originated from Vehicle 2 (MCI).

Item 49

This item was a circular gouge on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 49 was located in the number one lane and had a diameter of 1.45 feet. Based on the dynamics analysis, item 49 was determined to have been a gouge created by the detached spare tire of Vehicle 1 (Chevrolet).

Item 50

This item was a circular gouge on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 50 was located in the number one lane and had a diameter of 1.45 feet. Based on the dynamics analysis, item 50 was determined to have been a gouge created by the detached spare tire of Vehicle 1 (Chevrolet).

Item 51

This item was an area of blood on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 51 was located on the solid white edge line. This item had an area of 0.5 square feet. Based on the dynamics analysis and the point of rest of Passenger Cordoba, item 51 was determined to be blood deposited by Passenger Cordoba.

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 52

This item was a blood trail on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Item 52 was located on the asphalt shoulder and continued in a northeasterly direction onto the asphalt concrete dike. This item was 14.63 feet in length and 0.20 feet wide. Based on the dynamics analysis, item 52 was determined to be a trail of blood deposited by Passenger Cordoba.

Item 53

This item was a tire friction mark on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Item 53 was located on the shoulder and continued in a northeasterly direction. This item was 19.57 feet in length. Item 53 began at a width of 1.00 feet, widened to 2.00 feet, and ended at a width of 0.30 feet. Based on the dynamics analysis, item 53 was determined to have been a tire friction mark deposited by the left front tire of Vehicle 1 (Chevrolet).

Item 54

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 54 began in the number three lane, continued in a northeasterly direction, and ended on the asphalt concrete shoulder. This item was 16.13 feet in length. Item 54 began at a width of 0.80 feet, widened to 1.20 feet, and ended at a point. Based on the dynamics analysis, item 54 was determined to have been a tire friction mark deposited by the left rear tire of Vehicle 1 (Chevrolet).

Item 55

This item was a gouge within a tire friction mark in the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 55 was located in the number three lane and continued in a northeasterly direction. This item was 4.41 feet in length. Item 55 began at a width of 0.10 feet, widened to 0.55 feet, and ended at a width of 0.20 feet. Based on the dynamics analysis, item 55 was determined to have been a gouge caused by the left rear wheel of Vehicle 1 (Chevrolet).

Item 56

This item was a tire friction mark on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 56 began in the number three lane of State Route 99, continued in a northeasterly direction, and ended on the east asphalt concrete dike of northbound State Route 99. This item was 27.05 feet in length. Item 56 began at a width of 0.20 feet and ended at a width of 0.70 feet. Based on the dynamics analysis, item 56 was determined to have been a tire friction mark deposited by the left front tire of Vehicle 3 (Honda).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 57

This item was a tire friction mark on the asphalt concrete roadway on the northbound State Route 99 south of McKinley Avenue. Item 57 was located on the asphalt concrete shoulder of State Route 99 and continued in a northeasterly direction. This item was 9.72 feet in length and 0.50 feet in width. Based on the dynamics analysis, item 57 was determined to have been a tire friction mark deposited by the left rear tire of Vehicle 3 (Honda).

Item 58

This item was a blood trail on the asphalt concrete roadway of northbound State Route 99 south of McKinley Avenue. Item 58 was located on the asphalt shoulder and continued in a northeasterly direction. This item was 1.83 feet in length and 0.30 feet wide. Based on the dynamics analysis, item 58 was determined to be a trail of blood deposited by Party 1 (Garay).

Item 59

This item was a red zippered pouch containing receipts. Item 59 was located in the number two lane of northbound State Route 99 south of McKinley Avenue. The receipts located inside the zippered pouch were for cosmetology related items. Based on statements, item 59 was determined to have originated from the interior of Vehicle 1 (Chevrolet).

Item 60

This item was a detached tire and wheel located on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on the damage to Vehicle 1 (Chevrolet) and the fact that Vehicle 1 (Chevrolet) was missing its spare tire, item 60 was determined to be the spare tire from Vehicle 1 (Chevrolet).

Item 61

This item was a blood trail on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Item 61 was located on the asphalt shoulder and continued in a northeasterly direction. This item was 3.43 feet in length. Item 61 began at a width of 0.20 feet, widened to 0.50 feet, and ended at a width of 0.20 feet wide. Based on the dynamics analysis, her injuries and the point of rest of Party 1 (Garay), item 61 was determined to be a blood trail deposited by Party 1 (Garay).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 62

This item was a blood trail on the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Item 62 was located on the asphalt shoulder and continued in a northeasterly direction. This item was 8.19 feet in length. Item 62 began at a width of 0.50 feet, widened to 1.30 feet, and ended at a width of 0.40 feet wide. Based on dynamics analysis, the point of rest of Party 1 (Garay), and her injuries, item 62 was determined to be a blood trail deposited by Party 1 (Garay).

Item 63

This item was a piece of skull located in the dirt east of the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on dynamics analysis, the point of rest of Party 1 (Garay), and her injuries, item 63 was determined to have originated from Party 1 (Garay).

Item 64

This item was a piece of skull located in the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on dynamics analysis, the point of rest of Party 1 (Garay), and her injuries, item 64 was determined to have originated from Party 1 (Garay).

Item 65

This item was a piece of skull located in the dirt east of the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on dynamics analysis, the point of rest of Party 1 (Garay), and her injuries, item 65 was determined to have originated from Party 1 (Garay).

Item 66

This item was a piece of skull located in the dirt east of the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Based on dynamics analysis, the point of rest of Party 1 (Garay), and her injuries, item 66 was determined to have originated from Party 1 (Garay).

Item 67

This item was a child's booster seat located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the dynamics analysis and the proximity to Vehicle 1 (Chevrolet) item 67 was determined to have originated from Vehicle 1 (Chevrolet).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 68

This item was a child's booster seat located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the dynamics analysis and the proximity to Vehicle 1 (Chevrolet) item 68 was determined to have originated from Vehicle 1 (Chevrolet).

Item 69

This item was broken glass on the west asphalt concrete shoulder of the northbound State Route 99 exit ramp to McKinley Avenue. Based on its size, shape, location, and damage to Vehicle 2 (MCI), it was determined item 69 was one of the right side windows of Vehicle 2 (MCI).

Item 70

This item was plastic trim located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on its size, shape, and color, it was determined item 70 originated from Vehicle 2 (MCI).

Item 71

This item was a detached wheelchair access door located on the asphalt concrete roadway and west shoulder of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI), item 71 was determined to be the wheelchair access door from the right side of Vehicle 2 (MCI).

Item 72

This item was a fiberglass panel with a grab rail located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage and the proximity to Vehicle 2 (MCI), item 72 was determined to be the left side dash assembly from Vehicle 2 (MCI).

Item 73

This item was a fiberglass panel located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI) and the proximity to Vehicle 2 (MCI), item 73 was determined to be a panel from the interior of Vehicle 2 (MCI).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 74

This item was a speedometer located west of the northbound State Route 99 exit ramp to McKinley Avenue, under the right leg of Party 2 (Jewett). Based on the damage and the proximity to Vehicle 2 (MCI), item 74 was determined to be the speedometer from Vehicle 2 (MCI). The speedometer needle was broken and missing from the speedometer.

Item 75

This item was a fiberglass panel located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI) and the proximity to Vehicle 2 (MCI), item 75 was determined to be a panel from the interior of Vehicle 2 (MCI).

Item 76

This item was a row of detached seats located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the markings on the seats, item 76 was determined to be the third row left side passenger seats (seat numbers 9 and 10) from Vehicle 2 (MCI).

Item 77

This item was a row of detached seats located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the markings on the seats, item 77 was determined to be the second row left side passenger seats (seat numbers 5 and 6) from Vehicle 2 (MCI).

Item 78

This item was a row of detached seats located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the markings on the seats, item 78 was determined to be the first row left side passenger seats (seat numbers 1 and 2) from Vehicle 2 (MCI).

Item 79

This item was a detached metal door located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI) and the proximity to Vehicle 2 (MCI), item 79 was determined to be the front left side service compartment door from Vehicle 2 (MCI).

FACTS

PHYSICAL EVIDENCE LOCATION AND DESCRIPTION

DESCRIPTION (continued)

Item 80

This item was a fiberglass vehicle component. This vehicle component contained identification lamps and the right side clearance lamp. Item 80 was located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI) and the proximity to Vehicle 2 (MCI), item 80 was determined to be a portion of the leading edge of the roof from Vehicle 2 (MCI).

Item 81

This item was a detached metal door located west of the northbound State Route 99 exit ramp to McKinley Avenue. Based on the damage to Vehicle 2 (MCI) and the proximity to Vehicle 2 (MCI), item 81 was determined to be the leading, left side baggage compartment door from Vehicle 2 (MCI).

Item 82

This item was a fiberglass vehicle component located in the median of northbound State Route 99 south of McKinley Avenue resting against the median barrier. Based on its size and shape and the damage to Vehicle 2 (MCI), item 82 was determined to be the front exterior panel around the right side headlamp assembly from Vehicle 2 (MCI).

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

CHP 555D (Rev. 5-00) OPI 063 (MAIT side only)

DATE OF COLLISION (MONTH/DAY/YEAR)	TIME (2400)	DIST	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15731	2010-07-0219	CT-023-10	171

State Route 99 (northbound)

Concrete median barrier
Yellow reflective median barrier marker
Solid yellow line
Yellow reflector
Asphalt concrete roadway
Broken white lines
Solid white line
Clear reflectors
Instrument setup
Solid white line
Luminaire
Metal beam guardrail
McKinley Ave
Luminaire
Chain link perimeter fence
EXIT 135B
Backsight
Stamped concrete
Concrete curb
Concrete
Asphalt concrete shoulder
Type E asphalt concrete dike
Painted white edge line
Storm drain inlet
Dirt and brush covered shoulder
White painted edge line
Type E asphalt concrete dike
Dirt area
Solid yellow line
Yellow reflector
Southbound lanes not shown
Asphalt concrete median
Asphalt concrete median
Northbound number one lane
Northbound number two lane
Northbound number three lane
Asphalt concrete shoulder
Descending hillside
Tree trunk
Passenger Cordoba
Staked tree
Vehicle 3 (Honda)
Passenger Gonzalez
Staked tree
Area of trunk of uprooted Eucalyptus tree
Uprooted Eucalyptus tree
Descending hillside
Party 1 (Garay)
Vehicle 1 (Chevrolet)
Tree trunks
Passenger Solis
Vehicle 2 (MCI)
Party 2 (Jewett)

McKinley Avenue

State Route 99 exit ramp to McKinley Avenue

PHYSICAL EVIDENCE DIAGRAM
PREPARED BY: D. NEES, ID 15669
CENTRAL DIVISION MAIT
SCALE
Reproduction may affect scale

FACTS

EVIDENCE LOG

ITEM NUMBER	QUANTITY	DESCRIPTION	SEIZED/BOOKED BY	DISPOSITION
1	1	Sketch of collision scene by Witness 20 (Coupland)	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
2	1	6 ounce stainless steel flask from Vehicle 1 (Chevrolet)	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
3	1	Latent fingerprint from bottom of Item 2	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
4	1	Paper wristband removed from the left wrist of Passenger Cordoba	Watson, ID 14649	CHP Fresno Area Evidence Number E 2010-0395
5	1	Paper wristband removed from the left wrist of Passenger Gonzalez	Watson, ID 14649	CHP Fresno Area Evidence Number E 2010-0395
6	1	Party 2's (Jewett) Driver's Daily Logbook	Investigator Nees	CHP Fresno Area Evidence Number E 2010-0395
7	1	Blue booklet containing registration and insurance documents for Vehicle 2 (MCI)	Investigator Nees	CHP Fresno Area Evidence Number E 2010-0395
8	2	Compact discs containing 256 digital images of the collision scene	Martorana, ID 15903	CHP Fresno Area Evidence Number E 2010-0395
9	1	Compact disc containing 69 aerial photographs of the collision scene	Singer. ID 16750	CHP Fresno Area Evidence Number E 2010-0395
10	1	Blue colored Woodfield suitcase	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis
11	1	Beige colored woman's handbag	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis
12	1	Mexican passport for Passenger Solis	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis
13	1	California Identification card for Passenger Solis	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis
14	1,200.00	Mexican paper currency (Pesos)	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis
15	215.00	United States paper currency	Palacio, ID 12030	Returned to Eduardo Solis, husband of Passenger Solis

FACTS

EVIDENCE LOG (continued)

ITEM NUMBER	QUANTITY	DESCRIPTION	SEIZED/BOOKED BY	DISPOSITION
16	1	Vehicle 1 (Chevrolet)	Halvorson, ID 15751	CHP Fresno Area Evidence Number E 2010-0395
17	1	Vehicle 3 (Honda)	Halvorson, ID 15751	CHP Fresno Area Evidence Number E 2010-0395
18	1	DDEC from Vehicle 2 (MCI), Serial number SCMAE600136	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
19	1	Multiplex Module from Vehicle 2 (MCI), Serial number 98585-3984	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
20	1	Multiplex Module from Vehicle 2 (MCI), Serial number 98585-3985	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
21	1	Multiplex Module from Vehicle 2 (MCI), Serial number 98585-3986	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
22	12	Disc brake pads from Vehicle 2 (MCI)	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
23	1	Multiplex Module from Vehicle 2 (MCI), Serial number 98585-3781	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
24	1	Apple “iPhone”, Serial number 870279XCA4T	Watson, ID 14649	CHP Fresno Area Evidence Number E 2010-0395
25	1	California Department of Justice cellular telephone report and DVD for item 24	Watson, ID 14649	CHP Fresno Area Evidence Number E 2010-0395
26	1	Search warrant return from AT&T, compact disc with four files	Watson, ID 14649	CHP Fresno Area Evidence Number E 2010-0395
27	1	White, Sony Ericsson cellular telephone, Serial number T26181VKAA	Turned in by Mr. Harold Thomas of Oliver, Thomas & Caeton Investigations. Booked by: Officer Ramirez, ID 10871	CHP Fresno Area Evidence Number E 2010-0395

FACTS

EVIDENCE LOG (continued)

ITEM NUMBER	QUANTITY	DESCRIPTION	SEIZED/BOOKED BY	DISPOSITION
28	1	Black, Nokia cellular telephone, Serial number 17-5716	Turned in by Mr. Harold Thomas of Oliver, Thomas & Caeton Investigations. Booked by: Officer Ramirez, ID 10871	CHP Fresno Area Evidence Number E 2010-0395
29	1	Compact disc with photograph of three cellular telephones.	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
30	1	Copy of vehicle smog check inspection	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
31	1	Color copy of Dinuba Police Department citation number 64186	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
32	1	Copy of handwritten note referencing cell phones	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
33	2	Copy of handwritten inventory list	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
34	1	Compact disc containing a copy of the audio recording from Witness 28's (Alyafaie) interview with ABC Investigator McCullough	McCullough, ID 740, Alcoholic Beverage Control (ABC)	Alcoholic Beverage Control Evidence Number 10-06-094
35	1	Compact disc containing a copy of the surveillance video from the A-1 Liquor store	McCullough, ID 740, Alcoholic Beverage Control (ABC)	Alcoholic Beverage Control Evidence Number 10-06-094
36	1	750 milliliter bottle of Raspberry Smirnoff Vodka (half empty) obtained from Witness 3 (Gonzales)	McCullough, ID 740, Alcoholic Beverage Control (ABC)	Alcoholic Beverage Control Evidence Number 10-06-094
37	1	Fresno Communications Center CAD Log 87D0722	Investigator Lawson	CHP Fresno Area Evidence Number E 2010-0395
38	1	Compact Disc containing a copy of CHP Fresno Communication Center recorded telephone lines	Investigator Lawson	CHP Fresno Area Evidence Number E 2010-0395

FACTS

EVIDENCE LOG (continued)

ITEM NUMBER	QUANTITY	DESCRIPTION	SEIZED/BOOKED BY	DISPOSITION
39	1	Compact disc containing a copy of CHP Fresno Communication Center radio traffic	Investigator Lawson	CHP Fresno Area Evidence Number E 2010-0395
40	45	Compact discs containing original MAIT digital photographs	Investigator Nees	CHP Fresno Area Evidence Number E 2010-0395
41	1	Compact disc containing digital recording of the statements from involved parties and witnesses	Investigator Nees	CHP Fresno Area Evidence Number E 2010-0395
42	1	Central Valley TMC Incident Report 20100722-001	Investigator Nees	CHP Fresno Area Evidence Number E 2010-0395
43	1	CHP Fresno Communication Center Operator Statistics for Position 63 (TMC CAD)	Investigator Lawson	CHP Fresno Area Evidence Number E 2010-0395
44	1	On Lock Off Report for Fresno Communications Center, Position 63	Investigator Lawson	CHP Fresno Area Evidence Number E 2010-0395
45	1	Compact disc containing DDEC V report from Vehicle 2 (MCI)	Investigator Kolter	CHP Fresno Area Evidence Number E 2010-0395
46	1	Compact disc containing search warrant return data from Party 2's (Jewett) Greyhound issued wireless telephone.	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395
47	1	Compact disc containing search warrant return data from Party 2's (Jewett) personal wireless telephone.	Alvarado, ID 13696	CHP Fresno Area Evidence Number E 2010-0395

Note: Evidence items 34 and 35 are copies of the original compact discs which were booked into CHP Fresno Area Evidence. The original compact discs were booked into Alcoholic Beverage Control Evidence.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description

Vehicle 1 (Chevrolet) was impounded as evidence pursuant to California Vehicle Code §22655.5 by CHP Fresno Area Officer R. Avila, ID 13780. Vehicle 1 (Chevrolet) was towed from the collision scene on July 22, 2010, by Action Towing and Dive Team in Fresno, California. Vehicle 1 (Chevrolet) was initially stored at Action Towing and Dive Team in a locked facility. It was moved to the CHP Fresno Area Office on July 26, 2010, where it was stored in a locked facility. The vehicle was photographed and inspected for a damage description on July 29, 2010, and measured for a damage profile by Investigators Nees and Haas on August 3, 2010. The vehicle was measured utilizing a Leica TCR 1105 total station surveying instrument. The data obtained was used with AutoCAD software to prepare a vehicle damage profile diagram. An undercarriage inspection was conducted by Investigators Kolter, Nees, and Sprinkman on August 4, 2010. The inspections were conducted at the CHP Fresno Area Office, 1382 West Olive Avenue, Fresno, California 93728, (559) 441-5411.

All references to direction are oriented from the driver's seat of the vehicle looking forward through the windshield. This vehicle sustained major front end and rollover damage. The principle direction of force was from front to rear and from right to left. There was a secondary impact with a principle direction of force from bottom to top. The following damage description is not inclusive of all the damage sustained by Vehicle 1 (Chevrolet).

Vehicle 1 (Chevrolet) at point of rest.
CF-023-10 07-22-10 MS-B (6) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

FRONT

The bumper cover was displaced and missing. The grille was detached and missing. Both headlamps were detached. The bumper was displaced downward and rearward on the left. The radiator support was bent downward and displaced rearward. The left side of the bumper, grille and hood were displaced rearward. The hood was deformed and the leading edge of the hood was displaced downward. The rear of the hood was buckled upward. There were diagonal scrapes along the hood. The windshield was displaced and shattered. The top of the A-pillars were separated from the roof and the A-pillars were bent downward.

Front damage to Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (7) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

LEFT

There was contact damage to the leading edge of the fender. The leading edge of the fender was displaced rearward and the trailing edge of the fender was displaced into the leading edge of the driver's door. Above the wheel well, the fender was flared outward. The side rearview mirror was broken and was detached from its mount. The top of the driver's door was separated from the roofline. There were scrapes along the top of the driver's door window frame. The driver's side window was positioned slightly open. The lower portion of the trailing edge of the driver's door was bent inward. There was a dent on the driver's door below the side rearview mirror bracket. The rear passenger's door was displaced rearward. The entire rear passenger's door was dented below the window sill. The window frame on the rear passenger door was twisted rearward and outward. The rear passenger's door window glass was broken and missing, and the window regulator was in the raised position. The top edge of the rear wheel well was displaced upward. The rear bumper cover was detached, and the tail lamp assembly was detached and missing. The rocker panel was displaced upward below the B-pillar. The B-pillar was displaced upward. The roof above the B-pillar was displaced upward.

Left side damage to Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-A (8) cropped

FACTS

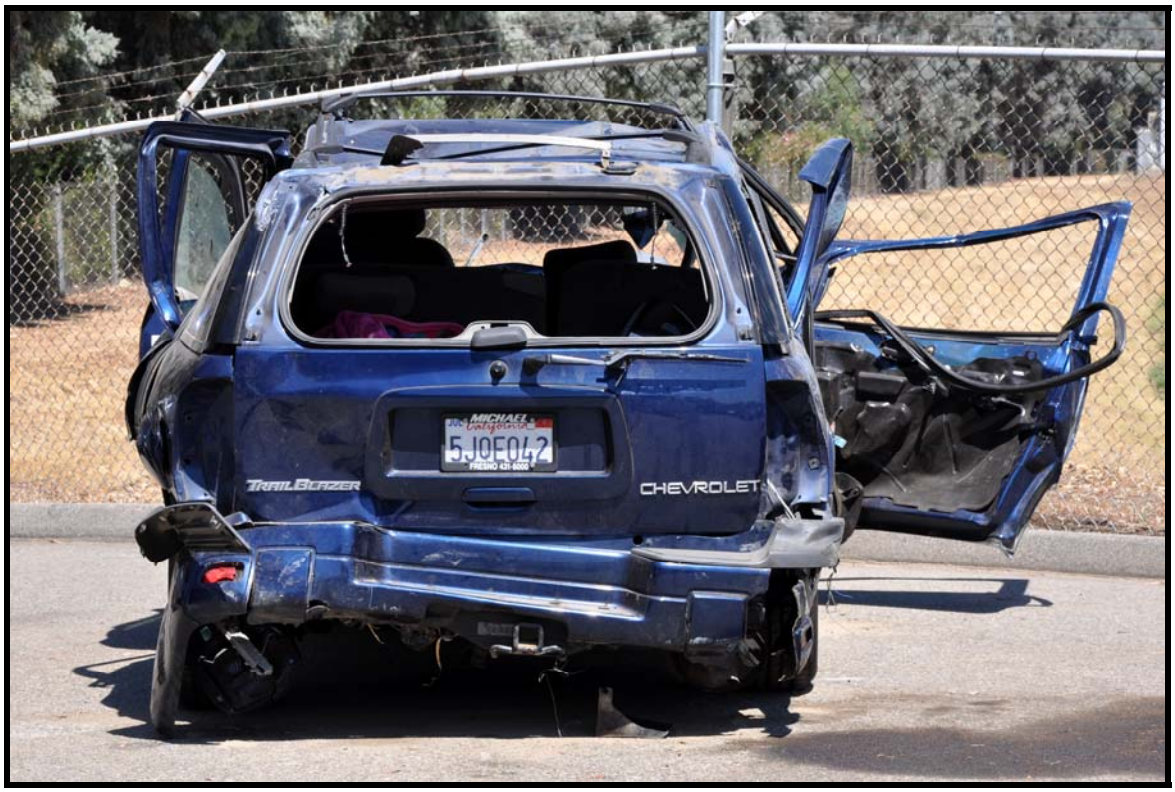
VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

REAR

The lift gate glass was shattered and missing. The lift gate was dented on the left side above the "Trail Blazer" logo. On the left side, the bumper was displaced upward and the bumper cover was detached. On the right side, the bumper cover was torn below the tail lamp assembly. The left rear tail lamp assembly was hanging by electrical wires. The right rear tail lamp assembly was missing. The left rear D-pillar had a downward dent with scratches which appeared to have been caused by asphalt.



Rear end damage to Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (1) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

RIGHT

The majority of the right side was covered with scrapes and scratches that ran in multiple directions. The leading edge of the fender was displaced inward and rearward. The fender was displaced rearward into the leading edge of the front passenger door. The A-pillar was bent downward and was detached from the roof. The front wheel was displaced rearward. The bottom of the front passenger's door was displaced outward and would not latch. The front passenger door's window frame was displaced outward and twisted. The right front passenger door's window glass was shattered and the window regulator was in the raised position. The side rearview mirror was broken and missing. The rear passenger's door was displaced rearward and upward. The rear passenger door's window frame was displaced outward and twisted. The window glass was shattered and the window regulator was in the raised position. The quarter window in the rear passenger's door was present but was dislodged. The rear side window was shattered. There was a dent on the quarter panel below the window. The bumper cover was detached. The rocker panel was displaced upward below the B-pillar. The B-pillar was displaced upward. The roof above the B-pillar was displaced upward.

Right side damage to Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (4) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

ROOF

The roof was separated from the top of both A-pillars. In the area of the B-pillars, the roof was bowed upward. There was a fold from the leading edge of the roof, near the midline, to above the right B-pillar. The hinge, originally attached to the lift gate glass, was twisted and bent upward. The roof rack's rear lateral support was bent downward. The majority of the roof was displaced downward.

Roof of Vehicle 1 (Chevrolet), rear looking forward.
CF-023-10 07-29-10 DH-B (39) cropped

Right side of roof, Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (41) cropped

Left side of roof, Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (18) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

INTERIOR

The dash was separated from the bulkhead by a distance of approximately one foot. The steering column was separated from the bottom of the dash. The center console was broken and detached. The driver's seat base was tilted forward and pushed upward. The right front passenger seat base was pushed upward. The rear seat base was tilted rearward. Blood was located on the headliner and other locations throughout the interior of the vehicle.

Front interior of Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (94) cropped

Rear interior of Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-C (51) cropped

FACTS

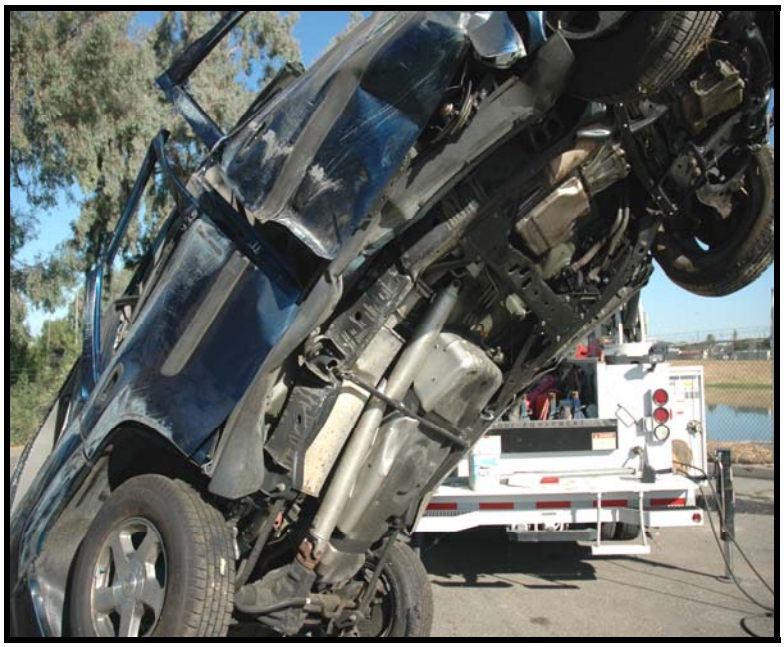
VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Vehicle Damage Description (continued)

UNDERCARRIAGE

The left side frame rail was bent upward 3 inches. The right side frame rail was bent upward 6 inches. There were scrapes with white paint transfers along the crossmember near the right frame rail. The heat shield along the inboard side of the fuel tank was dented and there were black scuff marks in the area of the dent. There was a black scuff on the under side of the fuel tank to the rear of the mounting strap. Other damaged vehicle components from the undercarriage are described in the mechanical inspection of Vehicle 1 (Chevrolet).



Undercarriage of Vehicle 1 (Chevrolet).
CF-023-10 08-04-10 DN-B (17) cropped

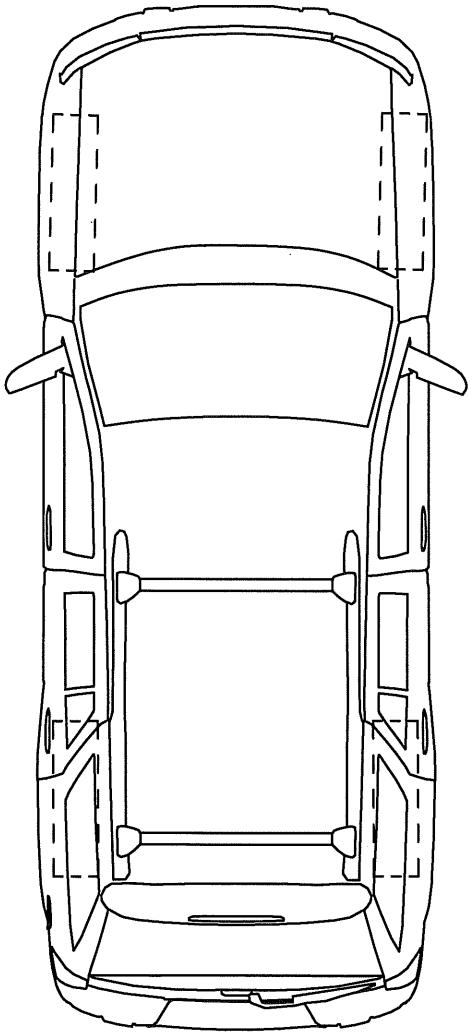
Undercarriage of Vehicle 1 (Chevrolet).
CF-023-10 08-04-10 DN-B (15) cropped

FACTS

VEHICLE FACTORS

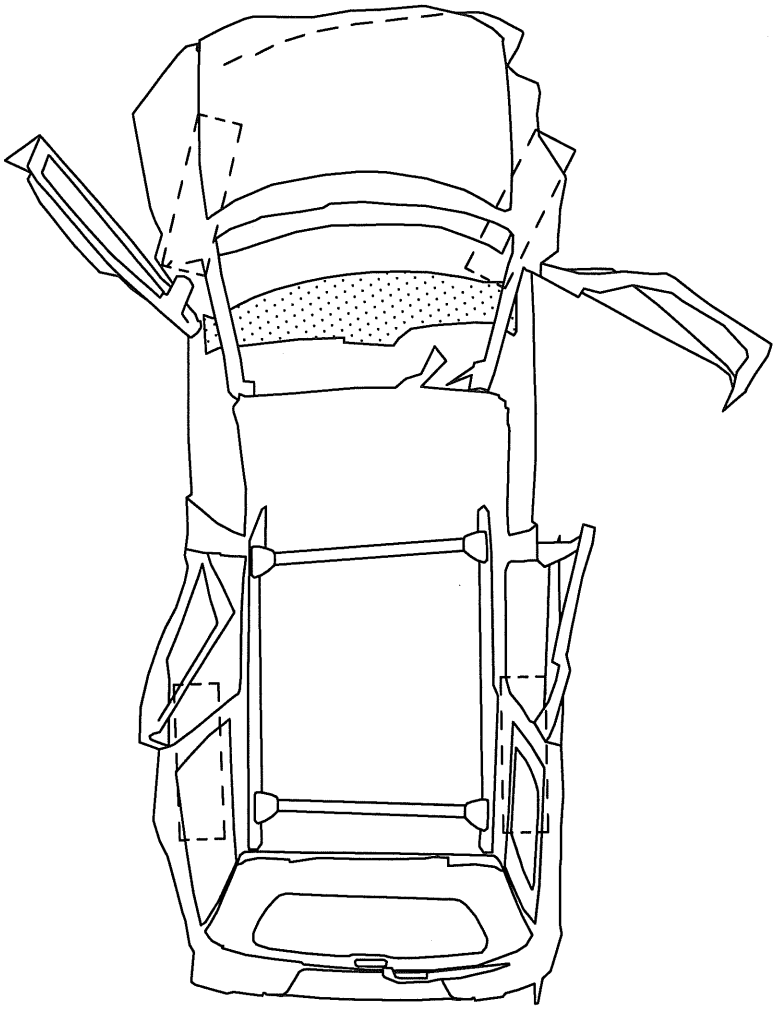
VEHICLE 1 (CHEVROLET)

Vehicle Damage Profile



Exemplar 2003 Chevrolet Trailblazer

Exemplar profile drawn
by Investigator Lawson



Vehicle 1 (Chevrolet)

Vehicle damage profile drawn
by Investigator Nees

SCALE

0' 1' 2' 3' 6'

REPRODUCTION MAY AFFECT SCALE

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

INTRODUCTION

Investigators Nees and Haas inspected and photographed the occupant restraints of Vehicle 1 (Chevrolet) on August 2, 2010, at the CHP Fresno Area Office, 1382 West Olive Avenue, Fresno, California 93728.

OVERVIEW

Vehicle 1 (Chevrolet) was a four door sport utility vehicle with a maximum seating capacity of five persons. The seating capacity of a vehicle is determined by the number and placement of the occupant restraints located within the vehicle. Vehicle 1 (Chevrolet) was outfitted with two bucket seats in the front and a folding bench seat in the rear.

The driver's seating position of Vehicle 1 (Chevrolet) was equipped with a Type 2, 3-point, continuous loop, combination lap/shoulder occupant restraint system. The restraint system was equipped with an emergency locking retractor that was incorporated into the seat back. The remaining components of the system consisted of restraint webbing, a fixed loop guide incorporated into the seat back, a fixed lower webbing anchor mounted to the left side of the seat frame, a sliding latch plate, and a quick release buckle mounted to the right side of the seat frame.

The right front seating position of Vehicle 1 (Chevrolet) was equipped with a Type 2, 3-point, continuous loop, combination lap/shoulder occupant restraint system. The restraint system was equipped with a switch able-emergency locking retractor that was incorporated into the seat back. The remaining components of the system consisted of restraint webbing, a fixed loop guide incorporated into the seat back, a fixed lower webbing anchor mounted to the right side of the seat frame, a sliding latch plate, and a quick release buckle mounted to the left side of the seat frame.

The left and right rear seating positions of Vehicle 1 (Chevrolet) were equipped with Type 2, 3-point, continuous loop, combination lap/shoulder occupant restraint systems. Each restraint was equipped with a switch able-emergency locking retractor that was mounted within the vehicle body adjacent to the appropriate seat position. The remaining components of each system consisted of restraint webbing, a fixed loop guide, a fixed lower webbing anchor attached to the base of their respective C-pillars, a sliding latch plate, and quick release buckle.

The middle rear seating position of Vehicle 1 (Chevrolet) was equipped with a Type 2, 3-point, continuous loop, combination lap/shoulder occupant restraint systems. The restraint system was equipped with a switch able-emergency locking retractor that was incorporated into the seat back. The remaining components of this system consisted of restraint webbing, a fixed loop guide, a fixed lower webbing anchor attached to the base of the seat, a sliding latch plate, and a quick release buckle.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

OVERVIEW (continued)

Vehicle 1 (Chevrolet) was also equipped with a supplemental inflatable restraint system (SRS). The SRS supplements the protection offered by the occupant restraint systems. The SRS in Vehicle 1 (Chevrolet) offered frontal impact protection for the driver and the right front passenger. The components consisted of SRS inflatable devices in the steering wheel and right front passenger dash area, a Sensing and Diagnostic Module and associated wiring.

The purpose of the restraint inspection was to determine if the restraints were in use at the time of the collision. If the restraints were in use at the time of the collision, evidence of usage may be located in the load bearing components of the restraints. These areas include the load bearing components of the restraints, such as the webbing material, loop guides, latch plates, and anchorage points. The evidence may consist of, but is not limited to, deformation of the anchorage points and mounting hardware, imprints on the plastic coverings of the loop guides and latch plates, stretching and curling of the restraint webbing, fiber transfers, and separated load limiters or energy management loops.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection (continued)

DRIVER

This restraint appeared to be original equipment and did not appear to have been modified. The latch plate was found unlatched from the buckle assembly. The restraint webbing was found in a retracted position with the latch plate hanging freely near the left side of the seat back. At the time of inspection, the restraint webbing was locked in the retracted position. The restraint exhibited evidence of regular usage which consisted of minor scratches to the latch plate and abrasions and minor wear on the webbing and webbing selvage.

The driver's side supplemental inflatable restraint was deployed.

Driver's restraint for Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-C (32) cropped

FACTS

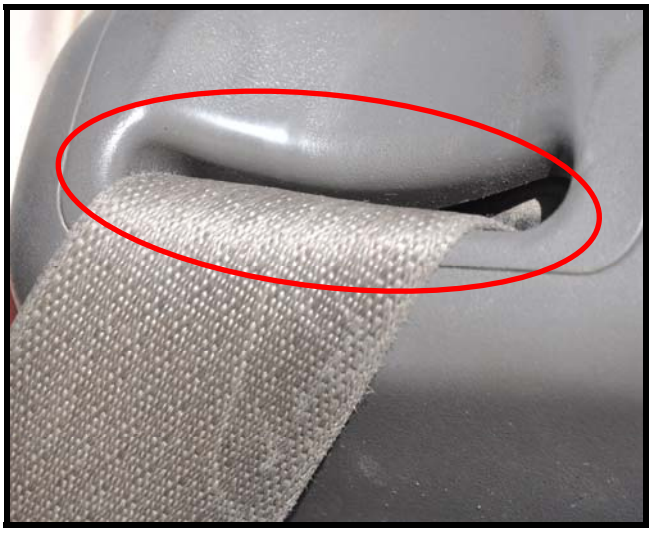
VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

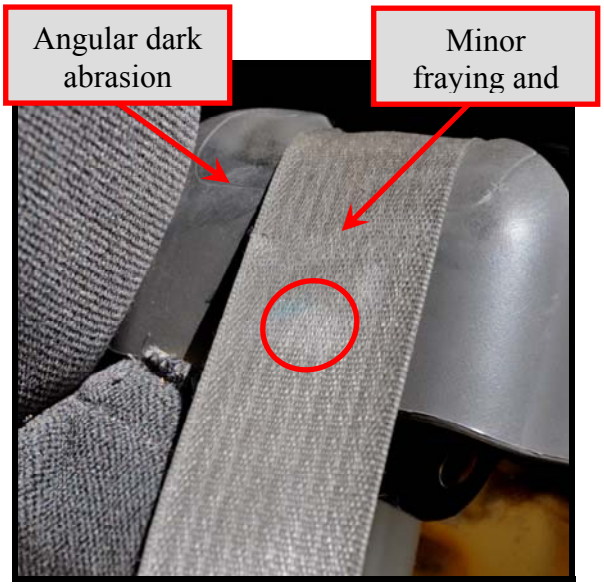
Restraint Inspection

DRIVER (continued)

The plastic cover on the seat back mounted loop guide was displaced rearward and to the right. There was an angular, dark colored abrasion on the right side of the forward face of the loop guide cover. There was material transfer and imprinting on the loop guide cover (red oval in photograph). There were abrasions and minor fraying of the restraint webbing adjacent to the loop guide cover. Minor waviness of the webbing and a blue transfer (red circle in photograph) was observed in the vicinity of the abrasions and fraying. The abrasions, fraying, webbing waviness and the blue transfer were located approximately 2.6 feet from the left side restraint seat anchor, and corresponded to the latch plate position when it was installed into the buckle assembly. This position was determined via measurement from the fixed anchor on the left side of the seat to the buckle assembly.



Material transfer and imprinting on loop guide cover.
CF-023-10 08-02-10 DH (54) cropped



Restraint webbing and loop guide cover.
CF-023-10 08-02-10 DH (53) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

DRIVER (continued)

The buckle assembly was in good condition, with minor soiling and grime on its external surfaces. The red release button was intact. Due to the restraint webbing being locked at the time of inspection, the latch plate was unable to be inserted into the buckle assembly. The latch plate from the left rear seat was removed from its restraint webbing for inspection. The left rear latch plate was inserted into the driver's buckle assembly to check the locking and unlocking function of the buckle assembly. The locking assembly within the buckle would securely lock the latch plate, and depressing the release button would adequately eject the latch plate from the buckle.

Based upon the material transfers and abrasions observed on the plastic components of the restraint hardware, the minor fraying and abrasions of the restraint webbing in the vicinity of the latch plate, and the minor waviness of the webbing adjacent to this area, it was determined the occupant restraint for the driver's seat position was in use at time of the frontal impact with the concrete median barrier.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection (continued)

RIGHT FRONT

The restraint webbing was found in a partially retracted position. The restraint exhibited evidence of regular usage which consisted of minor scratches to the latch plate and abrasions and minor wear on the webbing and webbing selvage. The restraint webbing was stiff. The seat mounted loop guide and its plastic cover were intact and did not exhibit any deformation or displacement.

An inspection of the plastic coverings of the latch plate loop guide revealed there were material transfers and imprinting consistent with restraint webbing loading. An area of angular abrasions and material displacement was located on the edge of the latch plate loop guide. There were also angular material transfers, abrasions and imprinting consistent with restraint webbing loading on the upper concave surface of the plastic loop guide cover which was incorporated into the seat back.

Angular abrasions on latch plate loop guide.
CF-023-10 08-02-10 DH (58) cropped

Material transfer and imprinting on loop guide cover.
CF-023-10 08-02-10 DH (57) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

RIGHT FRONT (continued)

The buckle assembly was in good condition, with minor soiling and grime on its external surfaces. The red release button was intact. Due to the restraint webbing being locked at the time of inspection, the latch plate was unable to be inserted into the buckle assembly. The latch plate from the left rear seat was removed from the restraint webbing for inspection. The left rear latch plate was inserted into the right front passenger's buckle assembly to check the locking and unlocking of the buckle assembly. The locking assembly within the buckle assembly would securely lock the latch plate, and depressing the release button would adequately eject the latch plate from the buckle assembly.

Based upon the material transfers and imprinting observed on the plastic components of the restraint hardware, it was determined the occupant restraint for the right front passenger's seat position was in use at the time of the frontal impact with the concrete median barrier.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection (continued)

REAR

Rear occupant restraints of Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (95)

Left Rear

The restraint webbing was found in a partially retracted position. The restraint webbing was locked in the retractor at the time of inspection. The restraint exhibited evidence of regular usage which consisted of minor scratches to the latch plate and abrasions and minor wear on the webbing and webbing selvage.

An inspection of the plastic coverings of the latch plate loop guide revealed there were no material transfers or imprinting consistent with restraint webbing loading. No material transfers or imprinting were located on the loop guide located in the upper portion of the C-pillar.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

REAR

Left (continued)

The buckle assembly was in good condition, with minor soiling and grime on its external surfaces. The red release button was intact. Due to the restraint webbing being locked, the latch plate was unable to be inserted into the buckle assembly. The latch plate was removed from the restraint webbing for inspection. The removed latch plate was inserted into the buckle assembly to check the locking and unlocking of the buckle assembly. The locking assembly within the buckle assembly would securely lock the latch plate, and depressing the release button would adequately eject the latch plate from the buckle assembly.

Based on the lack of physical evidence to indicate the restraint components were subjected to loading, it was determined the occupant restraint for the left rear seat position was not in use at the time of the frontal impact with the concrete median barrier.

Middle

The restraint webbing was found in a retracted position. The restraint webbing was withdrawn from the emergency locking retractor and it retracted as designed. Rapid withdrawal of the restraint webbing from the retractor resulted in a locking of the restraint.

An inspection of the plastic covering of the latch plate's loop guide revealed there were no material transfers or imprinting consistent with restraint webbing loading. No material transfers or imprinting were located on the loop guide incorporated into the seatback.

The buckle assembly was in good condition, with minor soiling and grime on its external surfaces. The red release button was intact and exhibited sufficient spring tension. The latch plate was inserted into the buckle assembly to check the locking and unlocking functions of the buckle assembly. The locking mechanism within the buckle assembly would securely lock the latch plate, and depressing the red release button would adequately eject the latch plate from the buckle assembly.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Restraint Inspection

REAR

Middle (continued)

Based on the lack of physical evidence to indicate the restraint components were subjected to loading, there was no physical evidence on the restraint to determine if it was used at the time of collision.

The following factors were utilized to determine the restraint was in use at the time of the frontal impact with the concrete median barrier:

- The statement of Witness 3 (Gonzales) indicating Passenger Cordoba in this occupant position as Vehicle 1 (Chevrolet) left her residence.
- The lack of evidence to the interior of Vehicle 1 (Chevrolet) indicating there was an unrestrained occupant inside the vehicle at the time of the frontal impact (displacement of the front seats and/or damage to the dash).
- The injuries sustained by Passenger Cordoba to her torso indicating a restraint was used.

Right

The restraint webbing was found in a retracted position. The restraint webbing was withdrawn from the emergency locking retractor and it retracted as designed. Rapid withdrawal of the restraint webbing from the retractor resulted in a locking of the restraint. The restraint exhibited evidence of regular usage which consisted of minor scratches to the latch plate and abrasions and minor wear on the webbing and webbing selvage.

An inspection of the plastic covering of the latch plate's loop guide revealed there were no material transfers or imprinting consistent with restraint webbing loading. No material transfers or imprinting were located on the loop guide located in the upper portion of the C-pillar.

The buckle assembly was in good condition, with minor soiling and grime on its external surfaces. The red release button was intact and exhibited sufficient spring tension. The latch plate was inserted into the buckle assembly to check the locking and unlocking functions of the buckle assembly. The locking mechanism within the buckle assembly would securely lock the latch plate, and depressing the release button would adequately eject the latch plate from the buckle assembly.

Based on the lack of physical evidence to indicate the restraint components were subjected to loading, it was determined the occupant restraint for the right rear seat position was not in use at the time of the frontal impact with the concrete median barrier.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET) (continued)

Mechanical Inspection

Description of Vehicle: 2004 Chevrolet Trailblazer Multiple Purpose Vehicle 4x2

Color: Blue

Gross Vehicle Weight Rating: 5,550 pounds
Front Axle Weight Rating: 2,950 pounds
Rear Axle Weight Rating: 3,200 pounds

Manufacture Date: May 2004

License: 5JQE042 California **Expiration Date**: July 26, 2011

Vehicle Identification Number (VIN): 1GNDS13S442413118

Odometer: Electronic, unknown. An attempt was made to apply power to the electrical system, however there was too much damage to the electrical system.

Inspection Dates: Monday, August 9, 2010, and Tuesday, August 10, 2010

Location: CHP Fresno Area Office
1382 West Olive Avenue
Fresno, California 93728
(559) 441-5441

Registered Owner: Olga L. Garay
1225 East Whittaker Way
Dinuba, California 93618

The mechanical components of this vehicle were separated into individual critical item segments for a detailed analysis of their functional abilities or abnormalities. The critical item segments on this vehicle will consist of the following: Power Train and Exhaust, Throttle and Fuel System, Electrical System, Steering, Suspension, Brakes, and Tires and Wheels. A check of recalls pertaining to Vehicle 1 (Chevrolet) was also conducted.

The damage and information listed in the following narrative is not inclusive of all damage to Vehicle 1 (Chevrolet). All references to direction are oriented from the driver's seat of the vehicle looking forward through the windshield.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

RECALLS

A search of Safety Recalls was conducted through the National Highway Traffic Safety Administration (NHTSA) and General Motors Corporation.

A safety recall is defined as a recall by the manufacturer (or governmental agency) due to an immediate safety hazard with the involved vehicle. A recall is initiated when a motor vehicle or item of motor vehicle equipment (including tires) does not comply with a Federal Motor Vehicle Safety Standard (FMVSS), or when there is a safety related defect in the vehicle or equipment.

A check of the NHTSA Web site *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm* on August 3, 2010, at 1521 hours, indicated two recalls for a 2004 Chevrolet Trailblazer. The recalls applied to aftermarket lighting devices, however they did not apply to this vehicle.

The General Motors Corporation data system was accessed through a local dealership on August 10, 2010, at 1530 hours. Checking the vehicle by VIN indicated there were no open recalls for this vehicle.

A check of the NHTSA Web site *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm* on August 11, 2010, at 1300 hours, indicated there were no recalls for the Michelin X Radial LT tires on this vehicle.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

POWER TRAIN AND EXHAUST

The hood was unbolted at the hinges to facilitate the inspection of the components under the hood.

This vehicle was equipped with a front-engine, rear wheel drive power train configuration. Vehicle 1 (Chevrolet) was equipped with an L6, in-line, 4.2-liter, multi-port fuel injected, gasoline powered, longitudinally mounted six cylinder engine. The engine was connected to a 4L60E four speed automatic transmission. Engine power was transferred from the transmission assembly through a one piece driveshaft to a Hotchkiss-type drive axle.

Due to collision damage, the gear selector lever in the center console was in an unknown position.

All of the belt driven accessories were attached and appeared functional. A single multi-groove serpentine drive belt drove the alternator, air conditioning compressor and the water pump. The drive belt was displaced from the driven pulleys.

The exhaust system was routed under the right side of the vehicle and discharged to the rear at the right. There were no cracks, indications of exhaust residue or any other indications of an exhaust leak.

Inspection of the power train and exhaust indicated they were intact and functional prior to the collision; however they sustained the following collision damage:

- The radiator and air conditioning condenser were displaced rearward into the cooling fan.
- The fan hub housing was broken.
- The engine oil pan was broken front and rear.
- The transmission bell housing was broken.
- The left engine mount was broken.
- The right engine mount was compressed rearward.
- The transmission oil pan was dented upward.
- The transmission shift linkage was broken next to the transmission oil pan damage.
- The transmission tail shaft housing was broken.
- The midpoint of the driveshaft was displaced and severed.
- The exhaust muffler was bent upward in the center.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

THROTTLE AND FUEL SYSTEM

Vehicle 1 (Chevrolet) utilized a multipoint, electronically controlled, mass air flow type fuel injection and air intake system. The fuel system was incorporated into the electronic engine control system to control and monitor fuel delivery and throttle operation during vehicle operation.

Air induction into the engine was facilitated by a single bore sidedraft throttle body fastened to the inlet of the intake manifold. The throttle body was outfitted with a single throttle blade, a throttle actuator motor, and two integral throttle position sensors. The engine control module (ECM) is the control center for the throttle actuator control (TAC) system. The ECM receives input data from the accelerator pedal position sensors and then calculates the appropriate throttle response. The ECM achieves throttle positioning by providing a pulse width modulated voltage to the TAC motor. The TAC motor was spring loaded in both directions and the TAC motor default position was in a slightly open position. Air volume entering the engine was determined by a mass air flow sensor plumbed in series into the air intake system.

The accelerator pedal was outfitted with two accelerator position sensors. These sensors determine accelerator pedal angle and rate of travel. This data is sent to the ECM and is included in the determination of TAC motor operation.

Vehicle 1 (Chevrolet) throttle body, throttle actuator motor, and associated wiring.
CF-023-10 08-09-10 MS (37)

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

THROTTLE AND FUEL SYSTEM (continued)

The throttle body and the TAC motor were undamaged in the collision. The accelerator pedal was damaged as a result of upward floor pan displacement. All of the associated wiring harnesses were securely fastened and were undamaged.

The fuel system consisted of intake manifold mounted fuel injectors, fuel rail, fuel tank, in-tank fuel pump, fuel supply and return lines, and flexible hoses. Fuel was delivered to the cylinders through ECM controlled, sequentially timed fuel injectors. All of the fuel lines and hoses, as well as the fuel rail, fuel pressure regulator and fuel injectors were properly mounted and undamaged. The 22.0 gallon fuel tank was securely mounted to the frame with two steel straps. There were no leaks, stains, residue or any other indications of a fuel leak in the fuel storage or delivery systems.

An inspection of the throttle and fuel systems indicated they were intact and functional prior to the collision; however during the inspection the following collision damage was noted:

- The air intake plumbing was separated in the right front corner of the engine compartment.
- The air flow meter was missing.
- The bottom of the fuel tank was displaced upward.
- The bar under the fuel tank that extended from the right frame rail to the left frame rail was bent upward.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

ELECTRICAL SYSTEM

Vehicle 1 (Chevrolet) was outfitted with a 12 volt negative ground electrical system. The battery was mounted in a tray in the left front of the engine compartment. The AD-244 air cooled, internal fan, belt driven alternator was mounted to the left forward side of the engine. The power distribution box was located in the left side of the engine compartment.

Inspection of the electrical system indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The battery was broken and detached from the vehicle.
- The serpentine drive belt was broken and was displaced from the alternator pulley.
- The power distribution box was broken from its mount within the engine compartment.
- The turn signal lever was broken from the left side of the steering column.
- The various wire harnesses about the underhood and dash panel areas displayed varying degrees of damage that consisted of breaks and separations of the individual wires.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

STEERING

This vehicle was equipped with a power assisted rack and pinion type steering system. The steering consisted of a steering wheel, an adjustable tilt steering column, steering shaft, rack and pinion assembly, steering knuckles and the associated connecting linkage. The steering wheel was fastened to the top of the steering column shaft. The tilt steering column was in the lowered position. The steering shaft extended through the engine compartment bulkhead to the input shaft of the rack and pinion assembly. The rack and pinion assembly was securely attached to the top of the suspension subframe. The tie rods extended outward from the ends of the rack and pinion assembly to the steering arms on the rear of the knuckles. The upper portions of the steering knuckles were bolted to the bottom of the MacPherson strut assemblies. The lower portions of the knuckles were connected to the control arms with ball joints.

The constant displacement vane type, belt driven power steering pump was mounted to the right front of the engine. The remote plastic reservoir was attached to the right side of the engine.

Inspection of the steering system indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The steering wheel was collapsed.
- The steering column was separated from the bottom of the dash.
- The steering shaft was separated at the slip joint in the driver's compartment.
- The steering shaft was jammed into the forward side of the bulkhead and could not be rotated.
- The pinion housing was broken and displaced. This damage prevented the input shaft of the rack and pinion assembly from being rotated.
- The right tie rod was bent at the adjusting threads.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

SUSPENSION

Front

The steering axle was equipped with a "short-long arm" independent suspension system utilizing upper and lower control arms, coil type springs for ride control, double acting shock absorbers for damping control, and a stabilizer bar. The upper control arms were attached to brackets, which were attached to the outboard of the frame rails and extended outward to the top of the steering knuckles. The lower control arms were connected to the bottom of the frame rails and extended outward to the bottom of the steering knuckles. The steering knuckles were attached to the control arms with ball joints. The coil springs and shock absorbers were integral units where the springs were positioned on seats mounted near the base of the shock absorbers. The upper sections of the springs and shock absorbers were mounted to brackets which were attached to the frame near the upper control arms. The upper end of each shock absorber was mounted to a frame bracket and extended downward to a bracket attached to each lower control arm. The stabilizer bar was clamped to the underside of the frame rails in front of the suspension assemblies. The ends of the stabilizer bar extended rearward where they attached to the lower control arm with short links.

Inspection of the front suspension indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The frame rails were collapsed rearward.
- The left frame rail was crimped rearward of the left lower control arm's rear leg.
- The left stabilizer bar link was broken.
- The right frame rail was bent upward and inward between the upper and lower control arms.
- The right lower control arm ball joint was separated from the steering knuckle.
- The right stabilizer bar link was separated at the lower ball joint.
- The right shock absorber was bent just above the bracket attached to the lower control arm.
- The right frame rail was crimped rearward of the right lower control arm which pinched the right end of the rack and pinion between the frame rail and the rear leg of the lower control arm.
- The right shock absorber's upper mounting bolt was torn from its mounting bracket.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

SUSPENSION (continued)

Rear

The rear suspension consisted of a non-adjustable four link, semi-independent suspension system that consisted of upper and lower trailing links, coil springs for ride control, Panhard link for axle placement, shock absorbers for damping control, and a stabilizer bar. The lower trailing links were connected to brackets under the frame rails and extended rearward. The trailing links were attached to brackets under the axle housing. The upper links were connected between brackets mounted on top of the axle housing and brackets on the outboard of the frame rails. The upper links mounted to the axle housing were outboard of the trailing link mounts. The coil springs were positioned between seats on top of the axle housing and seats inboard of the frame rails. The Panhard link was mounted between two brackets, one under the right frame rail and one on the rear of the left side of the axle housing. The shock absorbers were mounted to brackets under the axle housing and extended upward and rearward to brackets outboard of the frame rails. The stabilizer bar was mounted by brackets with rubber grommets to the front of the axle housing. The ends of the stabilizer bar extended forward and were connected to the outboard side of the frame rails with long links.

Inspection of the rear suspension indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The coil springs were missing.
- The right shock absorber was separated. The shaft was broken and was pulled out of the barrel of the shock absorber.
- The right lower trailing link was bent downward.
- The right stabilizer bar link was broken.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

BRAKES

Vehicle 1 (Chevrolet) was fitted with a sliding pin, dual piston type, floating brake caliper and disc brake configuration at the front hubs; and a sliding pin, single piston type, floating brake caliper and disc brake configuration at the rear hubs of the vehicle. The service brake system was actuated by a vacuum assisted, dual piston, alloy master cylinder mounted to the left side of the engine compartment bulkhead. The hydraulic system was a diagonally split system that was comprised of the left front and right rear brakes on one circuit, and the right front and left rear brakes on the other circuit.

The master cylinder utilized a plastic fluid reservoir with a twist-on cap. The reservoir was adequately filled with brake fluid and the master cylinder reservoir's twist-on cap was correctly installed. The single bore, dual piston alloy brake master cylinder was mounted to the forward side of the vacuum booster, which was mounted to the forward side of the bulkhead. The vacuum booster was operated by the brake pedal via a pushrod. By design, the master cylinder converts mechanical input force to hydraulic output pressure. When the brake pedal was depressed, pressure was applied by mechanical linkage to the primary and secondary pistons of the master cylinder. The primary and secondary pistons applied hydraulic pressure to the two hydraulic circuits.

The vacuum booster was checked with a vacuum pump but it would not adequately hold a vacuum. The one-way check valve functioned properly. The vacuum tubing and hoses connecting the booster to the engine vacuum source were properly connected.

The parking brake system was checked for operation before the service brakes were checked. The parking brake system was a mechanical system that activated a shoe-and-drum system within the rear brake rotors. The hand operated assembly was mounted in the center console and was found in the released position. Application of the parking brake lever would lock and unlock the rear hubs as designed.

All four hubs would rotate freely. The system was checked for evidence of pre-existing leaks. None were noted.

Vehicle 1 (Chevrolet) was equipped with a three channel antilock brake system. The EBC 325 Electronic Brake Control Module (EBCM) was located on the inboard side of the left frame rail. The EBCM uses a three channel configuration to control the left front wheel, the right front wheel, and the combined rear wheels. The EBCM directs fluid to the left front and right front wheels independently. The EBCM directs fluid to the two rear wheels on a single hydraulic circuit. The EBCM was undamaged, but the unit and its associated mounting bracket was displaced slightly inward as a result of frame rail displacement.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

BRAKES (continued)

Brake Pedal Travel

Due to collision damage, a Kent-Moore brake effort gauge was not attached to the brake pedal. The operation of the brake system was checked by applying force to the brake pedal using a pedal jack. With the pedal depressed, an attempt was made to rotate each hub using a three foot long bar placed between two adjacent wheel studs. All four hubs could not be rotated.

The brake pedal had ¼ inch of free travel. With application force, the travel was 1½ inches.

Front

Each side of the front brake system was equipped with a dual piston, sliding pin mounted floating caliper, a vented hat type cast-iron rotor, a flexible hose, attachment hardware and semi-metallic brake pads. The friction surfaces on the rotors and pads were smooth. All portions of the front brakes were intact, properly mounted or attached, and functional.

COMPONENT	LEFT	RIGHT
Lining Type	Bonded	Bonded
Lining Thickness, Outboard	0.290”	0.311”
Lining Thickness, Inboard	0.299”	0.301”
Adjuster Type	Auto	Auto
Number of Pistons	2	2
Rotor Thickness	1.149”	1.148”
MANUFACTURER’S SPECIFICATIONS		
Rotor Minimum Thickness	1.080”	
Lining Minimum Thickness	0.030”	

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

BRAKES (continued)

Rear

Each side of the rear brake system was equipped with a single piston, sliding pin mounted floating caliper, a vented hat type cast-iron rotor with an internal drum and friction material parking brake mechanism, a flexible hose, attachment hardware and semi-metallic brake pads. The friction surfaces on the rotors and pads were smooth. All portions of the rear brakes were intact, properly mounted or attached, and functional.

COMPONENT	LEFT	RIGHT
Lining Type	Bonded	Bonded
Lining Thickness, Outboard	0.245”	0.260”
Lining Thickness, Inboard	0.255”	0.274”
Adjuster Type	Auto	Auto
Number of Pistons	1	1
Rotor Thickness	0.787”	0.791”
MANUFACTURER’S SPECIFICATIONS		
Rotor Minimum Thickness	0.728”	
Lining Minimum Thickness	0.030”	

A sample of brake fluid was drained from the right front brake caliper and checked using a Tech Plus brake fluid tester. The boiling point of the brake fluid was 304 degrees, which was above the minimum required temperature for the recommended DOT 3 brake fluid. The brake master cylinder reservoir twist-on cap indicated DOT 3 brake fluid was recommended.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

BRAKES (continued)

Inspection of the brake system indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The vacuum booster would not hold vacuum. This was likely due to brake pedal displacement as a result of the collision. In a vacuum booster, pedal force application opens the internal booster valve to atmospheric pressure. Displacement of the brake pedal and the associated pedal pushrod as a result of collision damage can open this valve.
- The brake lines were pinched inboard of the left frame rail between the pinion housing of the rack and pinion, forward of the brake antilock control module.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection (continued)

TIRES AND WHEELS

The manufacturer's recommended tire size for this vehicle was 245/70R16 tires inflated to 30 pounds per square inch (psi) for the front tires, 35 pounds per square inch for the rear tires, and installed on 16x7J wheels. This information was located on a label on the left door below the latch, as well a "Tire and Loading Information" label mounted on the left B-pillar.

The tires and wheels installed on Vehicle 1 (Chevrolet) were the correct size and type recommended by the manufacturer as specified on the appropriate vehicle labels.

Information and damage related to the tires were indexed to the Department of Transportation (DOT) number being located at the 12:00 o'clock position. Information and damage related to the wheels were indexed to the valve stem being located at the 12:00 o'clock position. The tire tread depth measurements originated at the outboard shoulder, traverse the tread width, and terminate at the inboard shoulder of the tire. The tire tread depth measurements included the tread shoulder as well as the major tread grooves.

Front

The front tire sidewalls were embossed with the following information.

	LEFT	RIGHT
Make and Model	Michelin X Radial LT2	Michelin X Radial LT2
Size	P245/70R16 106T	P245/70R16 106T
Tread Plies	2 polyester, 2 steel, 1 polyamide	2 polyester, 2 steel, 1 polyamide
Sidewall Plies	2 polyester	2 polyester
Maximum Load	2,094 lbs @ 44 psi	2,094 lbs @ 44 psi
Treadwear	720	720
Traction	A	A
Temperature	A	A
DOT Number	M3BU 007X 5009	M3BU 007X 4809
Week & Year of Mfg.	50th week of 2009	48th week of 2009
DOT Number Location	Inboard	Inboard
Inflation Pressure	0 psi	0 psi
Tread Depth /32"	10, 11, 12, 12, 11, 10	10, 11, 12, 11, 10, 10
Wheel Type	Alloy	Alloy
Wheel Description	16x7J	16x7J

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

TIRES AND WHEELS (continued)

Rear

The rear tire sidewalls were embossed with the following information.

	LEFT	RIGHT
Make and Model	Michelin X Radial LT2	Michelin X Radial LT2
Size	P245/70R16 106T	P245/70R16 106T
Tread Plies	2 polyester, 2 steel, 1 polyamide	2 polyester, 2 steel, 1 polyamide
Sidewall Plies	2 polyester	2 polyester
Maximum Load	2,094 lbs @ 44 psi	2,094 lbs @ 44 psi
Treadwear	720	720
Traction	A	A
Temperature	A	A
DOT Number	M3BU 007X 5009	M3BU 007X 4909
Week & Year of Mfg.	50th week of 2009	49th week of 2009
DOT Number Location	Inboard	Inboard
Inflation Pressure	10 psi	31 psi
Tread Depth /32”	10, 11, 11, 11, 11, 10	10, 12, 12, 12, 12, 10
Wheel Type	Alloy	Alloy
Wheel Description	16x7J	16x7J

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

TIRES AND WHEELS (continued)

Inspection of the tires and wheels indicated they were intact and functional prior to the collision; however they sustained the following collision damage.

FRONT AXLE	
Left	• The tire was caged by vehicle damage. • The tire's outboard bead was off of the wheel bead seat. • The outboard sidewall had an oblique slice between 6:45 and 7:00. The slice was 1½ inches long and was located 2 inches out from the GG ring. • There was a gouge in the outboard sidewall at 6:45. The gouge was 1 inch by 1 inch, and was located 3½ inches out from the GG ring. • There was a circumferential scratch on the outboard sidewall between 8:45 and 9:00. The scratch was 1½ inches long and was located 1¼ inch out from the GG ring. • There was a circumferential gouge in the tire tread beginning at 8:45 inboard of the 1st major groove. The gouge extended to 10:15 at the outboard shoulder. The gouge was 11¼ inches long. • The wheel's outboard flange and bead were ground off between 6:30 and 10:45, 20 inches long. • There was asphalt stuck below the outboard flange between 10:45 and 11:15. This area was 2 inches wide by 1 inch long. • The wheel's inboard bead had a circumferential scrape between 8:45 and 7:00. The scrape was 5 inches long. • There was a gouge in the wheel's inboard bead hump between 6:45 and 6:00. The gouge was 3½ inches long by ¼ inch wide.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

TIRES AND WHEELS (continued)

FRONT AXLE	
Right	• The tire was unseated from the outboard and inboard wheel bead seats. • The tire tread had a puncture at 8:15, inboard of the 1st major tread groove. • There was a circumferential gouge in the tread between the 1st and 2nd major tread grooves between 8:15 and 8:30. The gouge was 2 inches long. • There was a circumferential slice in the tread between 11:45 and 12:00. The slice was located in the 3rd major tread groove and was 2¼ inches long. • The inboard bead toe was damaged between 1:30 and 2:00. The damage was 1½ inches long. This damage may have been the result of removing the tire from the wheel for inspection. • The wheel's outboard flange was ground off between 1:45 and 4:30. This damage was 13½ inches long. • The well of the wheel had a circumferential break between 5:00 and 8:00. This damage was 15 inches long. • The wheel's inboard flange, bead and well exhibited a radial collapse between 10:00 and 6:00. The collapse was 17 inches long and was 5 inches deep. • The wheel's inboard flange and bead were missing between 10:00 and 7:30. The missing area was 11 inches long. • The well of the wheel was broken and missing between 8:15 and 7:15. The damage was 4½ inches long by 2 inches wide, and was located 3¼ inches inboard from the outboard wheel flange. • The well of the wheel was broken and missing between 9:00 and 7:00. The missing area was 9 inches long and 2 inches wide. The damage was located 6 inches inboard from the outboard wheel flange.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Mechanical Inspection

TIRES AND WHEELS (continued)

REAR AXLE	
Left	• The wheel's outboard flange and spoke were scraped and gouged between 11:30 and 3:30. The damaged area was 18 inches long by 3 inches wide. There appeared to be asphalt attached to the damaged area. • Lead-in angular abrasions were located on the outboard sidewall from 10:00 to 6:00. These abrasions were superficial and were located adjacent to the damaged area of the wheel.
Right	• The wheel's outboard flange exhibited angular scrapes and gouges between 7:30 and 11:00. The damage was 16½ inches long. • The wheel's outboard flange exhibited angular scrapes and gouges between 12:00 and 1:15. The damage was 6 inches long.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET) (continued)

Supplemental Restraint System

INTRODUCTION

Vehicle 1 (Chevrolet) was equipped with a frontal occupant protection system, which incorporated manual three point safety belts, along with a driver and right front passenger Supplemental Restraint System (SRS). Under such a system, crash detection, as well as airbag deployment, is managed by an airbag control module referred to as a Sensing Diagnostic Module (SDM). The primary purpose of the SDM is to evaluate the acceleration experienced by the vehicle during a traffic collision. Depending on the severity and direction of the acceleration, the SDM will determine when and if airbag deployment is warranted.

In addition to its primary function, the SDM is equipped with an Electronically Erasable Programmable Read Only Memory (EEPROM) that is used to preserve critical operating data before and during an event, including crash severity and airbag deployment data. This data preservation is dependent upon available power to the SDM during and after the collision event. Collision related data stored in the SDM of Vehicle 1 (Chevrolet) was retrieved utilizing proprietary hardware and software of the Bosch Crash Data Retrieval System (CDR).

DATA IMAGING

The SDM of Vehicle 1 (Chevrolet) was located under the center console, between the two front seats and was found securely bolted to the center tunnel with the directional arrow facing forward. The Bosch Crash Data Retrieval System (Version 3.5) was initially connected to Vehicle 1 (Chevrolet) via the underdash SAE J1962 Data Link Connector and an external power source. This method was unsuccessful. The Bosch Crash Data Retrieval System (CDR) was then connected to the SDM utilizing the appropriate direct to module interface cable (part number 2002829). The SDM remained securely mounted within Vehicle 1 (Chevrolet). The SDM was successfully imaged at 1707 hours, on Tuesday, August 3, 2010, by Investigator Kolter. The CDR data report from the SDM of Vehicle 1 (Chevrolet) is attached to this supplemental report as Annex B.

The SDM mounted in Vehicle 1 (Chevrolet).
CF-023-10 08-03-10 JK (7) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Supplemental Restraint System

DATA IMAGING (continued)

The imaged CDR data contained one recorded event. That event was a "Deployment" Event.

A "Deployment" Event is one in which acceleration was observed along the longitudinal axis of the vehicle which was sufficient to cause the SDM's crash sensing algorithm to "enable" or "wake-up," and which is sufficient to warrant a deployment command. In a Deployment Event, the SDM records pre-crash and crash data. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an airbag, the SDM must be replaced.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Sensing and Diagnostic Module

ANALYSIS

The following table illustrates the recorded system status summary of the CDR data from the SDM of Vehicle 1 (Chevrolet) for the Deployment Event:

System Status At Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Ignition Cycles At Deployment	14039
Ignition Cycles At Investigation	14040
Maximum SDM Recorded Velocity Change (MPH)	-21.03
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	147.5
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Time Between Non-Deployment And Deployment Events (sec)	N/A
Frontal Deployment Level Event Counter	1
Event Recording Complete	Yes
Multiple Events Associated With This Record	No
One Or More Associated Events Not Recorded	No

Based on the data contained in the CDR report from Vehicle 1 (Chevrolet) the following analysis was done to provide an illustration of the pre-crash condition of Vehicle 1 (Chevrolet):

- The warning lamp for the Supplemental Inflatable Restraint (SIR) system was off. This indicated that the SIR system was in good working order and there were no diagnostic trouble codes recorded pertaining to the air bag system.
- The Deployment Event occurred on the ignition cycle (red outlined areas above) following the collision. The collision occurred on ignition cycle 14,039, and the imaging of the SDM occurred on the following ignition cycle.
- One event was recorded by the SDM. The event was determined to be the collision between Vehicle 1 (Chevrolet) and the concrete median barrier.
- The maximum recorded velocity change was -21.03 miles per hour.
- The “Driver’s Belt Switch Circuit Status” was “Buckled” which was consistent with the evidence located in the restraint analysis.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Supplemental Restraint System

ANALYSIS (continued)

The Deployment Event contained operating data of Vehicle 1 (Chevrolet) for approximately 5 "Seconds Before AE." Additionally, the Deployment Event contained "Brake Switch Circuit Status" data for approximately 8 "Seconds Before AE."

"Seconds Before AE" refers to the elapsed time prior to the enablement of the decision making algorithm in the SDM and is referred to as "pre-crash data." Each block of time is referenced as "seconds before AE;" however, due to reporting latency and the asynchronous recording of the data by the SDM, the data is actually recorded within ± 0.2 seconds of the listed times as shown in the following tables.

Deployment Event

Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle
-5	67	2176	0
-4	65	1984	0
-3	62	1792	0
-2	55	1664	0
-1	40	1216	0

Seconds Before AE	Brake Switch Circuit Status
-8	OFF
-7	OFF
-6	ON
-5	ON
-4	OFF
-3	OFF
-2	OFF
-1	OFF

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Supplemental Restraint System

ANALYSIS (continued)

Based upon data contained in the tables on the preceding page, the following conclusions were made pertaining to the pre-crash operation of Vehicle 1 (Chevrolet):

- Vehicle 1 (Chevrolet) was traveling approximately 67 miles per hour prior to the collision. The vehicle speed is obtained from the vehicle speed sensor, which is mounted in the output shaft of the transmission. The vehicle speed data is transmitted from the Power Train Control Module to the SDM through the communication bus of the vehicle.
- Party 1 (Garay) depressed the brake pedal of Vehicle 1 (Chevrolet) 5 to 6 seconds prior to the collision. Party 1 (Garay) then released the brake pedal, and did not reapply the brake pedal in the approximate 4 seconds prior to the collision. Party 1 (Garay) depressed the brake pedal enough to energize the brake switch circuit, however the rate of application and the amount of force with which Party 1 (Garay) depressed the brake pedal are unknown.
- The throttle of Vehicle 1 (Chevrolet) was not applied immediately prior to the collision. This was evidenced by the "percent throttle" value at "0" prior to the collision. The percent throttle data is obtained from the throttle position sensor, which is mounted in the throttle body. The throttle data is transmitted from the Power Train Control Module to the SDM through the communication bus of the vehicle.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection

INTRODUCTION

Investigators Nees and Haas inspected and photographed the right headlamp of Vehicle 1 (Chevrolet) on July 29, 2010, at the CHP Fresno Area Office, 1382 West Olive Avenue, Fresno, California 93728. On August 2, 2010, Investigators Nees and Haas inspected and photographed the left tail lamp and the interior lights of Vehicle 1 (Chevrolet).

The headlamp switch was located in the dash panel to the left of the steering wheel. The switch was a rotary design and was found in the "Automatic DRL/AHS" position. With the headlamp switch in this position, the exterior illumination system of Vehicle 1 (Chevrolet) was in the "Automatic Daytime Running Lamp/Automatic Headlamp System" mode. This system utilized an ambient light sensor that was mounted at the top middle of the dash panel between the windshield defroster vents. The ambient light sensor is a light sensitive transistor that varies its voltage signal to the Body Control Module (BCM) in response to changes to the outside (ambient) light level. When the BCM receives this signal, it will either turn on the Daytime Running Lamps through the Headlamp Driver Module using a reduced output, or the BCM will turn on the headlamps at full intensity for auto headlamp operation. The BCM determines the desired lamp intensity utilizing the ambient light sensor. When the vehicle is placed in park or the ignition is turned off the Daytime Running Lamps will turn off. Any function or condition that turns on the headlights will cancel the Daytime Running Lamp's operation. The Daytime Running Lamps are the low beam headlights at a reduced intensity, nominally 70% of full low beam head lamp illumination.

Vehicle 1 (Chevrolet) headlamp switch.
CF-023-10 08-09-10 MS (41) (cropped)

FACTS

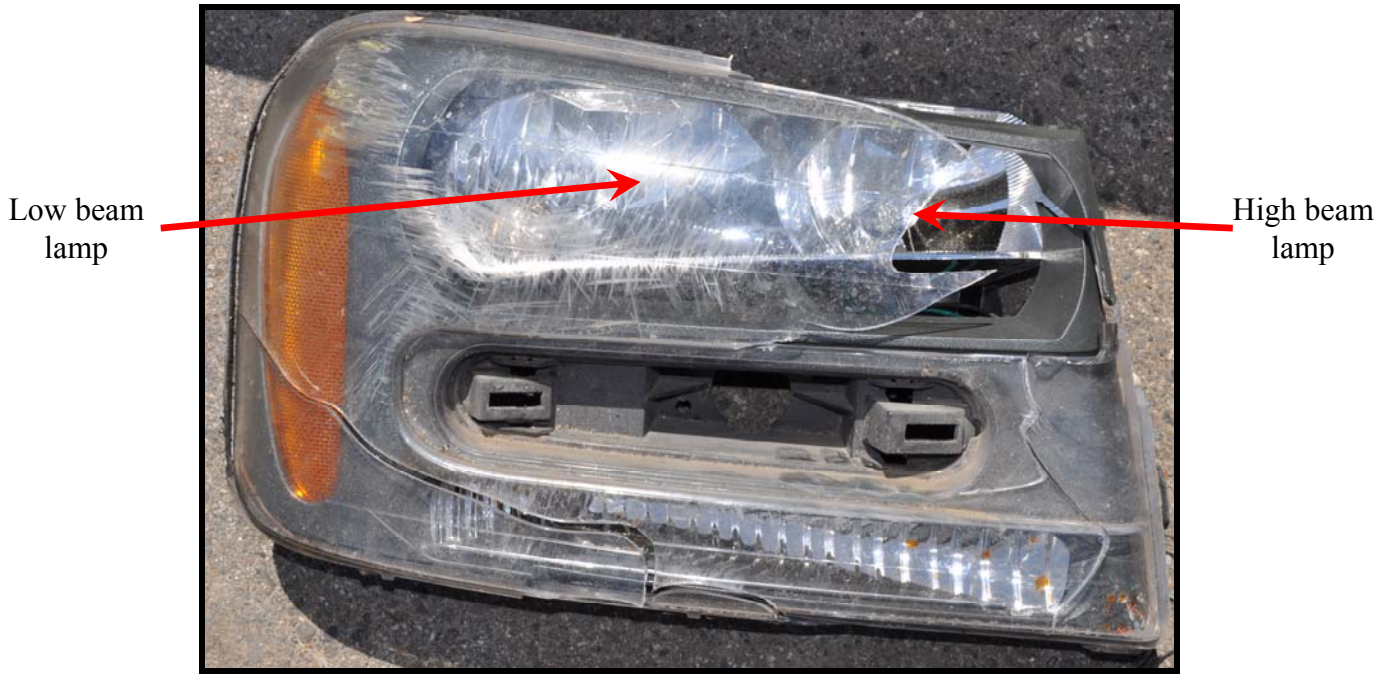
VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection (continued)

RIGHT HEADLAMP ASSEMBLY

The right headlamp assembly was detached from the vehicle and located at the scene (evidence item 38). During the lamp inspection the assembly was located by investigators in the rear cargo area of Vehicle 1 (Chevrolet). The headlamp assembly contained two separate lamps. The outboard bulb was the low beam lamp and the inboard lamp was the high beam lamp.



Detached right headlamp assembly of Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-B (86) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection (continued)

RIGHT LOW BEAM HEADLAMP

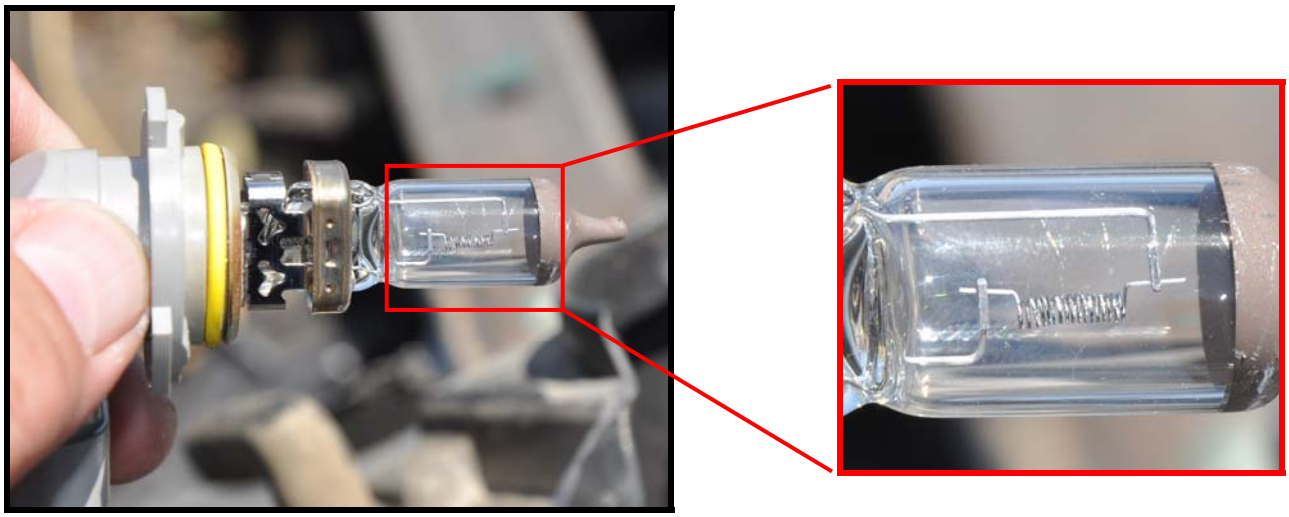
The low beam headlamp was examined from the headlamp assembly of Vehicle 1 (Chevrolet).

Type

The right, low beam, headlamp was a Sylvania 9006 HB4, 12.8 volt, 55 watt, T-4 shaped bulb with a single filament in a C-8 configuration on a P22d base.

Examination

The glass envelope was intact. There was continuity through the filament. The filament was bright, shiny and silver in luster. The filament's coils were even in spacing and pitch.



Right low beam headlamp of Vehicle 1 (Chevrolet).
CF-023-10 07-29-10 DH-C (58) cropped

Analysis

The color, spacing, and pitch of the filament's coils did not constitute evidence of either hot or cold shock. Based on the physical evidence it was indeterminate if the right low beam headlamp was incandescent at the time of the impact with the concrete median barrier. This lamp, not being incandescent, was consistent with evidence of the right high beam lamp being incandescent (refer to the following page). The high beam and low beam lamps can not be incandescent at the same time due to the design of the electrical system.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection (continued)

RIGHT HIGH BEAM HEADLAMP

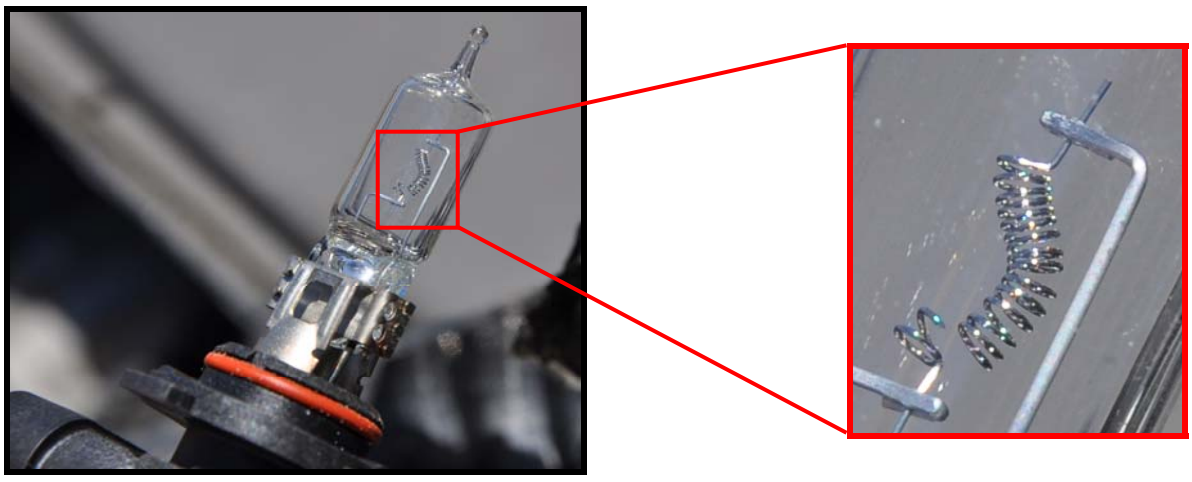
The high beam headlamp was examined from the headlamp assembly of Vehicle 1 (Chevrolet).

Type

The right, high beam, headlamp was a Sylvania 9005 HB3, 12.8 volt, 65 watt, T-4 shaped bulb with a single filament in a C-8 configuration on a P20d base.

Examination

The glass envelope was intact. There was no continuity through the filament. The filament was fractured two coils above the lower support post. The filament was bright, shiny and silver in luster. The coils in the filament were stretched and bowed with uneven spacing and pitch.



Right high beam headlamp of Vehicle 1 (Chevrolet)
CF-0-23-10 07-29-10 DH-C (64) cropped

Analysis

The distortion and uneven spacing of the filament's coils constituted evidence of hot shock. The evidence of hot shock indicated the filament was incandescent at the time of the impact with the concrete median barrier. The fractured filament is evidence of cold shock. Cold shock indicated the filament was not incandescent when it was fractured during subsequent impacts after the initial impact with the concrete median barrier and the electrical system of Vehicle 1 (Chevrolet) was damaged.

FACTS

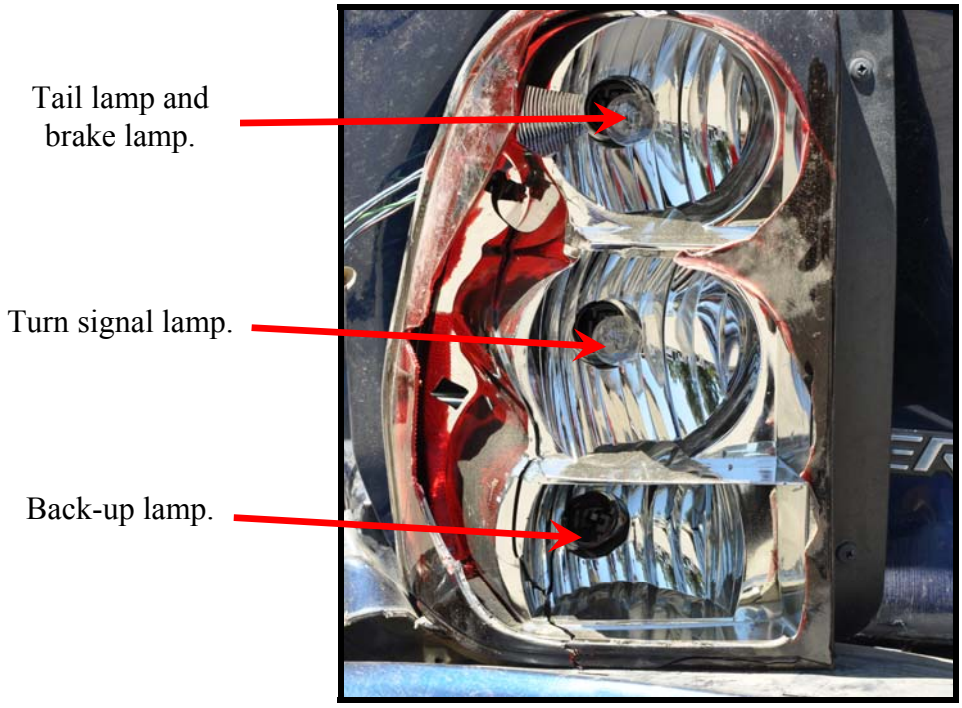
VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection (continued)

LEFT TAIL LAMP ASSEMBLY

The left tail lamp assembly from Vehicle 1 (Chevrolet) was located attached to the left rear of the vehicle by the wiring harness. The tail lamp assembly contained three lamps. The uppermost lamp was for the tail lamp and brake lamp, the middle lamp was for the turn signal, and the lower lamp was for the back-up lamp. The lower lamp was detached from the vehicle and therefore was not examined.



Left tail lamp of Vehicle 1 (Chevrolet).
CF-023-10 08-02-10 DH (2) cropped

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection

LEFT TAIL LAMP AND BRAKE LAMP (continued)

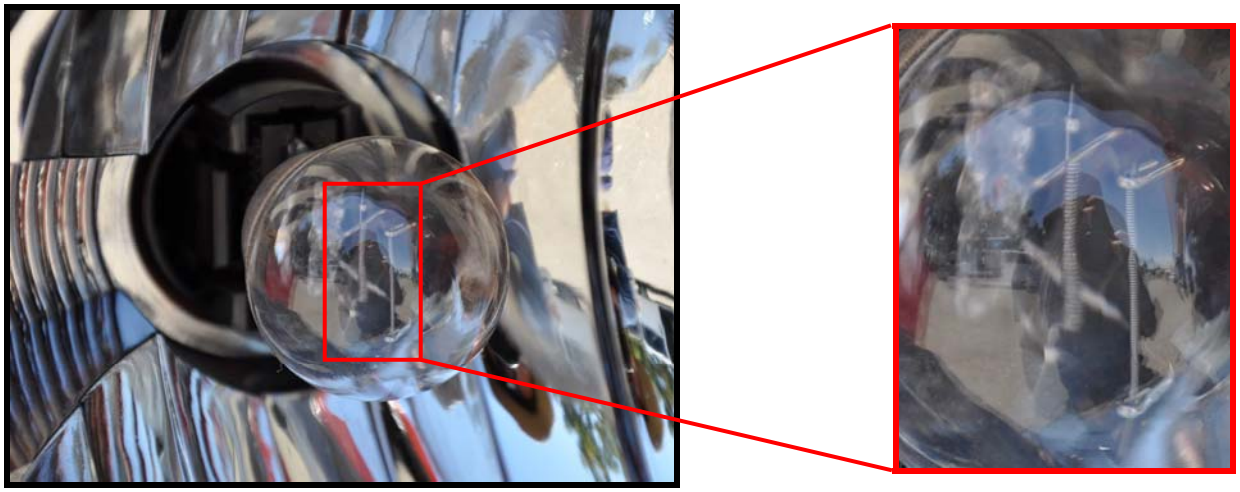
The upper lamp from the left tail lamp assembly of Vehicle 1 (Chevrolet) was examined.

Type

This lamp was a Sylvania 3157, 14/12.8 volt, 27/8 watt, S-8 shaped lamp with dual filaments in a C-6/C-6 configuration on a wedge base. The larger filament (14 volt, 27 watt) was the brake lamp filament. The smaller filament (12.8 volt, 8 watt) was the tail lamp filament.

Examination

The glass envelope was intact. There was continuity in both filaments. Both filaments were bright, shiny and silver in luster, and the coils were even in spacing and pitch.



Left tail lamp and brake lamp from
Vehicle 1 (Chevrolet).
CF-023-10 08-02-10 DH (4) cropped

Analysis

The filaments' color, spacing and the pitch of their coils did not constitute evidence of either hot or cold shock. It was indeterminate if the tail lamp or brake lamp filaments were incandescent at the time of the collision.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection

LEFT REAR TURN SIGNAL LAMP (continued)

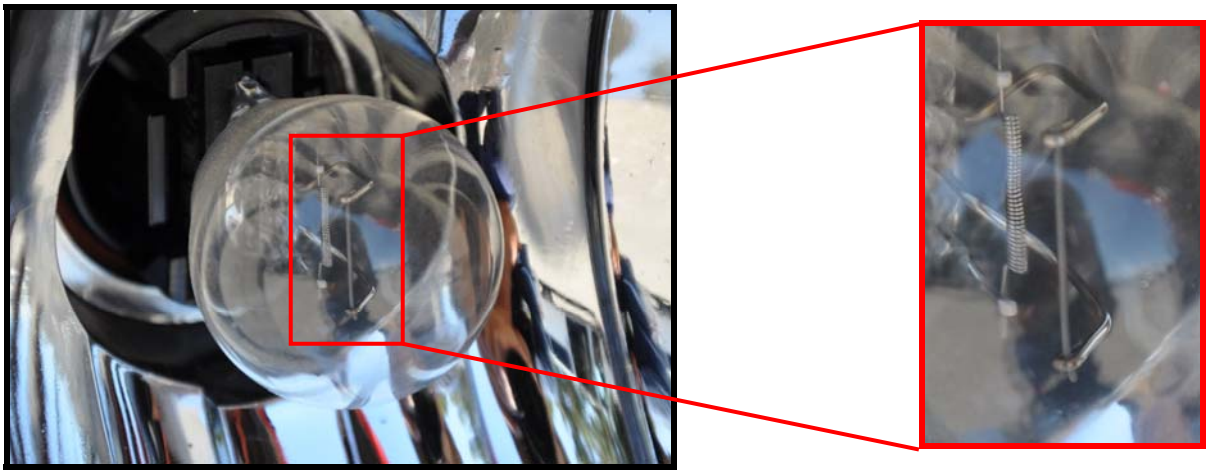
The middle lamp from the left tail lamp assembly of Vehicle 1 (Chevrolet) was examined.

Type

This lamp was a Sylvania 3157, 14/12.8 volt, 27/8 watt, S-8 shaped bulb with dual filaments in a C-6/C-6 configuration on a wedge base. The larger filament (14 volt, 27 watt) was the turn signal lamp filament. The smaller filament (12.8 volt, 8 watt) was not utilized.

Examination

The glass envelope was intact. There was continuity in both filaments. Both filaments were bright, shiny and silver in luster, and the coils were even in spacing and pitch.



Left turn signal lamp from Vehicle 1 (Chevrolet).
CF-023-10 08-02-10 DH (6) cropped

Analysis

The filaments' color, spacing and the pitch of their coils did not constitute evidence of either hot or cold shock. It was indeterminate if either filament was incandescent at the time of the collision.

FACTS

VEHICLE FACTORS

VEHICLE 1 (CHEVROLET)

Lamp Inspection (continued)

INTERIOR LAMPS

There were four interior lamp assemblies mounted to the interior roof of Vehicle 1 (Chevrolet). Each lamp assembly contained two lamps, all of which were examined.

Type

The eight interior lamps were General Electric 168, 14 volt, 5 watt, T-3.25 shaped lamps with single filaments in a C-2F configuration on W2.1x95d bases.

Examination

All of the glass envelopes were intact. There was continuity in all of the filaments. All of the filaments were bright, shiny, and silver in luster. All of the filaments' coils were even in spacing and pitch.

Analysis

The filaments' color, spacing, and the pitch of their coils did not constitute evidence of either hot or cold shock. Based solely on the physical evidence it was indeterminate if the interior lamps were incandescent at the time of the impact with Vehicle 2 (MCI). Witness 14 (Castillo) and Witness 19 (Thao) both stated they saw interior lights on inside Vehicle 1 (Chevrolet) after its impact with the concrete center median. The interior lights would be activated by two methods. The first method would be to turn the Instrument Panel Brightness knob all the way clockwise. The knob was located by MAIT investigators in a position where the interior lamps would not have been activated. The second method to turn on the interior lights would be to open a door. Based on the position of rest of Vehicle 1 (Chevrolet), on its right side, it would not be possible for the right doors to be opened and difficult for the left side doors to be opened. Additionally, the battery and electrical system were determined to be damaged by the impact with the concrete median barrier. Therefore, it was determined that the interior lamps of Vehicle 1 (Chevrolet) were not on at the time of impact with Vehicle 2 (MCI).

CONCLUSIONS

It was determined that the high beam headlamps of Vehicle 1 (Chevrolet) were on at the time of the initial impact with Vehicle 1 (Chevrolet) and the concrete median barrier. After that impact none of the lamps on Vehicle 1 (Chevrolet) were functioning.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTRODUCTION

Vehicle 2 (MCI) was towed from the collision scene on July 22, 2010, by Action Towing and Dive Team, 2822 East California Avenue, Fresno, California 93721, and was stored in a locked facility. The vehicle was photographed, inspected, and measured for a damage description and damage profile by Investigators Krider, Nees and Haas on July 23, 2010, and July 26, 2010. Vehicle 2 (MCI) was measured utilizing a Leica TCRA 1105 Plus total station surveying instrument. The data obtained was used with AutoCAD software to prepare a vehicle damage profile diagram.

The following damage description is not inclusive of all the damage sustained by Vehicle 2 (MCI). All references to direction are oriented from the driver's seat of the vehicle looking forward through the windshield.

OVERVIEW

This vehicle sustained major front end damage. The principle direction of force was from front to rear and from right to left.

The left side of Vehicle 2 (MCI) consisted of eight passenger windows, each separated by a metal pillar. The windows were numbered from "1" to "8," from the front to the rear of the vehicle; and the pillars were assigned a letter designation, from "A" to "J." The right side of Vehicle 2 (MCI) consisted of seven passenger windows, also separated by metal pillars. The windows were numbered from "1" to "7," from the front to the rear of the vehicle; and the pillars were assigned a letter designation, from "A" to "J." On the right side of Vehicle 2 (MCI), a sliding door was located above a wheelchair lift, both of which were located between windows "2" and "3."

Beneath the passenger windows were a series of three full width baggage compartments located between axle 1 and axle 2. Each compartment was equipped with an access door on each side of the vehicle, and each compartment encompassed the width of the vehicle. Each baggage compartment was numbered from "1" to "3," from the front to the rear of the vehicle.

On the left side of Vehicle 2 (MCI), a condenser compartment door was located between the second and third baggage compartments. This door provided access to the condenser fan and motor, receiver tank, inspection panels and other air conditioning components.

On the right side of Vehicle 2 (MCI) and between the second and third baggage compartments, were the battery compartment door and the fuel tank filler door.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

OVERVIEW (continued)

Vehicle 2 (MCI) at Action Towing and Dive Team, Incorporated's impound facility.
CF-023-10 07-27-10 SP (3) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

FRONT

The front of Vehicle 2 (MCI) sustained major impact damage with significant intrusion into the passenger compartment. The majority of the intrusion was situated on the left side of the vehicle and extended rearward past the first three rows of seats. The leading edge of the roof was missing. The windshield was missing and its supporting framework was disfigured. The entire dash panel was shattered, exposing the underlying electrical components and the associated wiring. The floor at the front of Vehicle 2 (MCI) was shattered and was displaced rearward and upward. As a result, the passenger seats situated at the front of the vehicle displayed varying degrees of displacement. The center of the roof was pushed rearward and was angled to the left. The driver's seat was disfigured and was separated from its floor mount. The steering column was hanging loosely and was separated into several pieces. The overhead console was separated from the roof. The bumper, the bumper cover, and the headlamp assemblies were detached from the vehicle.

Damage to the front of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (51) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

LEFT

The A-pillar was rotated to the right and was displaced rearward and inward. The window assembly adjacent to the driver's seat was displaced to the right and exhibited varying degrees of damage. The upper window was in place but was broken. The front section of the lower driver's window was shattered, and the rear lower section of the driver's window was slightly open, and was shattered as well.

Window 1 was shattered and missing, with the associated frame was disfigured. The steer axle (axle 1) was displaced rearward and to the right (red circled area). The wheel house surrounding axle 1 was missing. The arched body flare that surrounded axle 1 was broken into two pieces, with one piece remaining fastened to the body of Vehicle 2 (MCI). The outer glass for window 2 was shattered and missing, while the inner glass was in place but broken. The inner glass also displayed a front to rear puncture (red arrow). The structure that encompassed baggage compartment 1 was disfigured and was pushed rearward. The inner section of the access door was bent and was in the open position. The outer section of the access door was separated from the inner part of the access door. An area of wood material transfers were located on the vehicle panel below the leading edge of the American flag decal, as well as the interior of the open access door of baggage compartment 1. The leading edge and the lower corner of the outer section of the access door of baggage compartment 1 displayed an angular fold and was displaced inward.

Left side damage to Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (42) cropped

FACTS

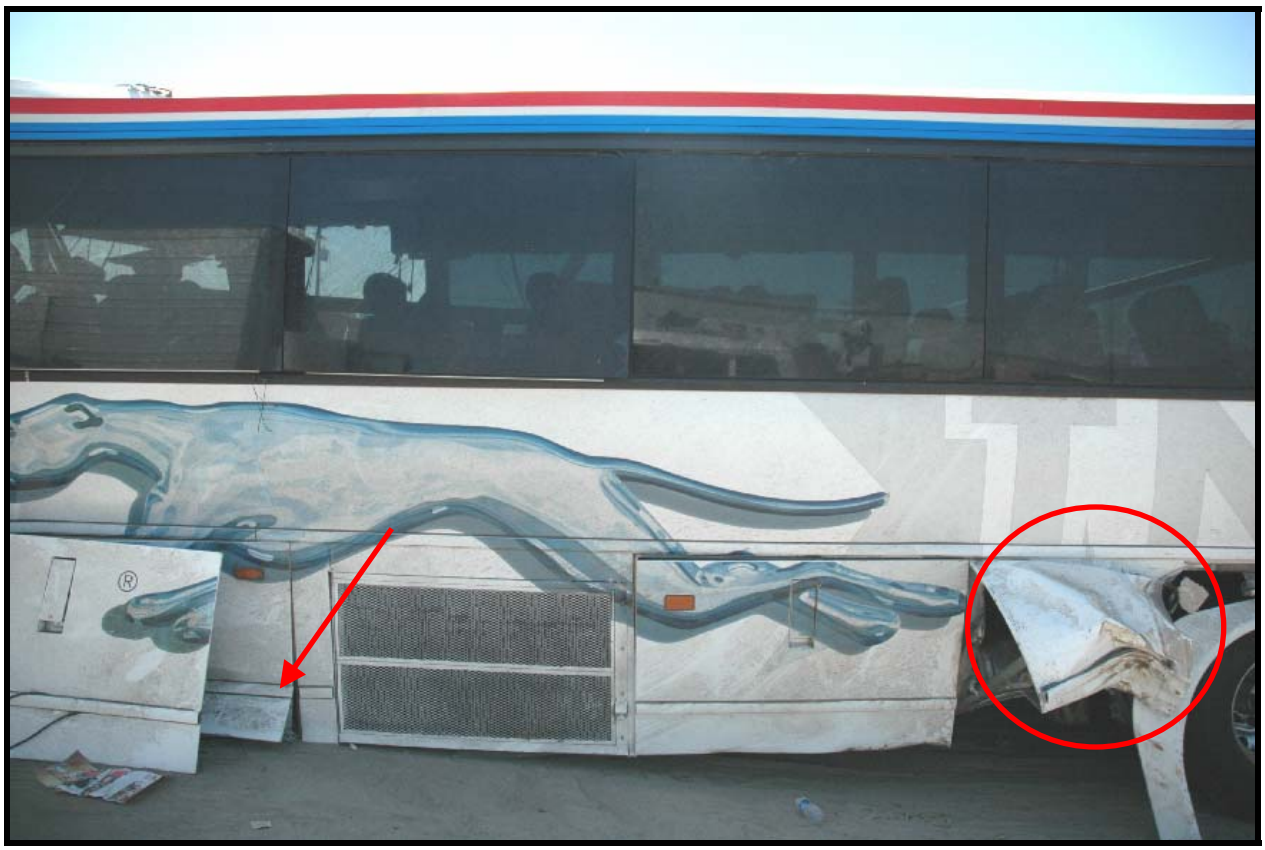
VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

LEFT (continued)

The glass within windows 3, 4, 5, 6, 7 and 8 were intact and undamaged. Windows 3, 4, 7 and 8 were in the "open" position. Windows 5 and 6 were in the "closed" position. The access door to baggage compartment 2 was displaced rearward, with the bottom of the door flared outward (red arrow). The air conditioning condenser compartment door behind baggage compartment 2 was intact, but the mesh grate within the door was displaced from the door. The access door to baggage compartment 3 was displaced outward, and the lower edge of the door was bent upward. The panel in front of axle 2 was displaced outward, and the lower edge of the panel was folded upward and rearward (red circled area). Wood material transfers were also noted in this area. The trim that encompassed the leading edge of the wheel well for axles 2 and 3 was fractured and broken from the associated side panels of the vehicle. Wood material transfers were observed about the leading edge of the trim.



Left side damage to Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (37)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

LEFT (continued)

The air cleaner access door was sprung open and was bent downward (red arrow). The drive and tag axles exhibited minor displacement. The remainder of the left side of Vehicle 2 (MCI) appeared unremarkable.

Left side damage to Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (30) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

REAR

The majority of the rear of Vehicle 2 (MCI) that enclosed the power train and the radiators was intact and undamaged. Minor scuffs and scrapes were located on the left corner of the bumper cover, and the bumper cover was displaced slightly upward. The right side of the bumper cover was displaced downward and was not aligned with the remaining portions of the bumper cover. All of the lighting assemblies were intact and undamaged.

Damage to the rear of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (23) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

REAR (continued)

The right rear corner of Vehicle 2 (MCI) exhibited fractured fiberglass below the radiator housing cover (red arrow). An angular blue paint transfer was noted just below the fractured fiberglass.

A series of vertical creases were observed at the right rear corner of Vehicle 2 (MCI), directly above the bumper cover. Blue paint transfers were also noted within the creases (red oval). The creased panel was slightly dislodged from its mounts. Two angular black transfers were located directly above the dislodged panel.

Damage to the right rear corner of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (19)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

RIGHT

The passenger door was twisted inward and to the left. The door glass was broken, and the door hinge and operating mechanism were displaced rearward. The entire right front corner of the vehicle was missing. The glass for windows 1 and 2 was shattered and missing, and the associated frames were disfigured and pushed outward. The B-, C-, and D-pillars were displaced rearward. The panel below window 1 and window 2 exhibited several folds and creases, with an upward displacement of the panel, rearward of the front wheel well. The trim surrounding the front wheel well was dislodged and was fractured near its midpoint. Axle 1 was pushed rearward and displaced the rear of the front wheel well. Baggage access doors 1 and 2 were removed from Vehicle 2 (MCI) at the collision scene by rescue personnel. The wheelchair access door was detached from the vehicle, and the surrounding frame was pushed rearward and outward.

Right side damage to Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (3) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

RIGHT (continued)

The bottom edge of baggage access door 2 was cracked and was pushed upward. Baggage access doors 1 and 2 displayed black transfers (red arrow), and the lower rear corner of the baggage access door exhibited semi-circular contact damage (red oval) which consisted of an indentation of the door material.

Black transfers and contact damage to baggage access doors 1 and 2 of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-B (5)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

RIGHT (continued)

The lower edge of the fuel filler door and the battery compartment access panel exhibited minor folding, however the panels remained in place. The lower edge of baggage access door 3 was fractured and pushed upward, with the trailing section of the bottom edge of the panel flared outward. Two blue and red horizontal transfers were located at the trailing edge of baggage access door 3 (red oval). A horizontal crease was located adjacent to the upper transfer.

Fractured lower edge of baggage access door 3.
CF-023-10 07-26-10 DN-B (10)

Blue and red transfers on baggage access door 3.
CF-023-10 07-26-10 DN-B (12) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

RIGHT (continued)

The glass for windows 3 through 7 were intact and undamaged. Windows 3, 4 and 6 were in the "open" position, while windows 5 and 7 were in the "closed" position.

There was a blue paint transfer that was located on the vehicle side panel above axle 3. The remainder of the right side of Vehicle 2 (MCI) appeared unremarkable.

Blue transfer above axle 3.
CF-023-10 07-26-10 DN-B (14) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

ROOF

The leading edge of the roof displayed contact damage and associated induced damage across its entire width. The left side of the roof was torn rearward approximately 8.7 feet, and was separated from the left side panels of the vehicle. The forward overhead passenger escape hatch remained attached to the roof via its rear hinges, but the leading edge of the escape hatch door was ajar. The escape hatch was also disfigured as a result of the angular folding of the roof. Induced folding and creases were observed about the entire forward area of the roof. The induced folding and creases terminated near the rear escape hatch door.

Vegetation as well as several multidirectional abrasions were noted in the center of the roof between both the passenger escape hatches.

The rear passenger escape hatch was intact. The trailing edge of the hatch door was folded upward. Its locking mechanism operated properly and the hatch opened adequately. The remainder of the roof appeared unremarkable.

Roof of Vehicle 2 (MCI).
CF-023-10 07-23-10 RK (14) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

UNDERCARRIAGE

The frame to which the front suspension components were attached was displaced rearward. The left front shock absorber on axle 1 was detached at the top mount. The left rear shock absorber on axle 1 was detached at the bottom mount. Axle 1 was displaced rearward.

The frame to which the upper diagonally positioned radius rods were attached was displaced. As a result, axle 2 was displaced in a counterclockwise direction within the chassis. The drag link of axle 3 was bent rearward and upward near the tie rod end. There were several gouges perpendicular to the axis of the tie rod. The marks appeared to be fresh tool marks from J-hooks utilized by recovery crews moving Vehicle 2 (MCI) from the scene of the collision. This caused the alignment of axle 3 to be different than axle 2. This change in alignment appeared to have been caused by recovery efforts. The left rear shock absorber lower mount was pulled from its suspension mount. The shock absorber lower mount stud was bent.

Bent right side drag link of Vehicle 2 (MCI).
CF-023-10 08-06-10 MS (41)

Left rear shock absorber of Vehicle 2 (MCI).
CF-023-10 08-06-10 (MS) 40

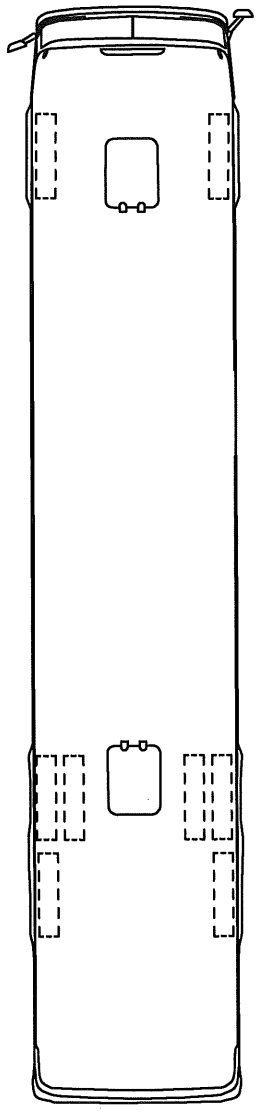
DATE OF COLLISION *(MONTH-DAY-YEAR)*	TIME *(2400)*	NCIC	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15751	2010-07-0219	CF-023-10	240

FACTS

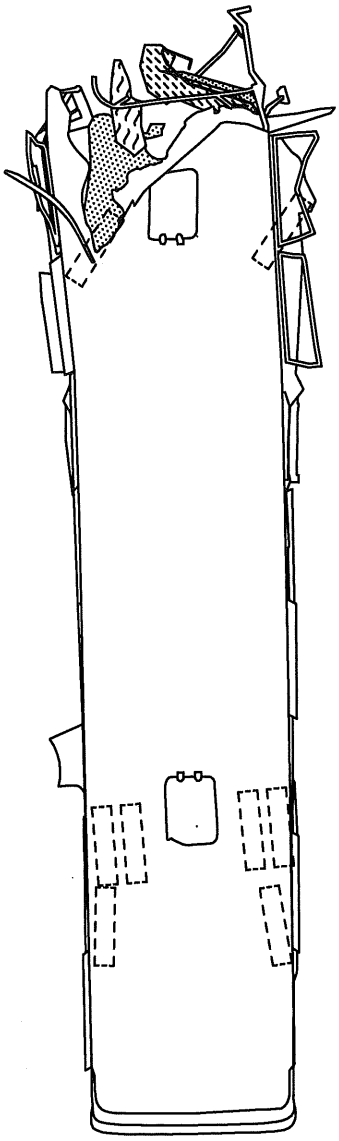
VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Profile



Exemplar 2006 MCI D4505
Exemplar profile drawn
by Investigator Nees



Vehicle 2 (MCI)
Vehicle damage profile drawn
by Investigator Nees

SCALE
0' 4' 6'

REPRODUCTION MAY AFFECT SCALE

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description (continued)

INTERIOR

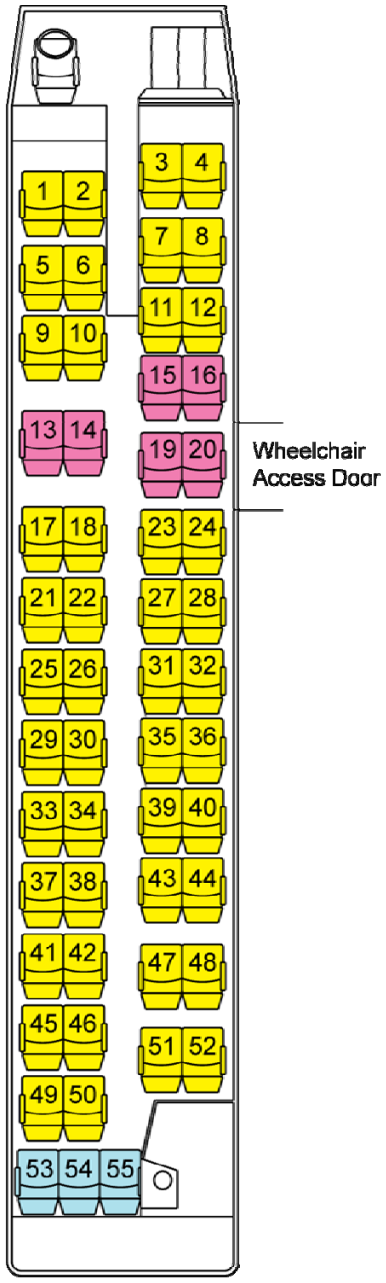
Overview

The passenger seats of Vehicle 2 (MCI) were mounted to the vehicle utilizing three different forms of attachment. The majority of the seats were attached in pairs to a shared rectangular seat frame. Each frame was bolted to a single pedestal base near the center of each seat pair. Each single pedestal was fastened to a metal track in the bus floor with a pair of T-bolts. There was one track on each side of the bus for these pedestals. The outboard side of each seat frame had two brackets that were bolted to the outboard bulkhead of the vehicle. The seats mounted in this manner were seats 1 through 12, and 17 through 52, as depicted by the seats that are shaded yellow in the diagram to the right.

The second form of mounting was attaching the seats in pairs to a shared rectangular seat frame that was bolted to two pedestal bases. These bases were bolted to dual metal tracks in the bus floor. There was a pair of these short tracks on each side of the bus for these pedestal bases. These pedestal bases were different than the other pedestals in that they had red handled levers which allowed the seats to be moved fore and aft to accommodate passengers in wheelchairs. The seats mounted in this manner were seats 13 through 16 and seats 19 through 20, as depicted by the seats shaded red in the diagram to the right.

Seats 53 through 55, the rear most seats on the left side of the vehicle, were mounted to the vehicle structure and were not adjustable. These seats are depicted by blue shading in the diagram to the right.

Each pair of passenger seats had a label indicating that they were manufactured in Mexico by Astron for Motor Coach Industries (MCI). This label was affixed to the forward section of the seat frame above the pedestal.



Vehicle 2 (MCI) Seat Diagram
(NOT TO SCALE)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR

Overview (continued)

The typical seat to pedestal installation, as found on the majority of the seats of Vehicle 2 (MCI), consisted of a bolt, front and rear, that passed through holes drilled in the seat frame and through lateral slots cut through the top of the adjoining seat pedestal. A washer and a Nylock type locking hex nut were installed on each bolt underneath the pedestal. The table below describes the typical fasteners found on Vehicle 2 (MCI).

BOLT	WASHER	NUT
Grade: 8.8 Diameter: 10 millimeters Length: 30 millimeters	Diameter: 10 millimeters	Diameter: 10 millimeter "Nylock" type

The seat manufacturer's technical drawings call for a downward facing bolt, a "pressure" type locking washer, and a hex nut for attaching each seat frame to the adjoining pedestal.

The bolt, washer, and nut specifications from the manufacturer's technical drawings are listed in the table below.

BOLT	WASHER	NUT
Grade: 8.8 Diameter: 10 millimeters Length: 30-45 millimeters	Diameter: 10 millimeters Type: Pressure	Diameter: 10 millimeter hex

The passenger seats were equipped with adjustable armrests at the aisle side and stationary armrests at the window side. Back panels of the seats were upholstered and were fitted with a plastic hand hold. All seats, with the exception of seats 53, 54 and 55, had a six inch recline.

Each passenger seat in Vehicle 2 (MCI) was numbered. The seat numbers were posted on the overhead consoles above each seat row. Based on the manufacturer installed numbering system, the passenger seats of Vehicle 2 (MCI) were numbered as illustrated in the diagram on the previous page. The seat numbers were used in the following narrative to assist in describing the damage sustained by the interior components of Vehicle 2 (MCI).

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR

Overview (continued)

Overhead parcel racks were provided on both sides of the vehicle, and were similar in configuration to those found on commercial aircraft. The floor of the parcel rack was vinyl-covered aluminum. Passenger parcel racks included two retention cords. The driver's parcel rack had a top-hinged door. Passenger service modules were mounted on the underside of the parcel racks. There was one module for each pair of passenger seats. The modules housed passenger reading lights with switches, a stop request switch, speakers, and individually controlled air outlets. Fluorescent lighting was provided at the window side and aisle side of the parcel racks, illuminating the interior of the parcel racks and the passenger areas of the vehicle.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

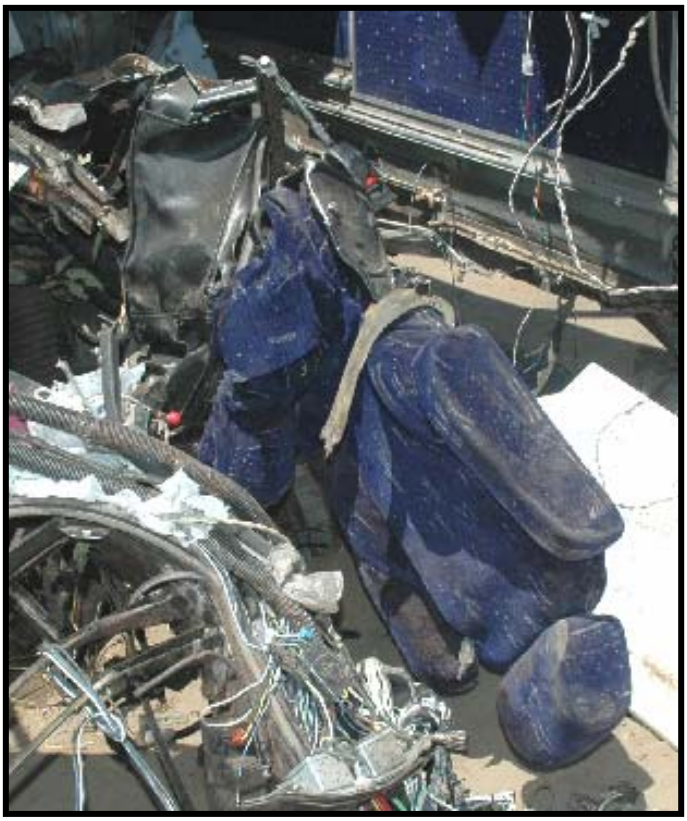
INTERIOR (continued)

Instrument Panel and Dash Area

The front of Vehicle 2 (MCI) sustained contact damage and was displaced rearward, with a principle direction of force from front to rear and from right to left. The instrument panel and the dash area were shattered and broken into numerous pieces. As a result, the instrument panel components were shattered and were located strewn about the front of the bus. The dash area was broken and displaced rearward. Due to the major damage sustained by the front of Vehicle 2 (MCI), the instrument panel and dash area's wire harnesses and electrical components were broken and exposed. The steering column was separated into numerous sections and was lying outside the vehicle. The steering wheel was disfigured.

Driver's Seat

The driver's seat was located twisted to the right and was inverted, with the majority of the seat located outside of the vehicle. The seat base and the seat back remained attached; however the seat base was disfigured and was compressed rearward and upward. The armrests were in the upright position. The floor beneath the seat was shattered, and the seat was unsupported.



Driver's seat of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-A (2) cropped

FACTS

VEHICLE FACTORS

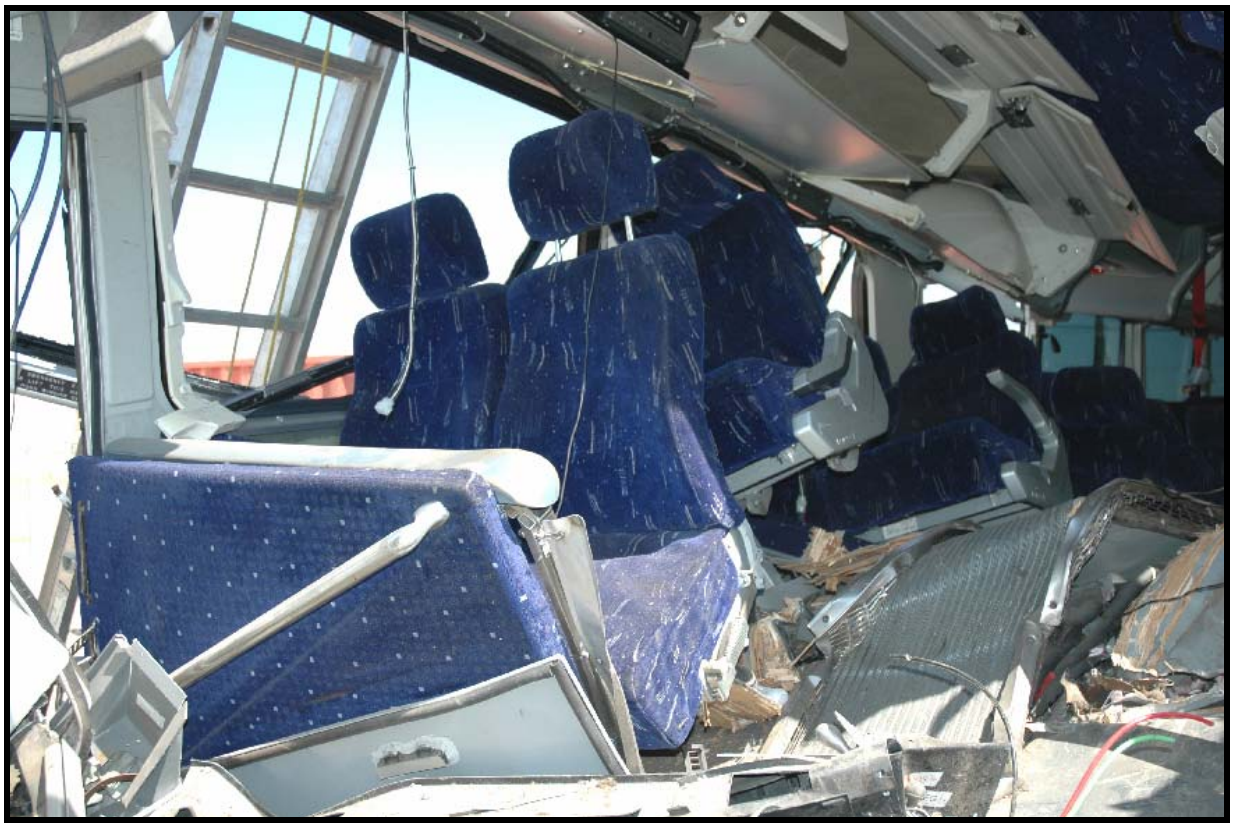
VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Door and Stair Well

The passenger stair well was compressed rearward and downward, and the underlying stair structure was fractured. The left passenger hand rail was intact and appeared undamaged; however the modesty panel which the hand rail was attached to was tilted forward. The leading edge of the center aisle was disfigured and pushed downward. The center aisle, adjacent to passenger seats 3 and 4 and passenger seats 7 and 8, was pushed upward.



Passenger entry stair well area and center aisle.
CF-023-10 07-26-10 DN-A (3)

FACTS

VEHICLE FACTORS

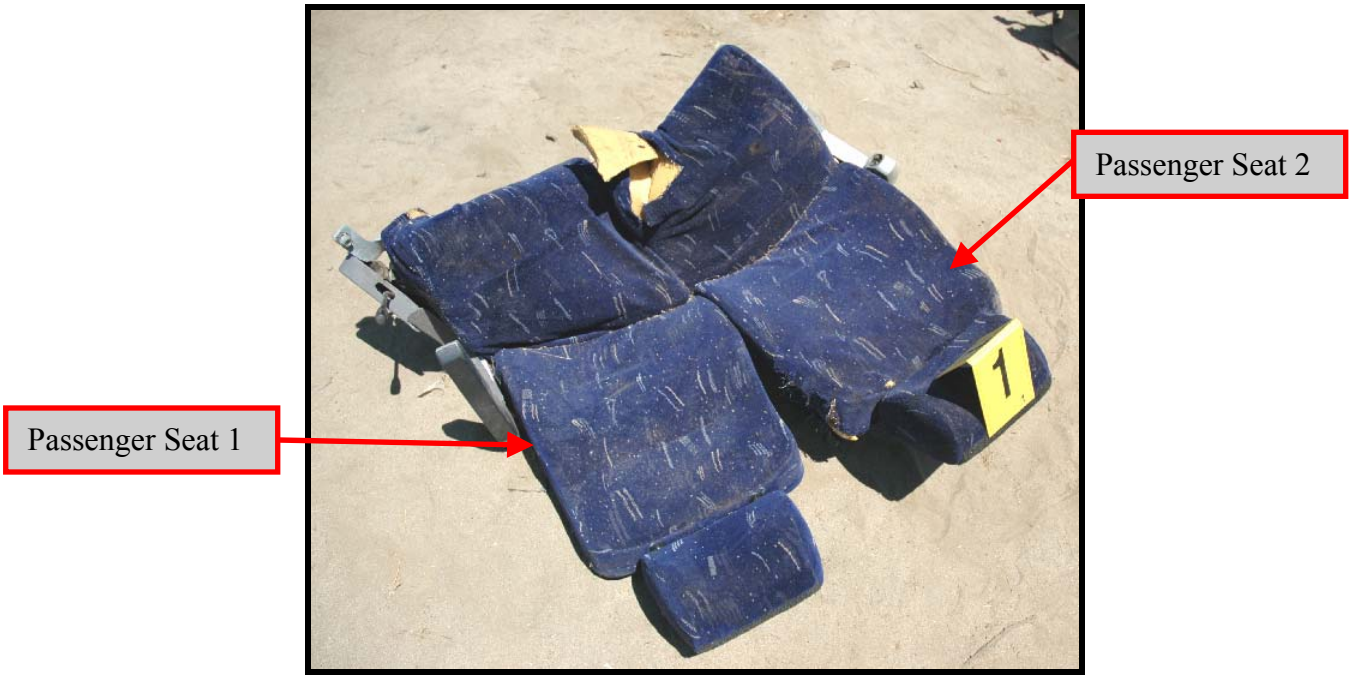
VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 1 and 2

Passenger seats 1 and 2 were located at the scene of the collision (physical evidence item 78) outside of Vehicle 2 (MCI) upon the arrival of MAIT investigators. The entire seat base and the mounting frames were disfigured. The T-bolt mounting holes in the frames exhibited evidence of partial ejection from the vehicle during the collision. The bolt holes in the bottom of the pedestal were disfigured from being pulled from the bolts in the floor track. There was twisting of the seat base framework which resulted in associated disfigurement of the seat bases. There was a clean cut to the pedestal which was consistent with extrication tools used by rescue personnel. These seats remained attached to their pedestal. The outboard brackets to these seats were disfigured. The T-bolts and their associated flange nuts were attached to the seat brackets, except for the bolt to the rear bracket of the seat pair, which was missing. The leading lateral frame rail was pushed downward and rearward at its midpoint. The seat base cover for passenger seat 2 was torn and the underlying foam was partially pulled out. The leading sections of both seat bases were compressed rearward, with the seat base for passenger seat 1 pushed downward. The cover of the upper left side of the seat back of passenger seat 2 was torn. The adjustable arm rest adjacent to passenger seat 2 was missing. The headrests for both seats were positioned downward and appeared relatively undamaged.



Passenger seats 1 and 2.
CF-023-10 07-26-10 DN-A (98) cropped

FACTS

VEHICLE FACTORS

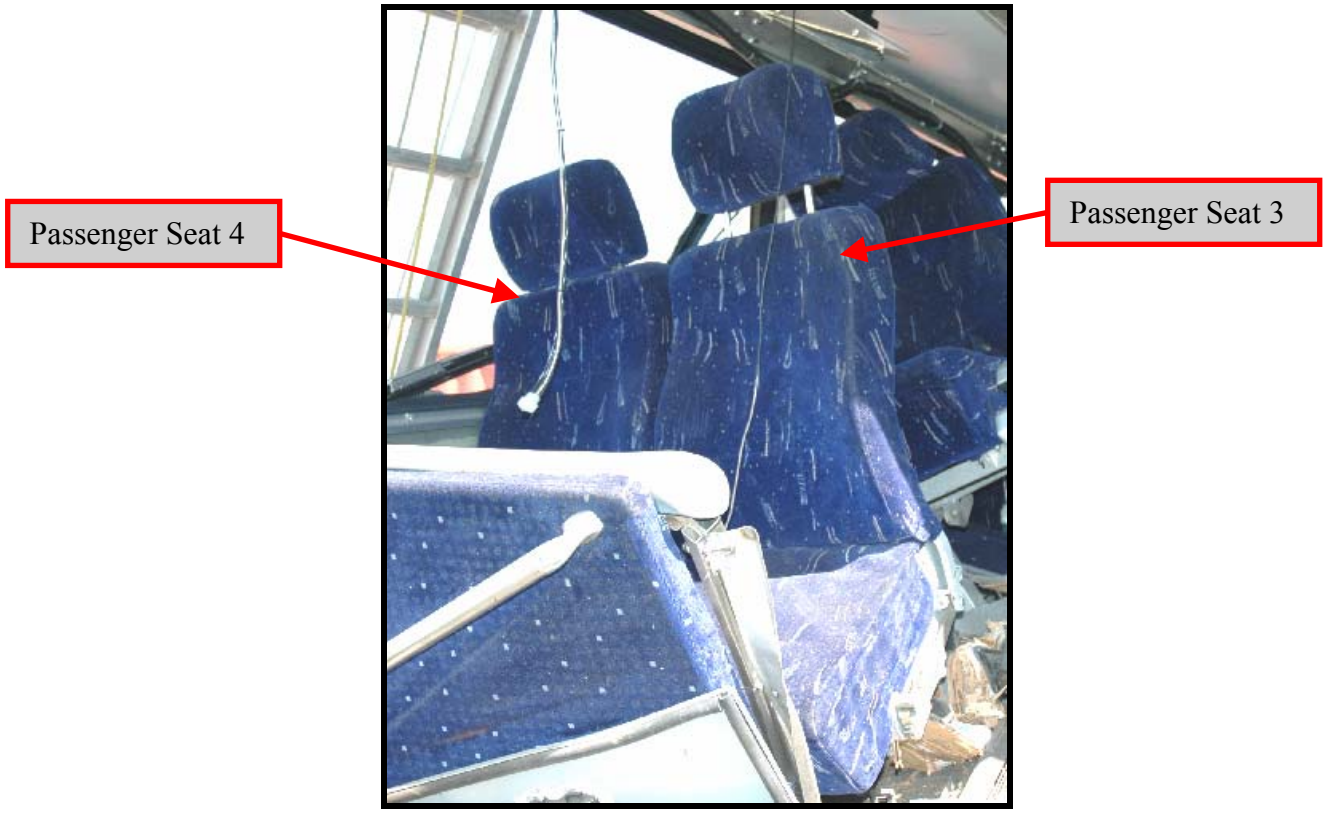
VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 3 and 4

Passenger seats 3 and 4 were securely mounted to the floor of Vehicle 2 (MCI), however as a result of upward floor displacement the seats were tilted forward, with the seat bases tilted downward. The adjustable armrest for passenger seat 3 was missing. The seat floor attachment frame displayed moderate disfigurement, with associated deformation of the seat bases noted. The rear pedestal T-bolt was missing due to floor displacement. The front pedestal T-bolt remained in place and was securely mounted to the floor of the vehicle. Both seat backs were in the upright position. There was a dent in the rear of the seat back of seat 3. The headrest for passenger seat 3 was in the up position, while the headrest for passenger seat 4 was in the down position. The overhead structures were displaced downward toward the seats. The passenger service module was suspended by its electrical wiring and was lying in seat 3.



Passenger seats 3 and 4.
CF-023-10 07-26-10 DN-A (3) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 5 and 6

Passenger seats 5 and 6 were located at the scene (physical evidence item 77) outside of Vehicle 2 (MCI) upon the arrival of MAIT investigators. The pedestal was attached to the seat frame but was bent toward the left. The T-bolt mounting holes in the frame exhibited evidence of being ejected from the vehicle at the time of the collision. The framework for the seats was displaced to the left. The leading edge of the seats were displaced rearward, with more significant displacement noted on passenger seat 5. Both seat backs were pushed forward, and were contacting the seat bases. Passenger seat 6 exhibited clockwise twisting of the seat back. The seat back for passenger seat 5 exhibited counterclockwise twisting. Both of the seat backs displayed indentations, or bending, at the rear facing midpoint of the seat backs. The headrest for passenger seat 5 was in the down position, while the headrest for passenger seat 6 was in the up position.

Passenger seats 5 and 6 (front view).
CF-023-10 07-26-10 DN-A (111) cropped

Passenger seats 5 and 6 (rear view).
CF-023-10 07-26-10 DN-A (115) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 7 and 8

Passenger seats 7 and 8 were tilted upward and toward the right as a result of the upward displacement of the floor. The footrests in front of both seats were in the down position. The rear pedestal T-bolt was torn through the pedestal but remained in the track. The front T-bolt was pulled from the floor track and was pulled partially through the pedestal. The seat backs for both seats were buckled. The seat back for passenger seat 7 was displaced forward and the headrest was rotated downward. The headrests for both seats were in the down position. The armrest adjacent to seat 7 was in the down position. The overhead parcel racks were displaced downward. The passenger service module was suspended by its electrical wiring and was lying in seat 8.

Passenger seats 7 and 8.
CF-023-10 07-26-10 DN-A (6) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 9 and 10

Passenger seats 9 and 10 were located at the scene of the collision (physical evidence 76) outside of Vehicle 2 (MCI) upon the arrival of MAIT investigators. The pedestal frame was attached to the seat frame but was bent toward the right. The T-bolt mounting holes in the frame exhibited evidence of being ejected from the vehicle at the time of the collision. The footrest located on the rear of seat 9 was pushed forward. The leading edge of the seat base of seat 9 was displaced rearward, with folding and creasing of the seat cushion. The seat base cover for seat 10 was torn vertically and the underlying foam padding was exposed. Both seat backs were in the rearward position. Both of the seat backs displayed indentations, or bending, at the rear facing midpoint of the seat backs. The headrest for passenger seat 9 was missing, while the headrest for passenger seat 10 was in the down position. Both armrests were intact.

Passenger seats 9 and 10.
CF-023-10 07-26-10 DN-A (122) cropped

FACTS

VEHICLE FACTORS

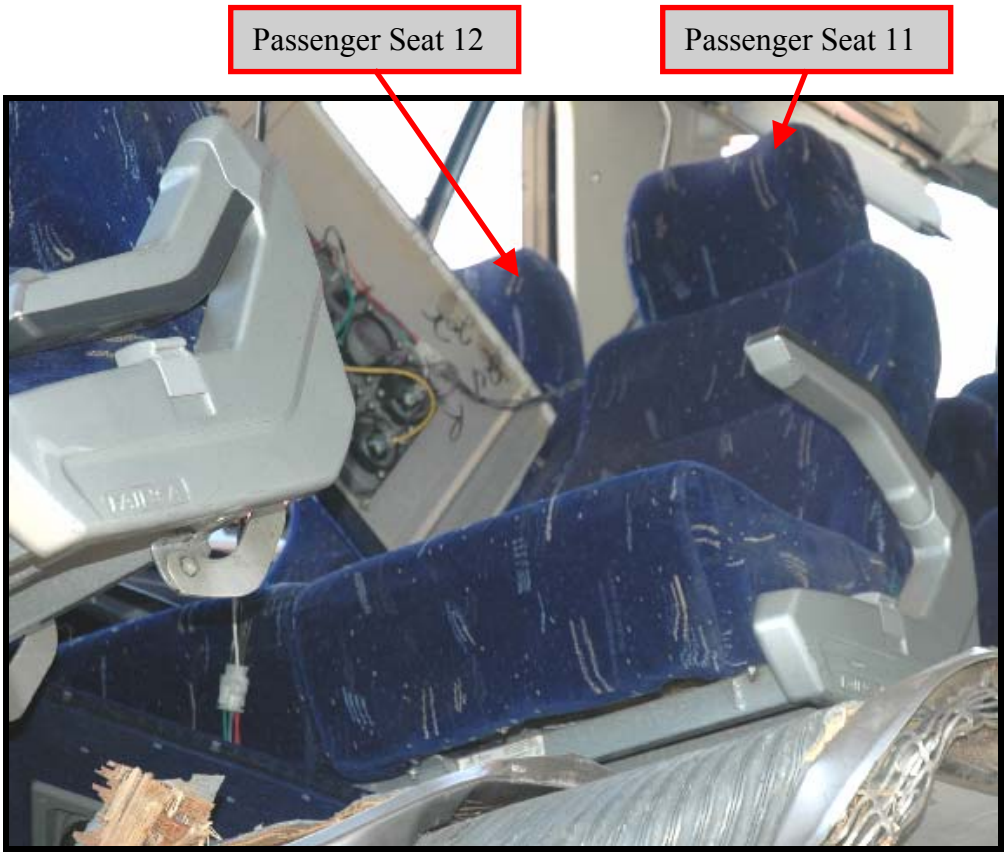
VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 11 and 12

Passenger seats 11 and 12 were securely mounted to the floor of Vehicle 2 (MCI), however as a result of upward floor displacement, the seats were tilted upward and toward the right. The footrest in front of seat 11 was in the up position, while the footrest in front of seat 12 was in the down position. The seat back of seat 12 was buckled and was rotated counterclockwise. The armrests for both seats were intact and appeared undamaged. The overhead structures were displaced downward and the passenger service module was suspended by its electrical wiring and was lying in seat 11.



Passenger seats 11 and 12.
CF-023-10 07-26-10 DN-A (5) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 13 and 14

The floor in front of seats 13 and 14 was pushed upward. The seat bases appeared undamaged, and the seats were securely fastened to the floor of the vehicle with two floor mounted pedestals. The pedestals were equipped with quick release latches to the floor tracks that were utilized for wheelchair accessibility. The rear of each seat pedestal frame was outfitted with a red colored release lever. Lifting of the release levers released tension between the seat pedestals and the floor rails allowing the seats to be moved forward and rearward along the rails.

The seat back for seat 14 was twisted in a clockwise direction. At the rear pedestal attachment, there was a washer between the seat frame and the pedestal. The bolt was installed with the bolt head below the top of the pedestal with the washer against the bolt head. The headrests for both seats were in the lowered position and the armrests appeared undamaged. The passenger service module was suspended by its electrical wiring and was lying across both seats.

Passenger seats 13 and 14.
CF-023-10 07-26-10 DN-A (9) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 15 and 16

The floor in front of seats 15 and 16 was displaced upward. Seat 15 was displaced forward and was rotated counterclockwise slightly. Seats 15 and 16 were attached to Vehicle 2 (MCI) with two floor mounted pedestals. All of the pedestal bolts were pulled through their associated frames. The pedestals were equipped with quick release latches to the floor tracks that were utilized for wheelchair accessibility. The rear of each seat pedestal frame was outfitted with a red colored release lever. Lifting of the release levers released tension between the seat pedestals and the floor rails, allowing the seats to be moved forward and rearward along the rails.

The seat back for seat 15 was twisted in a counterclockwise direction. The headrests for both seats were in the lowered positions and the left armrest was undamaged. The armrest for seat 16 was in the down position. Both footrests in front of the seats were in the down position. The passenger service module was separated from the underside of the overhead parcel rack and was lying on the floor in front of seat 15.

Passenger seats 15 and 16.
CF-023-10 07-26-10 DN-A (33) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

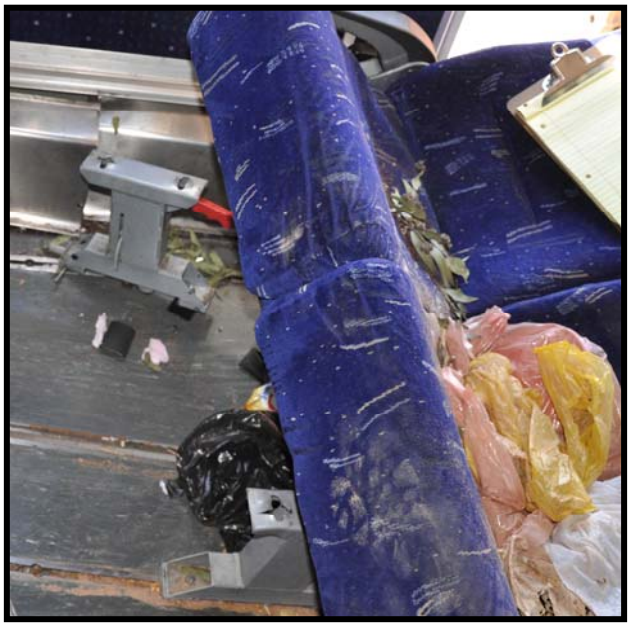
INTERIOR

Passenger Seats 15 and 16 (continued)

The rear bolt on the inboard pedestal was not installed according to plans specified by the manufacturer. The bolt was installed from the bottom without a washer. The bolt head was pulled through the pedestal. There was a washer on the nut end of the fastener, which was located above the seat frame. The front bolt was installed properly, but it was also pulled through the pedestal.

The rear bolt on the outboard pedestal was not installed according to plans specified by the manufacturer. The rear bolt head on the outboard pedestal was installed from the bottom without a washer. This bolt head was pulled through the pedestal. There was a washer on the nut end of the fastener, which was located above the seat frame. The front bolt was installed in the proper direction, although the nut had two washers. The top washer was thinner than the standard washer and was not deformed. The bottom standard washer was deformed around the nut, which had pulled through the slot in the pedestal. The rear T-bolt was broken.

The inboard pedestal of seat 15 and 16.
CF-023-10 07-30-10 DH-A (43) cropped



The outboard pedestal of seat 15 and 16.
CF-023-10 07-30-10 DH-A (34) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 17 and 18

The seat pedestal was securely fastened to the floor rail. The seat back of seat 18 was pushed forward and exhibited minor clockwise rotation. The seat back of seat 17 was in the upright position. The seat bases appeared undamaged. The seat headrests were in place and in the lowered position. There were no footrests in front of seats 17 or 18. The armrests were in place and appeared undamaged. The passenger service module was separated from the overhead parcel rack and was found in seat 17. The wheelchair restraint was located on the floor. There was a shoulder restraint mounted to the E-pillar adjacent to seat 17. The restraint was intact and undamaged.

Passenger seats 17 and 18.
CF-023-10 08-06-10 JK-A (59) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

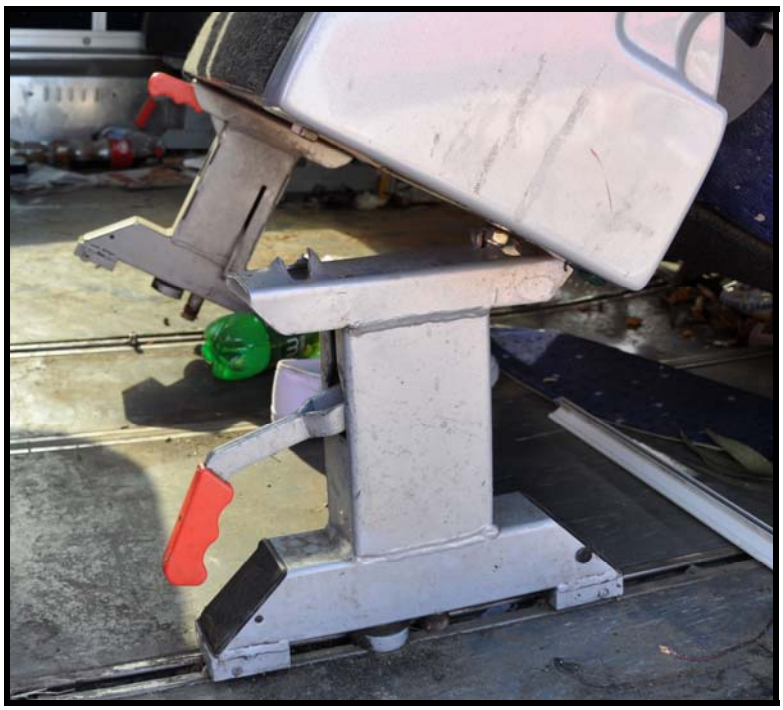
Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 19 and 20

The seats in this position were attached to the vehicle with two floor mounted pedestals. The pedestals were equipped with release levers that were utilized when movement of the seats were needed for wheelchair accessibility. The rear of each seat pedestal frame was outfitted with a red colored release lever. Lifting of the release levers released tension between the seat pedestals and the floor rails, allowing the seats to be moved forward and rearward along the rails.

The seat headrests were in place and in the lowered position. There were no footrests in front of seats 19 and 20. The armrests were in place and appeared undamaged. The outboard pedestal was securely mounted to the floor of the vehicle. The top of the outboard pedestal was separated from the underside of seat 20, allowing seats 19 and 20 to be rotated upward and forward. Seat 20 was in the reclined position, while seat 19 was in the upright position.



Seat separation from the pedestal.
CF-023-10 07-29-10 DH-A (14)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR

Passenger Seats 19 and 20 (continued)

The rear bolt attaching seats 19 and 20 to the outboard pedestal was not installed according to plans specified by the manufacturer. The rear bolt was installed from the bottom without a washer. The bolt head was pulled through the pedestal. There was a washer and nylon equipped locking nut threaded on the fastener, which was installed above the seat frame. The front bolt was installed properly, although the bolt and nut had two washers installed. The top washer was the standard washer and was not deformed. There were markings on the bottom of the seat frame that indicated the top washer may have been installed between the pedestal and the seat frame. The bottom standard washer was deformed around the nut, which was pulled through the slot in the pedestal.

The rear bolt attaching seats 19 and 20 to the inboard pedestal was not installed according to plans specified by the manufacturer. The rear bolt was installed from the bottom without a washer, and the bolt was not pulled through the pedestal. There was a washer and nylon equipped locking nut threaded on the fastener, which was installed above the seat frame. The front bolt was installed properly and was facing downward. The nylon equipped lock nut remained attached to the bolt, and there were two flat washers between the seat base frame and the locking nut. The upper flat washer was in good condition. The second, lower flat washer was misshapen.

The rear T-bolt attaching the inboard seat pedestal to the left seat track, under seat 19, was broken and detached from the seat pedestal. The bolt appeared to sustain a tension failure. The lower portion of the T-bolt remained in the proper position on the seat track. The upper portion of the T-bolt was located in the left seat pedestal. The rear of the pedestal was rotated forward.

Seat separation from the outboard pedestal.
CF-023-10 07-29-10 DH-A (7) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 21 and 22

Passenger seats 21 and 22 were securely fastened to the floor rail of Vehicle 2 (MCI). The seat back for seat 21 was undamaged and was displaced slightly forward with a minor counterclockwise rotation. The seat back for seat 22 was undamaged and was reclined. The armrest for seat 22 was in the down position and was undamaged. The armrest for seat 21 was undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position. A portion of the overhead console was resting between seats 21 and 22. The passenger service module was separated from the overhead parcel rack but was suspended by its electrical wiring. The module was lying across both seats.

Passenger seats 21 and 22.
CF-023-10 08-06-10 JK-A (61) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 23 and 24

Passenger seats 23 and 24 were part of the wheelchair access seats. Both seats were securely fastened to Vehicle 2 (MCI). The seat back for seat 23 was displaced forward and was twisted in a counterclockwise direction. The seat back for Seat 24 was rotated in a clockwise direction and was located in an upright position. The armrests were undamaged. There were no footrests for these seating positions. The seats in these positions could be folded up for wheelchair access; however both seats were in the down position. There was a shoulder restraint retractor mounted to the E-pillar adjacent to seat 24 for wheelchair bound occupants. The retractor was undamaged and the webbing was completely contained within the retractor. The headrest for seat 23 was displaced forward and was turned slightly in a counterclockwise direction. The headrest for seat 24 was undamaged and in the down position. The wheelchair restraint was lying on the floor below seat 23 and appeared undamaged.

Passenger seats 23 and 24.
CF-023-10 08-06-10 JK-A (95) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 25 and 26

Passenger seats 25 and 26 were securely fastened to Vehicle 2 (MCI). The seat back for seat 26 was displaced forward and was twisted in a clockwise direction. Seat 25 was undamaged, but was slightly reclined. The armrests for the seats were undamaged, and the armrest for seat 26 was in the down position. The footrest for each seat was in the down position. The headrests were undamaged and in the down position. A portion of the overhead console was resting between the seats.

Passenger seats 25 and 26.
CF-023-10 08-06-10 JK-A (63) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 27 and 28

Passenger seats 27 and 28 were securely fastened to Vehicle 2 (MCI). The seat back for seat 27 was displaced forward. Seat 28 was undamaged. The armrests for the seats were undamaged and the armrest for seat 27 was in the down position. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 27 and 28.
CF-023-10 08-06-10 JK-A (27) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 29 and 30

Passenger seats 29 and 30 were securely fastened to Vehicle 2 (MCI). Both seats were undamaged. The seat back for seat 29 was in the upright position, while the seat back for seat 30 was slightly reclined. The armrests for both seats were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position. A portion of the overhead console was resting between the seats.

Passenger seats 29 and 30.
CF-023-10 08-06-10 JK-A (31) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 31 and 32

Passenger seats 31 and 32 were securely fastened to Vehicle 2 (MCI). The seat back for seat 31 was displaced forward and was rotated in a counterclockwise direction. The seat back for seat 32 exhibited minor forward displacement and was slightly rotated in a clockwise direction. The armrests for both seats were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 31 and 32.
CF-023-10 08-06-10 JK-A (30) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 33 and 34

Passenger seats 33 and 34 were securely fastened to Vehicle 2 (MCI). The seat backs were in the upright position and were undamaged. The armrest for seat 34 was displaced to the left. The armrest for seat 33 was intact and undamaged. The footrest for seat 33 was halfway down, while the footrest for seat 34 was in the down position. The headrests were undamaged and in the down position. A section of the overhead parcel rack was detached and was hanging down over seat 34.

Passenger seats 33 and 34.
CF-023-10 08-06-10 JK-A (35) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 35 and 36

Passenger seats 35 and 36 were securely fastened to Vehicle 2 (MCI). The seat back for seat 35 was displaced forward and was rotated counterclockwise. The seat back for seat 36 was in the upright position. The armrests for seats 35 and 36 were undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 35 and 36.
CF-023-10 08-06-10 JK-A (33) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 37 and 38

Passenger seats 37 and 38 were securely fastened to Vehicle 2 (MCI). The seat back for seat 37 was displaced forward and was rotated slightly counterclockwise. The seat back for seat 38 was in the upright position. The armrests for both seats were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position. A section of the overhead parcel rack was detached and hanging down over seat 38.

Passenger seats 37 and 38.
CF-023-10 08-06-10 JK-A (38) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 39 and 40

Passenger seats 39 and 40 were securely fastened to Vehicle 2 (MCI). The seat back for seat 39 was displaced forward and was rotated counterclockwise. The seat back for seat 40 was reclined and was undamaged. The armrests for both seats were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 39 and 40.
CF-023-10 08-06-10 JK-A (37) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 41 and 42

Passenger seats 41 and 42 were securely fastened to Vehicle 2 (MCI). The seat back for seat 41 was pushed forward and was rotated counterclockwise. The seat back for seat 42 displayed minor clockwise rotation and the armrest was pushed down and to the left. The armrest for seat 41 was intact and undamaged. The footrest for seat 41 was in the up position and the footrest for seat 42 was in the down position. The headrests were undamaged and in the down position.

Passenger seats 41 and 42.
CF-023-10 08-06-10 JK-A (42)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 43 and 44

Passenger seats 43 and 44 were securely fastened to Vehicle 2 (MCI). The seat back for seat 44 was in the reclined position. The seat back for seat 43 was rotated in a counterclockwise direction. The armrests were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 43 and 44.
CF-023-10 08-06-10 JK-A (72) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 45 and 46

Passenger seats 45 and 46 were securely fastened to Vehicle 2 (MCI). The seat back for seat 45 was displaced forward and the headrest was turned slightly in a counterclockwise direction. The seat back for seat 46 was undamaged. The footrest for each seat was in the down position. The headrest for seat 46 was undamaged and both headrests were in the down position.

Passenger seats 45 and 46.
CF-023-10 08-06-10 JK-A (78)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 47 and 48

Passenger seats 47 and 48 were securely fastened to Vehicle 2 (MCI). The seat back for seat 47 was pushed forward and was rotated in a counterclockwise direction. The armrest for seat 47 was loose and displaced to the right. The armrest for seat 48 was in the down position. The seat back for seat 48 was in the upright position and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 47 and 48.
CF-023-10 08-06-10 JK-A (74) cropped

Passenger seats 47 and 48.
CF-023-10 08-06-10 JK-A (77) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 49 and 50

Passenger seats 49 and 50 were securely fastened to Vehicle 2 (MCI). The seat back for seat 50 was slightly displaced in a clockwise direction. The seat back for seat 49 was slightly reclined and undamaged. The armrests were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 49 and 50.
CF-023-10 08-06-10 JK-A (114) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 51 and 52

Passenger seats 51 and 52 were securely fastened to Vehicle 2 (MCI) and appeared undamaged. The armrests were intact and undamaged. The footrest for each seat was in the down position. The headrests were undamaged and in the down position.

Passenger seats 51 and 52.
CF-023-10 08-06-10 JK-A (79) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Vehicle Damage Description

INTERIOR (continued)

Passenger Seats 53, 54 and 55

Passenger seats 53, 54 and 55, located in the last row of Vehicle 2 (MCI), were undamaged and securely fastened. These seats were not equipped with armrests and would not recline. The footrest for seat 53 the footrest for seat 54 were both in the down position. There was no footrest for seat 55. The headrests were undamaged and in the down position.

Passenger seats 53, 54 and 55.
CF-023-10 08-06-10 JK-A (115)

FACTS

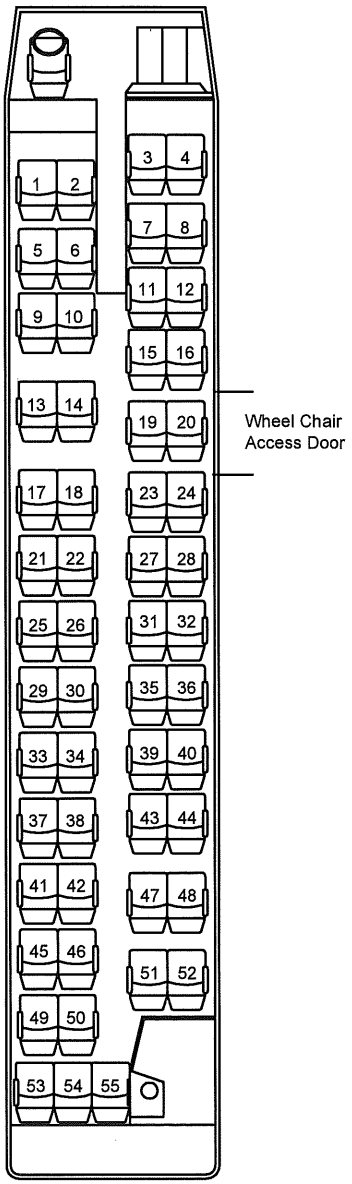
VEHICLE FACTORS

VEHICLE 2 (MCI)

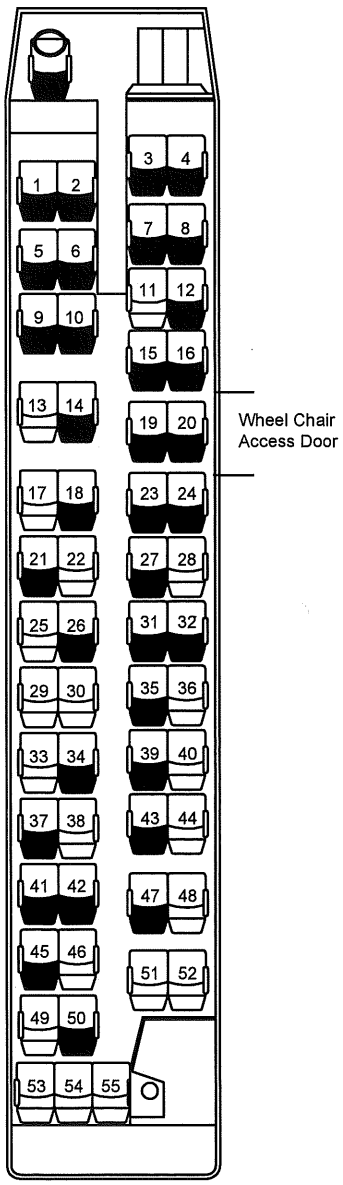
Vehicle Damage Description

INTERIOR (continued)

The shaded seats in the diagram below illustrate the damaged seats of Vehicle 2 (MCI).



Vehicle 2 (MCI) Seat Diagram (undamaged)



Vehicle 2 (MCI) Seat Diagram (damaged)

(not to scale)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

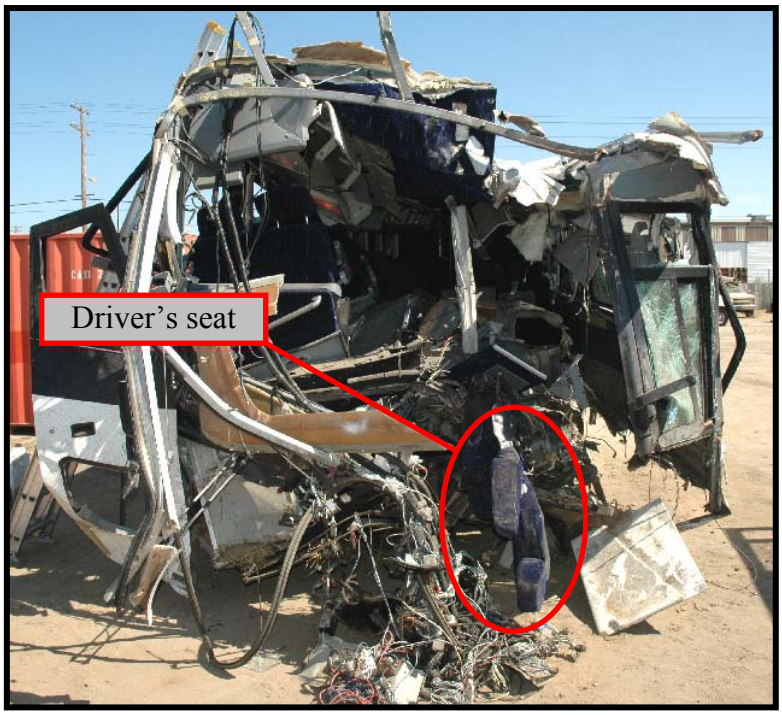
Restraint Inspection

An inspection was conducted on the driver's restraint of Vehicle 2 (MCI) on July 27, 2010.

The driver's seat position was outfitted with a Type 2, 3-point, continuous loop, combination lap/shoulder occupant restraint. The restraint was equipped with an emergency locking retractor mounted to the B-pillar. The remaining components of this restraint consisted of restraint webbing, a loop guide, a fixed lower webbing anchor, a sliding latch plate, and a quick release buckle.

The driver's restraint utilized an emergency locking retractor anchored to the B-pillar, and a buckle mechanism which was anchored to the right side of the seat frame. The continuous webbing was routed upward from the retractor through a loop guide mounted near the outboard shoulder of the driver. The latch plate slides on the webbing via a guide loop incorporated in the latch plate in order to accommodate the size of the driver. In this type of restraint configuration, the latch plate is the separation point between the pelvic portion of the restraint webbing and the torso portion of the restraint webbing. The latch plate was then inserted into the buckle assembly and locked into place.

As a result of the collision, the forward section of the vehicle frame and the attached flooring were disfigured and shattered. Consequently, the driver's seat of Vehicle 2 (MCI) was displaced downward and to the right. Inspection of the driver's restraint revealed the restraint webbing was separated into two pieces. The webbing appeared to be torn. The torn ends of the webbing revealed uneven separation as well as balling and blackening of the individual fibers of the webbing in the torn area.



Front of Vehicle 2 (MCI).
CF-023-10 07-26-10 DN-A (1) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Restraint Inspection (continued)

The buckle assembly remained securely attached to the right side of the driver's seat. The buckle assembly was in good condition, with minor soiling and grime buildup on its external surfaces. The sliding latch plate was located securely fastened in the buckle assembly and the restraint webbing was missing from the latch plate. The red release button, mounted to the top of the buckle assembly, was intact and exhibited sufficient spring tension. Depressing the red release button adequately ejected the latch plate from the buckle assembly. The latch plate was reinserted into the buckle assembly. The locking mechanism within the buckle assembly securely locked the latch plate in place. Movement of the latch plate within the buckle assembly did not result in a release of the latch plate from the buckle.

Buckle and latch plate assemblies.
CF-023-10 07-27-10 DN (2) (cropped)

Torn restraint webbing.
CF-023-10 07-27-10 DN (39) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Restraint Inspection (continued)

An inspection of the plastic coverings of the latch plate and the loop guide revealed there were material transfers and imprinting consistent with restraint webbing loading. Waviness and abrasions of the restraint webbing were observed along its length. The restraint webbing also exhibited evidence of regular usage, such as minor scratches and abrasions on the sliding latch plate, wear on the webbing selvage, and a buildup of grime and soiling of the restraint webbing and buckle assembly.

Based on the material transfers and imprinting observed on the plastic components of the restraint hardware, the abrasions and waviness observed on the restraint webbing, and the location of the latch plate securely fastened within the buckle assembly at the time of the inspection, it was determined that Party 2 (Jewett) was utilizing the occupant restraint for the driver's seat position at time of the collision.

It was determined the belt webbing separated as a result of the collision.

B-pillar mounted loop guide.
CF-023-10 07-26-10 DN (24) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Emergency Exits

All of the side passenger windows of Vehicle 2 (MCI) were designed to be opened from the inside for emergency escape purposes. Vehicle 2 (MCI) was equipped with seven window emergency exits on the right side, and eight window emergency exits on the left side along with two emergency escape hatches in the roof.

The upper part of each passenger window was hinged, the base of each window was equipped with a hinged pivoting release bar that extended the width of the window. The release bar operated two latches, one at each lower corner of the window. Each release bar was equipped with a metallic tag that contained operating instructions for the release bar. Each tag was situated at the center of each release bar. The release bar operating instructions are illustrated below:

Vehicle 2 (MCI) passenger window operating instructions.
CF-023-10 08-06-10 JK-A (32) cropped

Pulling outward and upward on the release bar would release the lower edge of the window emergency exit. Pushing out on the window would allow the window to open, providing egress for passengers.

The roof hatch located in the forward portion of the vehicle sustained collision damage and therefore was inoperable. The roof hatch located in the rear portion of the bus was in good condition and was adequately secured within the roof opening. A single release lever was situated near the middle of the hatch. The operation of the roof hatch release lever was checked and operated appropriately, allowing the hatch to be opened. The hatch could be adequately closed and the release lever securely locked the escape hatch.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Emergency Exits (continued)

The side passenger windows of Vehicle 2 (MCI) were examined for collision related damage. The passenger windows were numbered from front to rear.

WINDOW	OBSERVATIONS
Left side #1 window	The window glass was shattered and the window frame was twisted. The rubber window seal was dislodged from the frame.
Left side #2 window	The outer glass panel was shattered and the inner glass panel was punctured. The window was in the open position.
Left side #3 window	The window glass and the frame appeared undamaged. The window was in the open position.
Left side #4 window	The window glass and the frame appeared undamaged. The window was in the open position.
Left side #5 window	The window glass and the frame appeared undamaged. The window was in the closed position.
Left side #6 window	The window glass and the frame appeared undamaged. The window was in the closed position.
Left side #7 window	The window glass and the frame appeared undamaged. The window was in the open position.
Left side #8 window	The window glass and the frame appeared undamaged. The window was in the open position.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Emergency Exits (continued)

WINDOW	OBSERVATIONS
Right side #1 window	The window glass was shattered and the window frame was twisted. The rubber window seal was dislodged from the frame. The surrounding body pillars were displaced rearward. The release bar remained attached to the window and the release bar sash mounted attachment hooks were secured to the sash. The release bar was separated from the window sash.
Right side #2 window	The window glass was shattered and the window frame was twisted. The rubber window seal was dislodged from the frame. The surrounding body pillars were displaced rearward.
Right side #3 window	The window glass and the frame appeared undamaged. The window was in the open position.
Right side #4 window	The window glass and the frame appeared undamaged. The window was in the open position.
Right side #5 window	The window glass and the frame appeared undamaged. The window was in the closed position.
Right side #6 window	The window glass and the frame appeared undamaged. The window was in the open position.
Right side #7 window	The window glass and the frame appeared undamaged. The window was in the closed position.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

Description of Vehicle: 2006 Motor Coach Industries (MCI), Incorporated Model D4505 motor coach

Passenger Capacity: 55

License: R74 960 Texas **Expiration Date:** March 2011

Vehicle Identification Number: 1M86DMPA16P057202

Manufacture Date: March 28, 2006

Model Number: D4505-57202C

Odometer: 512,917.0 miles (obtained from the DDEC® V unit)

Color: White / Red / Blue / Gray

Gross Vehicle Weight Rating: 48,000 pounds
Axle 1 Weight Rating: 16,000 pounds
Axle 2 Weight Rating: 22,500 pounds
Axle 3 Weight Rating: 12,000 pounds

Vehicle Number: 30601

DOT Number: 044110

Inspection Dates: July 27, 28 and 29, 2010
August 2 and 6, 2010

Location: Action Towing and Dive Team, Incorporated
2822 East California Avenue
Fresno, California 93721

Registered Owner: Greyhound Lines, Incorporated
350 North Saint Paul Street
Dallas, Texas 75201

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

OVERVIEW

Vehicle 2 (MCI) was a 2006 Motor Coach Industries, Incorporated (MCI), Model D4505, 45 foot-long, three axle motor coach with a 48,000 pound gross vehicle weight rating. Vehicle 2 (MCI) was manufactured by Motor Coach Industries, Incorporated, 1700 East Golf Road, Suite 300, Schaumburg, Illinois 60173, and was sold on March 28, 2006, to Greyhound Lines, Incorporated, 15110 North Dallas Parkway, Dallas, Texas 75248. The registration records for Vehicle 2 (MCI) are noted in the table below.

DATE	SOURCE	ACTION	TITLE NUMBER
12/01/2006	Texas Motor Vehicle Department Lubbock, Texas	Registration issued or renewed. Passed Safety Inspection.	15230638846114700
12/01/2007	Texas Motor Vehicle Department Lubbock, Texas	Registration issued or renewed. Passed Safety Inspection.	15230638846114700
07/07/2008	Texas Motor Vehicle Department Dallas, Texas	Registration issued or renewed. Passed Safety Inspection.	05725239623103022
04/01/2009	Texas Motor Vehicle Department Dallas, Texas	Registration issued or renewed. Passed Safety Inspection.	05725239623103022
04/01/2010	Texas Motor Vehicle Department Dallas, Texas	Registration issued or renewed. Passed Safety Inspection.	05725239623103022

The mechanical components of this vehicle were separated into individual critical item segments for a detailed analysis of their functional abilities or abnormalities. The critical item segments on this vehicle will consist of the following: Recalls, Power Train and Exhaust, Throttle and Fuel System, Electrical System, Steering, Suspension, Brakes, Tires and Wheels, Detroit Diesel Electronic Control V System, Records, and Pull Notice. A check of recalls pertaining to Vehicle 2 (MCI) was also conducted.

The damage and information listed in the following narrative is not inclusive of all damage to Vehicle 2 (MCI).

All references to direction in the following narrative are oriented from the driver's seat of the vehicle looking forward through the windshield.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECALLS (continued)

A search of Safety Recalls was conducted through the National Highway Traffic Safety Administration (NHTSA) and Motor Coach Industries, Incorporated.

A safety recall is defined as a recall by the manufacturer (or governmental agency) due to an immediate safety hazard with the involved vehicle. A recall is initiated when a motor vehicle or item of motor vehicle equipment (including tires) does not comply with a Federal Motor Vehicle Safety Standard (FMVSS), or when there is a safety related defect in the vehicle or equipment.

There was one safety recall pertaining to Vehicle 2 (MCI) found through NHTSA. The NHTSA Web site, *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm*, was accessed on August 3, 2010, at 1321 hours. The recall from NHTSA is listed in the table below.

NHTSA CAMPAIGN NUMBER	INVESTIGATION DATE (OPENED)	INVESTIGATION DATE (CLOSED)	TITLE
10V087000	01-14-2010	04-09-2010	Structure:Body:Door

The recall stated the following:

> Office of Defects Investigation, *"opened this investigation upon learning of two incidents where the wheelchair assembly broke through the side door while the motor coach was being operated. Both incidents resulted in property damage to parked vehicles. After further review, MCI decided to conduct a safety recall to resolve this issue. MCI will provide parts and labor to install a Ricon-designed retrofit kit that includes a spring-loaded lock mechanism. The additional lock mechanism will prevent unintended wheelchair lift deployment regardless of the cause. The population includes 1995 through 2009 D4000's, 1997 through 2010 D4500's, and 2005 through 2010 D4505 models. This resolves all issues concerning this investigation. This investigation is closed."*

This recall affected 2005 through 2010 Motor Coach Industries, Incorporated, Model D4505 vehicles, including Vehicle 2 (MCI). Based on records provided by Greyhound Lines, Incorporated, repairs were made to the area of the wheelchair door on May 7, 2010, and July 19, 2010. The wheelchair access door or the operational integrity of the wheelchair mechanisms were not factors in this collision.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECALLS (continued)

Motor Coach Industries, Incorporated, supplied MAIT with two service bulletins that affected Vehicle 2 (MCI). One of the bulletins, Service Bulletin Number 341B, outlined the service procedures regarding recall 10V087000, repair to the Ricon wheelchair lift. The other bulletin, Service Bulletin Number 290B, related to the de-bonding of the inner and outer pieces of the passenger window glass.

A check of the NHTSA Web site *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm* on August 3, 2010, at 1324 hours, indicated no recalls for the tires on this vehicle.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

POWER TRAIN AND EXHAUST

Vehicle 2 (MCI) was equipped with a turbocharged Detroit Diesel Series 60, four-cycle, six cylinder, 12.7 liter, 455 horsepower diesel engine. The engine was equipped with a Detroit Diesel Electronic Control V (DDEC® V) electronic control unit and electronic fuel injectors. The engine was attached to an Allison B-500 six-speed electronically controlled automatic transmission. Engine power was delivered from the transmission, through a two-piece ArvinMeritor tubular drive shaft, to an ArvinMeritor single reduction, full-floating, hypoid-type drive axle.

The power train was arranged in a rear engine, rear wheel drive configuration. Examination of the power train revealed the engine and transmission did not sustain any collision related damage; however, the drive axle (axle 2) was displaced in a counterclockwise direction within the chassis. The engine oil level was full, and the transmission oil level was over the "F" mark stamped into the transmission oil level dipstick. All of the belt driven accessories were securely mounted and the accessory drive belts were properly mounted and of sufficient tension to drive the various pulleys.

The gear shift control was a "touch-pad module" design and was mounted on the left side of the instrument panel. Inspection revealed the "touch-pad module" sustained collision damage consisting of faceplate fracturing, separation, and the faceplate was located outside the vehicle.

The engine was outfitted with a Jacobs Vehicle Equipment Company Engine Brake, "Jake Brake." The "Jake Brake" is used in conjunction with the service brakes to slow the vehicle. The "Jake Brake" mechanically opens the cylinders' exhaust valves near the top of the compression stroke, releasing the charge. The effect is a net energy loss. The "Jake Brake" has one housing assembly per cylinder, with the housing mounted on the cylinder head above each set of exhaust valves and the fuel injectors. There was an amber "engine brake" lamp located in the right "telltale" cluster in the instrument panel. The amber "telltale" lamp would illuminate whenever the "Jake Brake" was activated. The "Jake Brake" activation switch was located in the upper left of the instrument cluster and was a three position rocker type switch. The system could be set to the first position (turned off), set to the second position (to retard two engine cylinders) or set to the third position (to retard all six engine cylinders).

The exhaust system discharged downward at the left rear and appeared to be undamaged.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

POWER TRAIN AND EXHAUST (continued)

Inspection of the power train and exhaust indicated they were intact and functional prior to the collision; however they sustained the following collision damage:

- Inspection revealed the "touch-pad module" gear shift control was fractured and was separated from the driver's instrument console. The "touch-pad module" and the faceplate were in numerous pieces and were located outside the vehicle.
- The drive axle was displaced in a counterclockwise direction within the chassis.
- Due to damage sustained by the instrument panel area of Vehicle 2 (MCI), the exact positions of the various controls at the time of the collision for the power train are unknown.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

THROTTLE AND FUEL SYSTEM

Vehicle 2 (MCI) utilized an electronic accelerator pedal assembly that was an integral part of the engine's electronic control system. The electronic accelerator pedal assembly incorporated a throttle position sensor (TPS). Data from the TPS was utilized as one of the inputs to the Detroit Series 60 DDEC V Engine Control Unit (ECU). The ECU, with data from numerous other sensors, determined fuel flow and pressure to the engine. The ECU was securely mounted to the right side of the engine and appeared undamaged. The ECU's wiring harnesses were securely attached and appeared undamaged. Pressurized fuel was delivered to the engine through fuel injectors that were metered by an electronic governor.

The fuel system was a continuous flow, closed loop system that consisted of a 182 gallon aluminum fuel tank with a standard filler nozzle, fuel lines, fuel filter, fuel pump, fuel manifolds in the cylinder heads, and fuel injectors. The fuel tank was securely mounted between the right and left frame rails rearward of the front cargo bay. The fuel lines were securely routed and were intact. There was no evidence of any preexisting fuel leaks.

Inspection of the throttle and fuel system indicated they were intact and functional prior to the collision; however they sustained the following collision damage:

- The electrical wiring to the electronic accelerator pedal was damaged; however, the wiring to the pedal throttle position sensor remained securely attached.
- The electronic accelerator pedal assembly sustained collision damage that consisted of displacement from its floor mounts, and fracturing of the pedal tread and the mounting plate.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

ELECTRICAL SYSTEM

Vehicle 2 (MCI) utilized a 12 volt and 24 volt negative ground electrical system. Electrical power was supplied by two SAE type D, 12 volt wet cell batteries connected in series and rated at 1160 amps each. The batteries supplied power to start the engine. Dual belt driven 50-DN Delco 24V alternators recharged the batteries and provided power to all other electrical devices during vehicle operation. The batteries were located inside the battery compartment, midway along the right side of the vehicle. All electrical circuits were protected by circuit breakers, fuses and/or fusible links. A 12 volt/24 volt main battery disconnect switch was provided to cut power to all electrical devices as needed.

A multiplex electrical system was also utilized to control various electrical devices in the vehicle. The multiplex control modules are connected to a communications bus.

A remote engine control box was located in the engine compartment and appeared undamaged.

Inspection of the electrical system indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The wire harnesses and electrical system components located at the front of the vehicle were damaged. This included the front junction box located below the driver's window. One of the four multiplex modules located in this area was damaged as well.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

STEERING

The steering system consisted of a steering wheel, a multi-link steering column shaft, a steering gearbox, knuckles, and connecting linkage. The steering wheel was mounted to the top of the tilt and telescoping type steering column. The multi-link steering column shaft extended downward to the input shaft of the Ross TAS-85 Series recirculating ball type gearbox. The gearbox was securely mounted under the driver's compartment. A Pitman arm was securely attached to the output shaft of the gearbox. A drag link was connected between the pitman arm and the left steering arm via spherical ball joints. The tie rod was connected between the left and right tie rod arms with spherical ball joints. The steering knuckles were mounted to the ends of the I-beam front axle with straight kingpins and bushings.

The steering system was augmented with a hydraulic power steering system that consisted of a power steering pump, a remote power steering fluid reservoir, associated pressure and return hoses and lines, and the steering gearbox. The gear driven, vane type, Luk VT73 power steering pump was mounted to the accessory drive gear on the left front gear case housing of the engine. The fluid level was visible in the sight gauge on the side of the remotely mounted fluid reservoir.

As a result of collision related damage, the input shaft of the steering gearbox was broken. In order to check the functionality of the gearbox, the broken input shaft was manually rotated. Rotation of the input shaft resulted in smooth linear movement of the Pitman arm. Four complete rotations of the input shaft were required to articulate the Pitman arm through its range of motion. Additionally, rotation of the input shaft resulted in power steering fluid being expelled from the pressure and return ports of the gearbox.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

STEERING (continued)

Vehicle 2 (MCI) was also outfitted with a self-steering tag axle function on axle 3. The tag axle is a modified front axle assembly, with steering knuckles, king pins, a tie rod assembly, left and right tie rod arms, as well as upper and lower radius rods and air springs. The purpose of the self-steering tag axle is to enable the vehicle to have a shorter turning radius and make the vehicle more maneuverable at low speeds in both forward and reverse gears.

The self-steering function of axle 3 is automatically controlled and was performed electro-mechanically through the actuation of locking or latching air cylinder circuits. Mounted on the tag axle support structure were two air cylinders that controlled the steerability of the axle assembly. Bolted to the left side of the lower portion of the axle assembly was a small air cylinder. Attached to this cylinder was a pin that fitted into a slotted plate clamped to the tie rod assembly. Air pressure was supplied to one port of the cylinder to lift the pin up and out of the slotted locking plate, allowing the tag axle to caster freely from 3 degrees positive to 3 degrees negative. When the air pressure was switched to the other port on the cylinder, it locked the axle in the straight position once the pin engaged the plate.

When the road speed of the vehicle exceeds 18-20 miles per hour, air pressure to the lock cylinder is switched to extend the pin, allowing it to engage the plate. A speed switch located in the front junction box reads the transmission speed signal and controls the switching function at 18-20 mph.

On the upper portion of the tag axle support structure was a second air cylinder, which was larger than the lock cylinder at the tie rod assembly. When the vehicle is shifted into reverse, air pressure supplied to one port of this cylinder forces it to extend, pushing the top of the tag axle structure forward. This action reverses the caster angle of the tag axle wheels, allowing the caster angle of the tag axle to change while the vehicle is driven in reverse. When the transmission is shifted out of reverse, air pressure is switched to the other port on the cylinder causing the top of the axle structure to shift rearward, restoring the caster angle for forward movement of the vehicle.

Inspection of the self-steering tag axle revealed no collision related damage. The associated air lines were securely fastened to appropriate valves and were in good condition. The tie rod mounted lock cylinder was locked in the extended or forward position, meaning the tag axle was locked in the straight ahead position. The right side of the tie rod was bent rearward into to axle 3. It appears this damage may have been the result of vehicle recovery efforts.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

STEERING (continued)

Inspection of the steering system indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The steering wheel, tilt and telescoping column, and shaft were displaced from the vehicle and broken into several sections. The specific adjustment of the steering column with respect to tilt angle and height are unknown.
- The steering wheel was bent over itself.
- The multi-link steering column shaft was separated from the gearbox and the input shaft was broken.
- The power steering fluid pressure and return hoses were torn from their connections on the gearbox.
- The Pitman arm was bent.
- The drag link ball joint was separated at the Pitman arm.
- The drag link was bent and was contacting the left side of the frame.
- The steer axle tie rod for axle 1 was bent.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

SUSPENSION

The vehicle's suspension system utilized an air spring design to maintain the proper axle to chassis distance and the desired ride height. The air springs utilized pressurized air to maintain this distance and height. The system operated automatically using height control valves to maintain air spring pressure and loading. Additionally, when facilitated by the driver, the air spring design enabled the front ride height of the vehicle to be temporarily lowered to assist with passenger loading.

Axle 1

The suspension for axle 1 consisted of an ArvinMeritor drop center forged I-beam type axle, a transversely mounted radius rod, and a stabilizer bar. Each axle end was outfitted with one Goodyear Rolling Lobe type air spring, one upper and one lower longitudinally positioned radius rod, and two shock absorbers. One height control valve governed air spring pressure.

The air springs were seated between the top of the axle and seats in the bottom of the frame. The upper longitudinal radius rods were connected to the frame and extended rearward to mounts inboard of the air spring mounts on the axle. The lower longitudinal radius rods were connected to the frame and extended rearward to mounts under the axle. The shock absorbers were mounted in front of and behind the air springs. The stabilizer bar was attached to the frame at both the right and left sides with clamps and bushings. The stabilizer was attached to the ends of the axle with links.

Inspection of the front suspension located the following preexisting condition:

- The right front and rear shock absorbers exhibited oil "misting."

Inspection of the front suspension indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The vehicle frame to which the front suspension components were attached was displaced rearward. As a result, the front axle and the associated suspension components were displaced rearward and from right to left.
- The left front shock absorber was detached at the top mount.
- The left rear shock absorber was detached at the bottom mount.
- The left air spring had a tear at the upper outboard side.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

SUSPENSION (continued)

Axle 2

The suspension for axle 2 consisted of left and right suspension supports consisting of one set each of upper, diagonally mounted radius rods, and lower longitudinally mounted radius rods that positioned the drive axle within the chassis. Two double acting shock absorbers and two Goodyear Rolling Lobe type air springs supported each side of the suspension assembly. Two height control valves governed air spring pressure.

The air springs were seated between the top of the drive axle support assemblies and seats in the bottom of the frame. The upper, diagonally positioned radius rods were connected to the frame and extended rearward to mounts inboard of the air spring mounts on the axle. The lower, longitudinally positioned radius rods were connected to the frame and extended rearward to mounts under the axle. The shock absorbers were mounted in front and behind the air springs. There was minor shock absorber hydraulic fluid "misting" noted.

Inspection of axle 2's suspension located the following preexisting condition:

- The left rear shock absorber exhibited oil "misting." This was evident by the amount of road grime which was attached to the fluids leaking from the shock absorber. This was consistent with the statements of Greyhound Journeyman Mechanic, Witness 22 (Ross), who stated he located a leaking drive shock on July 21, 2010, on Vehicle 2 (MCI).

Inspection of the suspension for axle 2 indicated it was intact and functional prior to the collision; however it sustained the following collision damage:

- The frame to which the upper diagonally positioned radius rods were attached was displaced. As a result, axle 2 was displaced in a counterclockwise direction within the chassis.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

SUSPENSION (continued)

Axle 3

The suspension for axle 3 consisted of a pivoting suspension truss assembly with latching and locking mechanisms. One set each of upper, diagonally mounted radius rods and lower, longitudinally mounted radius rods positioned the axle assembly within the chassis. Two double acting shock absorbers and one Goodyear Rolling Lobe type air spring supported each side of the suspension assembly. A steering dampener shock absorber was installed between the tie rod and the axle assembly as part of the self-steering function.

The upper, diagonally positioned radius rods attached near the center of the suspension truss assembly and were angled outward where they mounted to the frame. The lower, radius rods extended rearward on each side to the frame. The air springs were mounted between the top of the suspension truss assembly and plate bracket mounted to the underside of the body. There were shock absorbers mounted to the suspension truss assembly. They extended upward to a bracket mounted to the frame.

Inspection of the axle 3 suspension indicated it was intact and functional prior to the collision; however, it sustained the following damage (it was indeterminate if this damage was caused during the collision or during recovery efforts).

- The left rear shock absorber lower mount was pulled from its suspension mount. The shock absorber lower mount stud was bent.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

BRAKES

Vehicle 2 (MCI) utilized an on-board pressurized air system to activate various components of the brake system, suspension systems and steering system. The air system consisted of an air supply system, reservoirs and related components, the brake systems, suspension, and the accessory air system.

The air activated service brake system consisted of a Bendix Tru-Flo 750, two-cylinder, air and water cooled air compressor, which supplied compressed air for the entire system. The compressor was gear driven and was mounted to the front auxiliary drive of the engine. A Bendix Type D-2 governor was mounted on the air compressor. The system also contained four air reservoirs dedicated to the brake system, an additional accessory reservoir for other air actuated systems on the vehicle, an air dryer, an oil separator, an in-line air filter, a Bendix E-10P dual brake valve, a brake pedal assembly, a Bendix PP-1 push-pull type parking brake valve, numerous check valves, associated fittings, piping, and flexible hoses.

Vehicle 2 (MCI) was outfitted with ArvinMeritor EX225 air actuated disc brakes at all six hubs. The brake rotors were non-floating vented type, and the brake calipers were dual piston, sliding bridge type calipers equipped with bonded semi-metallic friction material.

The brake system of Vehicle 2 (MCI) was also equipped with a Meritor WABCO anti-lock brake system (ABS). The ABS consisted of an electronic control unit (ECU), front and rear valve packages and wheel speed sensors mounted on the steer and drive axle hubs, in a four sensor, four modulator valve configuration. The wheel speed sensors monitor wheel speed at all times. The ECU receives and processes signals from the wheel speed sensors, and if wheel lockup is detected, the modulator valve is activated, controlling air pressure to the associated brake assembly.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES (continued)

The air compressor was securely mounted to the engine and was undamaged. When checked, the air system contained residual air pressure at the time of the inspection. The four air reservoirs were free of contaminants.

The dual brake valve was mounted under the driver's floor area. The parking brake valve was to the right of the driver's seat.

The brake system piping and hoses, the dual brake valve, and the push-pull parking brake valves in the vicinity of the front of the vehicle sustained collision damage. In order to assess the functionality of the individual brake components, a compressed air supply was obtained from an external air compressor. The various components of the brake system were connected to a regulated air pressure of approximately 100 pounds per square inch during the inspection.

The functional testing of the calipers of Vehicle 2 (MCI) revealed that the brake units operated correctly, with no binding, restrictions, or air leakage noted.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES (continued)

Brake Data

Examination of the brake components of Vehicle 2 (MCI) revealed the following data.

	AXLE 1		AXLE 2		AXLE 3	
	Left	Right	Left	Right	Left	Right
Type of Brake	Disc	Disc	Disc	Disc	Disc	Disc
Rotor-to-friction lining clearance (caliper adjustment)	N/A	0.040”	0.080”	0.017”	0.030”	0.009”
Rotor-to-friction lining clearance (caliper adjustment) specification[1]	0.080”	0.080”	0.080”	0.080”	0.080”	0.080”

FRICTION MATERIAL						
Type	Bonded	Bonded	Bonded	Bonded	Bonded	Bonded
Thickness/Outboard	0.642”	0.665”	0.225”	0.229”	0.476”	0.525”
Thickness/Inboard	0.637”	0.657”	0.307”	0.274”	0.303”	0.206”
Minimum Thickness[2]	0.120”	0.120”	0.120”	0.120”	0.120”	0.120”

BRAKE ROTORS						
Rotor Thickness	1.768”	1.734”	1.616”	1.649”	1.624”	1.607”
Minimum Thickness[3]	1.460”	1.460”	1.460”	1.460”	1.460”	1.460”

[1] Meritor specification located in Maintenance Manual MM-0467, DiscPlus™ EX225 Air Disc Brake, Page 7.
[2] Meritor specification located in Maintenance Manual MM-0467, DiscPlus™ EX225 Air Disc Brake, Page 10.
[3] Meritor specification located in Maintenance Manual MM-0467, DiscPlus™ EX225 Air Disc Brake, Page 25.

At the time of the collision, the requirements set forth in the 2008 Code of Federal Regulations Title 49 Part 393.47(d)(2) regarding minimum thickness requirements for air disc brake pads stated the minimum thickness must be at or above ⅛ of an inch (0.125 inches). All of the brake pads on Vehicle 2 (MCI) exceeded this thickness.

FACTS

VEHICLE FACTORS

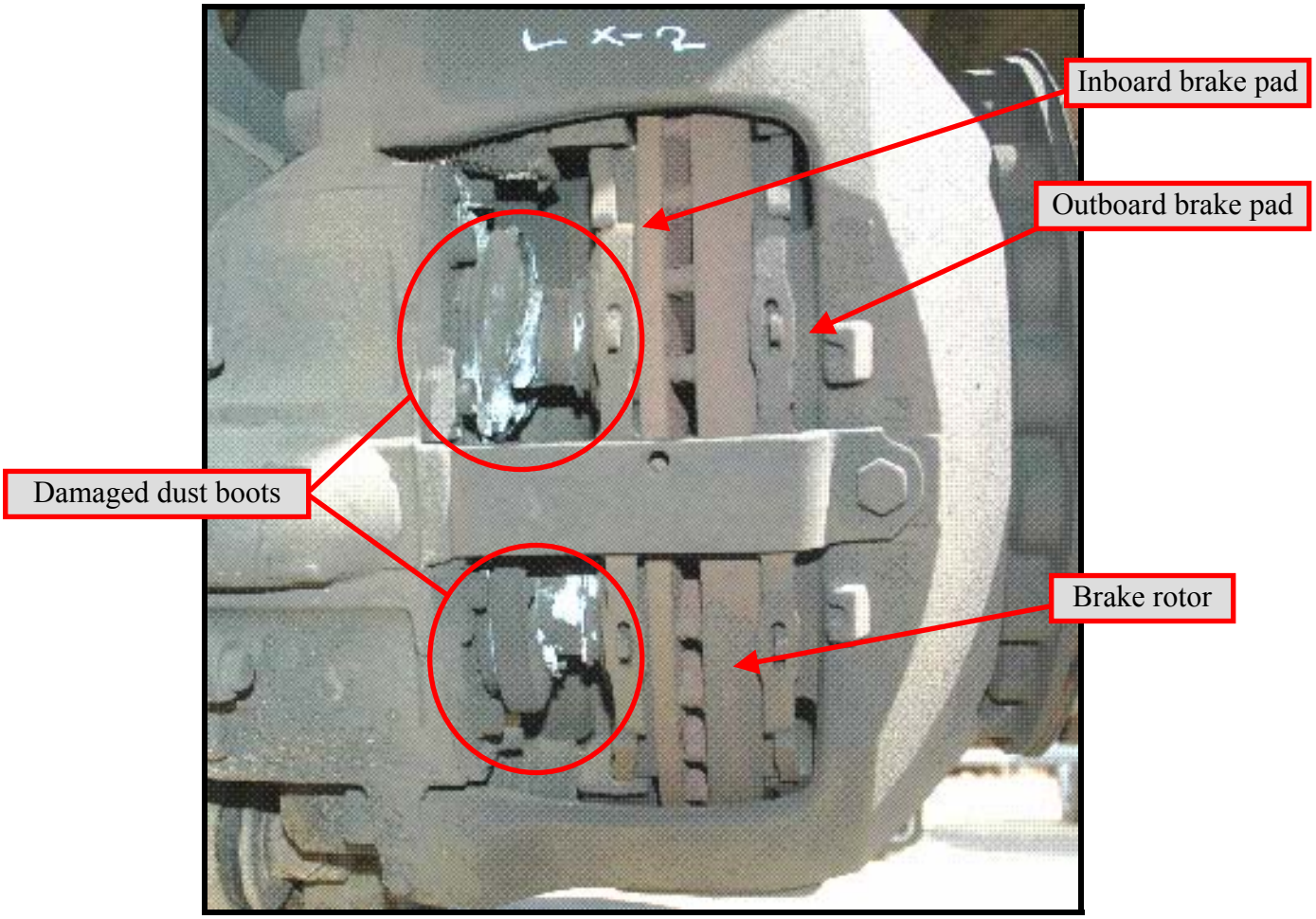
VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES (continued)

The brake system had the following pre-existing conditions:

- The piston dust boots on the left caliper of axle 2 were damaged by excessive brake heat. The damage consisted of discoloration and breeches, or openings, in the dust boots. The functional testing of the left caliper of axle 2 revealed that the brake unit operated correctly, with no binding, restrictions, or air leakage noted.



Left brake assembly of axle 2 of Vehicle 2 (MCI).
CF-023-10 07-27-10 SP (8) cropped

FACTS

VEHICLE FACTORS

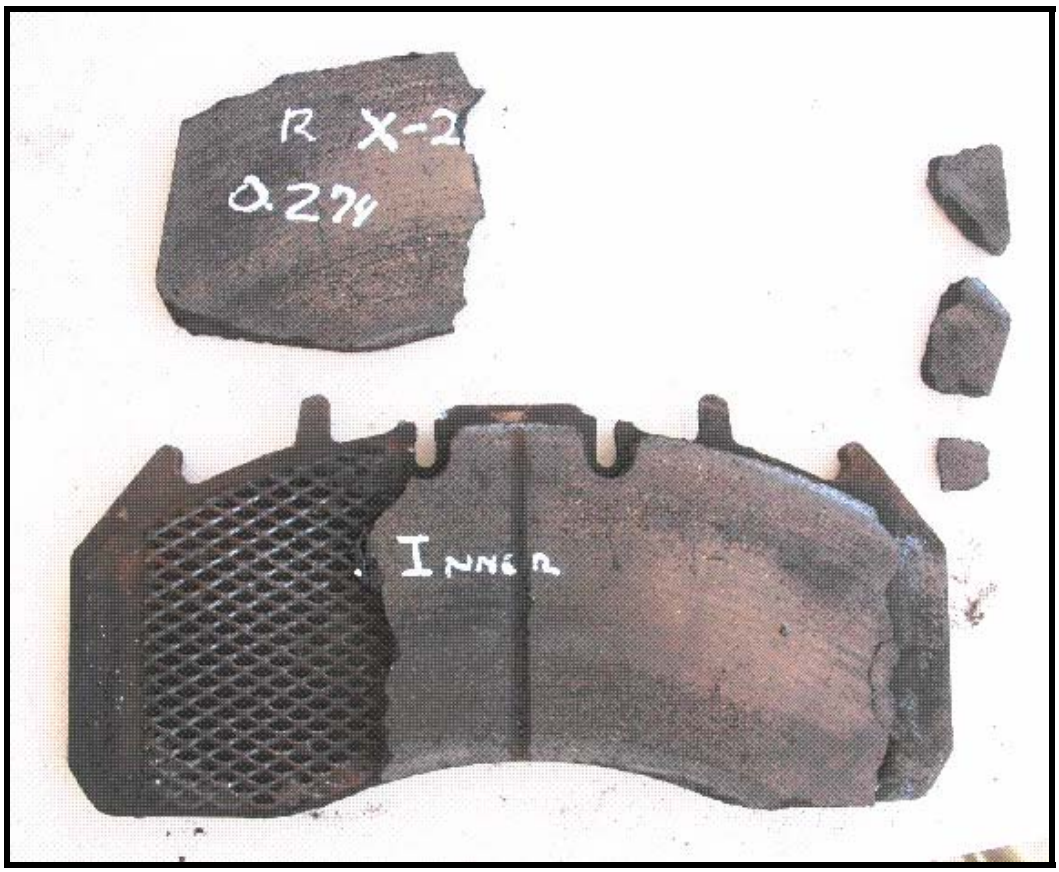
VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES

The brake system had the following pre-existing conditions (continued):

- The right inboard brake pad of axle 2 displayed friction material that was fractured into several pieces. The fractured pieces of friction material were separated from the metal backing plate. The thickness of the friction material of this brake pad was 0.274 inches, which was above the recommended minimum specification set forth by the manufacturer which was 0.120 inches. The cracked/fractured friction material from the right inboard brake pad of axle 2 was determined to be a preexisting condition and not a result of collision damage. This was determined by the amount of brake dust residue located on the backing plate behind the large portion of the separated friction material. Additionally, the edges near the fracture of the friction material were dulled due to vibration over time.



Right inboard brake pad of axle 2 of Vehicle 2 (MCI).
CF-023-10 07-27-10 SP (54) cropped

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES

The brake system had the following pre-existing conditions (continued):

Following the collision on July 22, 2010, CHP Southern Division MAIT investigators responded to the Greyhound Lines, Incorporated terminal in Los Angeles, California and interviewed terminal personnel, which included coach service personnel. Statements from several of the service personnel indicated that they believed the brake pads on axle 2 of Vehicle 2 (MCI) were either "thin" or "gone," and in need of replacement. Additionally, service personnel indicated they checked the brake pad thickness by attempting to insert a paper clip into a "wear groove" in the brake pad. Service personnel further indicated that if they could not insert a paper clip into the groove, the brake pad needed replacement.

As a result of this information, an exemplar "new" brake pad was obtained by Central Division MAIT investigators during the course of this investigation. The exemplar friction material was examined and compared to the brake pads found on Vehicle 2 (MCI). The exemplar pad's friction material measured 0.822 inches in thickness. A major V-shaped groove was observed on the "new" friction material that was perpendicular to the material. The groove was 0.623 inches deep. This was the groove Greyhound employees stated they utilized a paper clip to check brake pad thickness. Utilizing this method, Greyhound employees would be replacing the brake pads at approximately 0.200 inches which is above both the Meritor WABCO's minimum thickness and the Federal Motor Carrier Safety Regulation's minimum thickness.

MAIT investigators contacted Mr. Paul Johnston, Senior Director of the Compression and Braking Business Unit at Meritor WABCO, 2135 West Maple Road, Troy, Michigan 48084, and inquired as to the purpose of the V-shaped groove. Mr. Johnston related this groove is utilized in the manufacturing process, and facilitates the evacuation of gasses that are generated during the braking process. Mr. Johnston also stated that he "checked with the Meritor WABCO and MCI engineering groups, and that the 'paper clip' approach to gauge pad thickness has not been communicated to customers."

The brake systems installed on Vehicle 2 (MCI) provided a means of visual inspection to determine when the brake pad friction material was in need of further inspection or replacement. According to Meritor Maintenance Manual MM-0467, page 7, a visual wear indicator was provided on the inboard side of the caliper that consisted of a wear indicator rod that protruded from the caliper. If the indicator rod protruded less then 0.160 inches from the inboard side of the caliper, further inspection and possible replacement of the brake pads was warranted.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

BRAKES (continued)

The brake system sustained the following collision damage:

- The dual brake valve was broken from its mounting and pedal.
- The air lines were broken from the dual brake valve.
- The air lines from the parking brake control valve were broken.
- The air line fitting was pulled from the left front air brake chamber (this damage prevented MAIT investigators from applying the left front brake caliper to check for rotor-to-friction lining clearance).

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

TIRES AND WHEELS

This vehicle was equipped with eight original equipment size and type of tires and wheels. The MCI maintenance manual indicated 315/80R 22.5 tires mounted on 22.5 x 8.25 or 22.5 x 9.0 hub-piloted wheels. The manufacturer recommended tire inflation was 120 pounds per square inch (psi) for tires mounted on the front axle, 95 psi for tires mounted on the drive axle, and 95 psi for tires mounted on the tag axle. Greyhound Lines, Incorporated, stickers placed on the body of the vehicle above the drive and tag axles indicated the cold tire inflation pressures should be 105 psi, as well as a minimum tread depth of 4/32 inch.

All of the tires of Vehicle 2 (MCI) were attached to their respective hubs via a full complement of 10 wheel nuts. All of the wheel nuts were sufficiently tightened.

The tables on the following pages display the information that was embossed on the sidewalls of the respective tires mounted on Vehicle 2 (MCI), and were separated by axle. Tread depth measurements were in 32^{nds} of an inch, and were measured from the outboard tread edge to the inboard tread edge. References to the specific tire and wheel under examination, unless otherwise noted, were by the clock method with the valve stem as the 12:00 o'clock position. The outboard sides of the tires and wheels were referenced in a clockwise direction, while the inboard sides of the tires and wheels were referenced in a counterclockwise direction.

Specific tire information was embossed on the sidewalls of the respective tires mounted on axle 1, and are noted in the table below.

AXLE 1	LEFT TIRE	RIGHT TIRE
Trade Name	Michelin XZA 2	Michelin XZA 2
Model	XZA2 Energy	XZA2 Energy
Size	315/80 R 22.5	315/80 R 22.5
Tread Plies	4 ply steel	4 ply steel
Sidewall Plies	1 ply steel	1 ply steel
Load Rating	9,090 lbs at 130 psi	9,090 lbs at 130 psi
Tread Style	Highway	Highway
DOT Number	B6D7 35CX 1010	B6D7 35CX 4409
Week and Year of Mfg.	10^{th} week of 2010	44^{th} week of 2009
DOT Location	Outboard	Inboard
Pressure	0 psi	128 psi
Tread Depth	10, 10, 11, 11	13, 13, 13, 14
Rolling Radius	18"	18"
Wheel Type	Alloy	Alloy

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

TIRES AND WHEELS (continued)

Specific tire information was embossed on the sidewalls of the respective tires mounted on axle 2, and are noted in the table below.

AXLE 2	LEFT OUTBOARD TIRE	LEFT INBOARD TIRE	RIGHT OUTBOARD TIRE	RIGHT INBOARD TIRE
Trade Name	Michelin XZA 2	Michelin XZA 2	Michelin XZA 2	Michelin XZA 2
Model	XZA2 Energy	XZA2 Energy	XZA2 Energy	XZA2 Energy
Size	315/80 R 22.5	315/80 R 22.5	315/80 R 22.5	315/80 R 22.5
Tread Plies	4 ply steel	4 ply steel	4 ply steel	4 ply steel
Sidewall Plies	1 ply steel	1 ply steel	1 ply steel	1 ply steel
Load Rating	8,270 lbs at 130 psi	8,270 lbs at 130 psi	8,270 lbs at 130 psi	8,270 lbs at 130 psi
Tread Style	Highway	Highway	Highway	Highway
DOT Number	B6D7 35CX 0910	B6D7 35CX 1210	B6D7 35CX 2010	B6D7 35CX 1710
Week and Year of Mfg.	9th week of 2010	12th week of 2010	20th week of 2010	17th week of 2010
DOT Location	Inboard	Outboard	Outboard	Outboard
Pressure	110 psi	112 psi	104 psi	104 psi
Tread Depth	13, 11, 12, 13	13, 11, 11, 12	14, 14, 13, 14	14, 14, 14, 14
Rolling Radius	18”	18”	18”	18”
Wheel Type	Alloy	Alloy	Alloy	Alloy

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

TIRES AND WHEELS (continued)

Specific tire information was embossed on the sidewalls of the respective tires mounted on axle 3, and are noted in the table below.

AXLE 3	LEFT TIRE	RIGHT TIRE
Trade Name	Michelin XZA 2	Michelin XZA 2
Model	XZA2 Energy	XZA2 Energy
Size	315/80 R 22.5	315/80 R 22.5
Tread Plies	4 ply steel	4 ply steel
Sidewall Plies	1 ply steel	1 ply steel
Load Rating	9,090 lbs at 130 psi	9,090 lbs at 130 psi
Tread Style	Highway	Highway
DOT Number	B6D7 35CX 0910	B6D7 35CX 0910
Week and Year of Mfg.	9th week of 2010	9th week of 2010
DOT Location	Outboard	Inboard
Pressure	116 psi	108 psi
Tread Depth	17, 17, 17, 17	17, 17, 17, 17
Rolling Radius	18”	18”
Wheel Type	Alloy	Alloy

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

TIRES AND WHEELS (continued)

Inspection of the tires and wheels indicated they were intact and functional prior to the collision; however, they sustained the following collision damage.

AXLE 1	
Left	• The tire was unseated from the outboard and inboard bead seat areas of the rim. • There was a radial cut in the outboard sidewall at the 1:00 position that was 1 inch long. The cut was located 6½ inches above the GG ring. • There was a circumferentially positioned gouge in the tread at the 2nd major tread groove. The gouge was located about the entire circumference of the tire. • There was a radial cut in the tread at the 3rd major tread groove that was positioned from the 2:30 to the 3:00 position. The cut was approximately 2½ inches long. • There was radial cut in the tread that was positioned from the 3:00 to the 3:30 position. The cut was approximately 2½ inches long and was approximately 4 inches inboard of the shoulder. • There was a radial cut in the tread at the 3:45 position. The cut was 2 inches long and was located 7½ inches inboard of the shoulder. • There was a circumferential cut in the inboard shoulder from the 6:00 to the 3:00 position. The cut was 21 inches long and was located 8 inches above the GG ring. • There was a radial cut in the inboard side wall at the 5:30 position. The cut was 3 inches long and was 5 inches above the GG ring. • There were radial scrapes on the inboard sidewall from the 4:00 position to the 3:00 position. The scrapes were 4½ inches long and were located 3 inches above the GG ring. • There was a circumferential cut in the inboard shoulder from the 3:30 position to the 1:00 position. The cut was 7 inches long. • There was an oblique cut in the inboard shoulder from the 2:00 position to the 2:30 position. The cut was 2½ inches long.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

TIRES AND WHEELS

Inspection of the tires and wheels indicated they were intact and functional prior to the collision; however, they sustained the following collision damage. (continued)

AXLE 1	
Right	• The tire and wheel assembly were caged by the body damage sustained by Vehicle 2 (MCI). • There was an oblique cut in the outboard sidewall from the 12:00 position to the 3:30 position. The cut was 6½ inches long. • There was a radial cut in the outboard sidewall at the 5:30 position. The cut was 2 inches long and was located 5 inches above the GG ring. • There was a U-shaped cut in the outboard sidewall at the 10:00 position. The cut was 2 inches long and 2 inches wide. • There was an oblique cut in the outboard sidewall from the 10:30 position to the 12:00 position. The cut traversed the sidewall from the tread edge to 4 inches above the GG ring.

No collision damage was noted to the remaining tire and wheel assemblies on Vehicle 2 (MCI).

FACTS

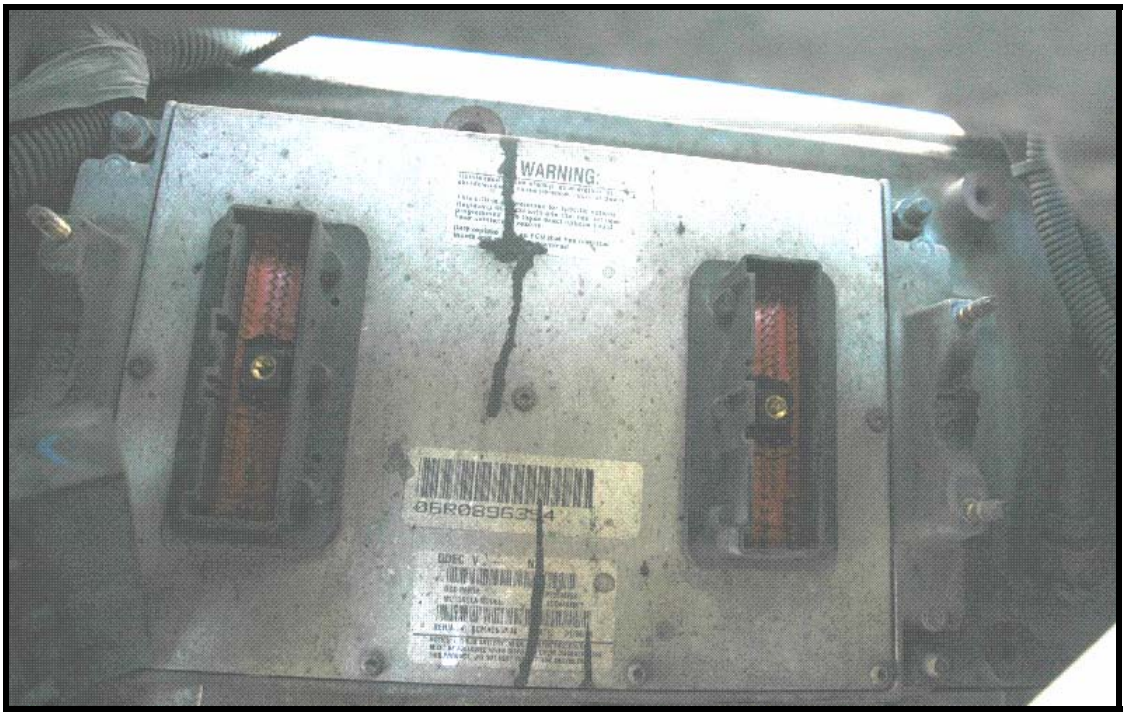
VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V)

Vehicle 2 (MCI) was equipped with a Detroit Diesel Electronic Control V (DDEC® V) System. The DDEC® V unit was securely fastened to the left side of the engine (right side of the vehicle) with a full complement of four attachment bolts. The two wire harness connectors were securely attached to the DDEC® V unit, with each harness attached by a single attachment bolt.



The DDEC® V unit (connectors removed) mounted to the engine of Vehicle 2 (MCI).
CF-023-10 08-02-10 JK (25) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V) (continued)

On Thursday, July 22, 2010, the DDEC® V unit of Vehicle 2 (MCI) was accessed and the data was imaged at the Action Towing and Dive Team storage facility by the following personnel:

Mr. Thomas F. Fugger, Jr., P.E.
Accident Research and Biomechanics, Incorporated
28348 Constellation Road, Suite 890
Valencia, California 91355
Phone: (661) 257-8189

The following personnel were present for the data imaging from the DDEC® V unit of Vehicle 2 (MCI):

Investigator Kolter
Investigator Sprinkman
Investigator Profera

Mr. Bryan Hunt
Greyhound Regional Safety Manager – Southwest Region
1716 East 7th Street
Los Angeles, California 90021
Phone: (213) 629-8472

Mr. Tom Frias
City Manager, Greyhound Lines, Incorporated
1033 H Street
Fresno, California 93721
Phone: (559) 442-1336

Mr. Mark M. Williams
Attorney at Law
LaFollette, Johnson, DeHaas, Fesler and Ames
865 South Figueroa Street, 31st Floor
Los Angeles, California 90017
Phone: (213) 438-2125

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V)

The following personnel were present for the data imaging from the DDEC® V unit of Vehicle 2 (MCI): (continued)

Mr. René A. Castañeda, P.E.
Castañeda Engineering, Incorporated
4652 East Carmen Avenue
Fresno, California 93703
Phone: (559) 255-7885

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V) (continued)

Immediately following the data imaging from the DDEC® V unit, the recovered data was given to MAIT investigators via a flash drive. The flash drive was immediately imaged and the data was transferred to a compact disc which was booked into evidence.

The DDEC® V data reports contained the following categories:

- Detroit Diesel Diagnostic Link – Fault Codes
- Detroit Diesel Diagnostic Link – Engine Configuration Data
- Detroit Diesel Diagnostic Link – Calibrations
- Detroit Diesel Diagnostic Link – Fault Codes
- Detroit Diesel Electronic Control Reports – Trip Activity
- Detroit Diesel Electronic Control Reports – Calibration
- Detroit Diesel Electronic Control Reports – Life-To-Date
- Detroit Diesel Electronic Control Reports – Profile
- Detroit Diesel Electronic Control Reports – Engine Load/RPM
- Detroit Diesel Electronic Control Reports – Over-Speed/Over-Rev
- Detroit Diesel Electronic Control Reports – Vehicle Speed/RPM
- Detroit Diesel Electronic Control Reports – Monthly Activity #1
- Detroit Diesel Electronic Control Reports – Monthly Activity #2
- Detroit Diesel Electronic Control Reports – Monthly Activity #3
- Detroit Diesel Electronic Control Reports – Diagnostic Record #1
- Detroit Diesel Electronic Control Reports – Diagnostic Record #2
- Detroit Diesel Electronic Control Reports – Diagnostic Record #3
- Detroit Diesel Electronic Control Reports – Daily engine Usage
- Detroit Diesel Electronic Control Reports – Last Stop Record
- Detroit Diesel Electronic Control Reports – Hard Brake #1
- Detroit Diesel Electronic Control Reports – Hard Brake #2

The printed DDEC® V report is located in Annex C of this report.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V) (continued)

The DDEC® V unit was removed from Vehicle 2 (MCI) on Tuesday, August 3, 2010, by Investigators Kolter and Sprinkman. The DDEC® V unit was transported by Investigator Kolter to the Fresno Area CHP Office and booked into evidence, under evidence number E20100395.

An examination of the data reports from the DDEC® V unit revealed the DDEC® V unit was programmed for the vehicle it was installed into. This was determined by Vehicle 2's (MCI) vehicle identification number and engine information (engine series number, engine serial number and model numbers) matching the vehicle identification number and engine information on the Detroit Diesel Diagnostic Link – Engine Configuration Data page.

At the time of the data imaging, the vehicle mileage was 512,917.0 miles. Due to damage sustained by the instrument cluster of Vehicle 2 (MCI), this mileage value was assigned to Vehicle 2 (MCI) as its total mileage at the time of the collision.

The DDEC® V unit records two types of events: a Hard Brake Record and a Last Stop Record. The DDEC® V unit will store the two most recent Hard Brake Records and the most recent Last Stop Record. By default, a Hard Brake record is recorded when the Vehicle Speed Sensor detects a reduction in wheel speed of 7 miles per hour in one second, achieving a drag factor of approximately 0.3 g. This pre-set, 7 miles per hour per second threshold can be changed by the end user of the vehicle. A Last Stop Record is recorded when the wheel speed reaches 0 miles per hour. The Last Stop Record can be overwritten when the wheel speed reaches 1.5 miles per hour.

A Hard Brake Record will report one minute of data before the pre-set threshold was reached and 15 seconds of data after the threshold was reached. The Last Stop Record will report 1 minute, 44 seconds of data before the stop and 15 seconds of data after the stop.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V) (continued)

Both the Hard Brake Record and the Last Stop Record capture the following time-series data in one second increments:

- Wheel speed (miles per hour)
- Engine speed (revolutions per minute)
- Brake (on/off)
- Clutch (on/off)
- Engine load (percent)
- Throttle (percent)
- Cruise Control (on/off)
- Diagnostic Trouble Codes (present/absent)

An examination of the Detroit Diesel Electronic Control Reports – Hard Brake #1 data was from July 11, 2010, and Detroit Diesel Electronic Control Reports – Hard Brake #2 data was from July 5, 2010. Based on the recorded dates it was determined these reports were not associated with this collision.

The Detroit Diesel Electronic Control Reports – Last Stop Record from Vehicle 2 (MCI) appeared to be associated with this collision; however, an examination of the recorded vehicle speed did not appear consistent with speeds associated with freeway travel. The Last Stop Record recorded odometer reading was 512,916.9 miles, while the final odometer was 512,917 miles. The vehicle speed recorded during the Detroit Diesel Electronic Control Reports – Last Stop Record from Vehicle 2 (MCI) ranged from 29.0 miles per hour to 0.0 miles per hour.

The last stop record from Vehicle 2 (MCI) revealed there were no diagnostic fault codes present prior to the collision.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

DETROIT DIESEL ELECTRONIC CONTROL V (DDEC® V) (continued)

Seven fault codes were located on the Detroit Diesel Diagnostic Link – Fault Codes page that were associated with July 22, 2010, at 1041 hours. Based on the internal clock in the Electronic Control Module and the date and time the DDEC® V was imaged, the seven codes highlighted in the red boxes below were attributed to the post collision status of Vehicle 2 (MCI). The seven codes were set when the DDEC® V was imaged.

Detroit Diesel Diagnostic Link - Fault Codes
Printed on July 22, 2010

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-

(661) 257-8189

Vehicle Unit Number: 057202
Engine Serial Number: 06R0896354

ECU Version 2.02
Page 1 of 1

Active	Fault Description StopTime	Flash Xtr	ECM Ovrds	ID	FMI	Start	End	Duration	Count	StartTime
*	Baro press sensor - input voltage low	87 0.0psi	Mas 0	P 108	4	15369	--	00:13:27	1	Jul22,10:41
*	Coolant level sensor - input voltage high	16 181	Mas 0	P 111	3	15369	--	00:13:27	1	Jul22,10:41
	ECM battery - voltage low Jul20,6:21	46 7.1V	Mas 0	P 168	1	13640	15342	01:52:40	15	Mar19,14:47
*	EGR delta press circuit failed low	82 0.0"H20	Mas 0	P 411	4	15369	--	00:13:27	1	Jul22,10:41
	EGR leak - boost power May20,1:48	39	Mas	S 146	2	13919	14433	00:00:18	2	Apr10,17:22
	Injector #1 - response time long Jul17,10:06	61	Mas	S 1	0	13983	15315	00:10:08	23	Apr15,15:01
	Injector #5 - response time long May10,1:30	61	Mas	S 2	0	14288	14288	00:10:00	3	May9,2:54
*	Missing other ECU information	55	Mas	S 216	14	13657	--	00:13:23	4	Mar20,21:48
*	Oil pressure sensor - input voltage low	36 0.0psi	Mas 0	P 100	4	15369	--	00:13:27	1	Jul22,10:41
*	TPS idle validation switch - open circuit	68	Mas	S 230	5	13640	--	00:13:53	5	Mar19,14:50
	Throttle sensor - input voltage high Jul20,6:23	21 0%	Mas 0	P 91	3	14261	15342	00:00:41	9	May5,21:19
*	Throttle sensor - input voltage low	22 0%	Mas 0	P 91	4	15369	--	00:13:28	1	Jul22,10:41
*	Turbo boost sensor - input voltage low	34 0.0psi	Mas 0	P 102	4	15369	--	00:13:27	1	Jul22,10:41
	Turbo speed low Mar31,3:09	64 32krpm	Mas 0	P 103	1	13813	13813	00:07:17	1	Mar31,2:48
	VNT vanes not responding - EGR Mar24,12:44	39	Mas	S 147	7	13695	13703	05:52:10	255	Mar24,5:13
	VNT vanes not responding - boost jake Jul19,12:08	39	Mas	S 147	12	15145	15340	00:01:00	8	Jul7,1:33
	VNT vanes not responding - boost power Jul19,13:59	39	Mas	S 147	2	13288	15342	01:28:08	63	Feb22,10:59
	VSG sensor - input voltage high May5,21:19	12 0rpm	Mas 0	P 187	3	14261	14261	00:00:04	1	May5,21:19
*	Vehicle speed sensor failure	54 0mph	Mas 0	P 84	12	15369	--	00:13:09	1	Jul22,10:41

Current Engine Hours: 15369.3

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection (continued)

RECORDS

As part of the investigation, a review of the Vehicle Inspection Reports (VIR) regarding Vehicle 2 (MCI) were reviewed. A VIR is a report the driver of the vehicle completes in order to note the pre- and post-trip condition of the vehicle. Federal Motor Carrier Safety Regulation (FMCSR) §392.7 requires that no commercial motor vehicle be driven unless the driver is satisfied that the service brakes, trailer brake connections, parking brake, steering mechanism, lighting devices and reflectors, tires, horn, windshield wipers, rear vision mirrors, or coupling devices are in good working order. FMCSR §392.11 requires that every motor carrier, (with the exception of private, non-business carriers of passengers, motor carriers involved in drive-away or tow-away operations, or motor carriers with only one commercial motor vehicle), must require its drivers to report, and every driver must prepare, a written report at the completion of each day's work on each vehicle operated.

Additionally, a VIR is required to be filled out daily by the driver of a commercial motor vehicle per Title 13 CCR §1234(e). Title 13 CCR §1234(e) states:

> *Motor carriers shall require drivers to submit a documented daily vehicle inspection report pursuant to Section 1215(c). Reports shall be carefully examined, defects likely to affect the safe operation of the motor vehicle or combination or result in a mechanical breakdown shall be corrected before the vehicle or combination is driven on the highway, and carriers shall retain such reports for at least three months.*

Greyhound Lines, Incorporated, provided the M-7 Form, "Driver Pre/Post Trip Vehicle Inspection Report and Maintenance Certification," reports for Vehicle 2 (MCI) from May 16, 2010, to July 21, 2010. Although each motor carrier is required to retain three months of these forms, Greyhound Lines, Incorporated, provided MAIT investigators with only approximately two months of these reports. The M-7 Form contained areas for the driver to record information on documents and permits, emergency equipment, the rear of the coach and the engine compartment, lights, tires and wheels, adjustments and controls, coach interior and exterior, special features, security checks, air system check – engine on, air leak test – engine off, brake test, and vehicle performance. A review of the M-7 Form – "Driver Pre/Post Trip Vehicle Inspection Report and Maintenance Certification," reports was conducted, with particular attention paid to the driver's inspections in the days preceding the collision.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

As part of the investigation, a review of the service and repair records of Vehicle 2 (MCI) was conducted. The records were voluntarily supplied by Greyhound Lines, Incorporated. The tables on the following pages summarize the service and repair of Vehicle 2 (MCI) from July 26, 2009, to July 21, 2010.

Several different services were performed on Vehicle 2 (MCI) in the year preceding the collision. These services were defined as “6,000 mile inspection,” “Service Lane Service,” and “Major Clean.”

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

DATE	MILEAGE (MILES)	LOCATION	SERVICE PERFORMED
July 21, 2010	501,429	Los Angeles, CA	6,000 mile/45 day service, Service Lane Service
July 20, 2010	500,657	El Paso, Texas	Service Lane Service
July 19, 2010	500,157	Maintenance Response Department	Wheelchair Door Repair
July 15, 2010	498,300	Dallas, TX	Service Lane Service
July 13, 2010	497,085	Dallas, TX	Service Lane Service
July 12, 2010	495,604	Los Angeles, CA	Tire Change, Service Lane Service, Cooling System Repair
July 8, 2010	493,626	Los Angeles, CA	6,000 mile/45 day service, Service Lane Service
July 7, 2010	492,593	Dallas, TX	Service Lane Service
July 5, 2010	491,770	Dallas, TX	Service Lane Service
July 4, 2010	491,180	Dallas, TX	Service Lane Service
July 2, 2010	489,434	Dallas, TX	Service Lane Service
June 29, 2010	487,883	Albuquerque, NM	Service Lane Service
June 26, 2010	486,244	Los Angeles, CA	6,000 mile/45 day service, Service Lane Service, Body Repair
June 22, 2010	484,436	Los Angeles, CA	Tire Change
June 21, 2010	482,918	Los Angeles, CA	Service Lane Service
June 12, 2010	482,918	Los Angeles, CA	Service Lane Service, Body Repair
June 11, 2010	482,918	Los Angeles, CA	Major Clean
June 10, 2010	481,422	Dallas, TX	Service Lane Service
June 8, 2010	480,506	Denver, CO	Service Lane Service
June 7, 2010	479,694	Dallas, TX	Service Lane Service
June 6, 2010	478,869	Denver, CO	6,000 mile/45 day service, Service Lane Service

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

DATE	MILEAGE (MILES)	LOCATION	SERVICE PERFORMED
June 4, 2010	477,558	Houston, TX	Service Lane Service
June 3, 2010	477,306	Dallas, TX	Service Lane Service
May 31, 2010	475,172	Dallas, TX	Service Lane Service
May 25, 2010	472,818	Dallas, TX	Service Lane Service
May 24, 2010	471,993	Denver, CO	Service Lane Service
May 23, 2010	471,181	Dallas, TX	6,000 mile/45 day service, Service Lane Service
May 18, 2010	468,314	Chicago, IL	Service Lane Service
May 17, 2010	467,562	Atlanta, GA	Service Lane Service
May 16, 2010	466,983	Salt Lake City, UT	Service Lane Service, Tire Change
May 14, 2010	465,321	St. Louis, MO	Service Lane Service, Tire Change
May 12, 2010	464,705	Chicago, IL	Service Lane Service
May 11, 2010	464,705	Chicago, IL	6,000 mile/45 day service
May 7, 2010	463,998	Maintenance Response Department	Wheelchair Door Repair
May 2, 2010	462,044	Dallas, TX	Service Lane Service
May 1, 2010	460,732	Dallas, TX	Service Lane Service
April 30, 2010	459,980	St. Louis, MO	Service Lane Service
April 27, 2010	458,423	St. Louis, MO	Service Lane Service
April 22, 2010	456,507	Chicago, IL	6,000 mile/45 day service, Service Lane Service
April 20, 2010	455,354	Denver, CO	Service Lane Service
April 19, 2010	454,531	Dallas, TX	Service Lane Service
April 17, 2010	453,049	Los Angeles, CA	Service Lane Service
April 16, 2010	452,519	Los Angeles, CA	Service Lane Service
April 14, 2010	451,122	Los Angeles, CA	Service Lane Service
April 11, 2010	450,192	Los Angeles, CA	Service Lane Service, Body Repair
April 10, 2010	450,192	Los Angeles, CA	Road Failure/Breakdown
April 9, 2010	450,072	Los Angeles, CA	6,000 mile/45 day service, Tire Change, Cooling System and add Fluid

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

DATE	MILEAGE (MILES)	LOCATION	SERVICE PERFORMED
April 4, 2010	449,322	Los Angeles, CA	Service Lane Service, Cooling System
March 31, 2010	446,723	Denver, CO	Service Lane Service
March 26, 2010	443,448	Denver, CO	Service Lane Service
March 25, 2010	442,534	Dallas, TX	Service Lane Service
March 24, 2010	441,920	Dallas, TX	6,000 mile/45 day service, Service Lane Service, Tire Change
March 20, 2010	439,668	Los Angeles, CA	Cleaning
February 24, 2010	427,997	Los Angeles, CA	6,000 mile/45 day service, Service Lane Service
February 24, 2010	428,273[1]	Los Angeles, CA	Service Lane Service
February 17, 2010	426,434	Dallas, TX	Service Lane Service, Tire Change
January 12, 2010	425,779	Dallas, TX	Service Lane Service
January 10, 2010	424,530	Dallas, TX	Service Lane Service
January 6, 2010	422,000	Houston, TX	Service Lane Service
January 5, 2010	421,559	Dallas, TX	6,000 mile/45 day service, Service Lane Service
January 3, 2010	420,266	Los Angeles, CA	Service Lane Service
December 28, 2009	418,627	Seattle, WA	Service Lane Service
December 24, 2009	417,136	Denver, CO	Service Lane Service
December 22, 2009	416,097[2]	Dallas, TX	Service Lane Service
December 21, 2009	415,866[3]	Jacksonville, FL	Service Lane Service
December 20, 2009	415,447	Atlanta, GA	Service Lane Service
December 16, 2009	414,746	Atlanta, GA	Service Lane Service
December 15, 2009	413,996	Chicago, IL	Tire Change
December 14, 2009	413,996	Chicago, IL	Service Lane Service
December 14, 2009	413,678	St. Louis, MO	6,000 mile/45 day service
December 3, 2009	408,132	Atlanta, GA	6,000 mile/45 day service, Service Lane Service
November 30, 2009	406,430	Houston, TX	Service Lane Service

[1] Mileage is not sequential with the preceding data.
[2] Mileage between Jacksonville and Dallas does not appear correct.
[3] Mileage between Dallas and Denver does not appear correct.

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

DATE	MILEAGE (MILES)	LOCATION	SERVICE PERFORMED
November 29, 2009	405,967	Houston, TX	Service Lane Service
November 20, 2009	402,454	Atlanta, GA	Service Lane Service
November 19, 2009	401,427	Dallas, TX	Service Lane Service
November 17, 2009	400,419	Dallas, TX	Service Lane Service
November 16, 2009	399,365	Atlanta, GA	Service Lane Service
November 15, 2009	398,498	Houston, TX	Service Lane Service
November 14, 2009	398,246	Dallas, TX	Service Lane Service
November 13, 2009	397,424	Atlanta, GA	Service Lane Service
November 11, 2009	396,593	Dallas, TX	6,000 mile/45 day service, Service Lane Service, Tire Change
November 9, 2009	394,931	Dallas, TX	Service Lane Service
November 8, 2009	394,108	Denver, CO	Service Lane Service
November 6, 2009	393,285	Dallas, TX	Service Lane Service
November 5, 2009	392,369	Denver, CO	Service Lane Service
November 3, 2009	391,278	Dallas, TX	Service Lane Service
November 2, 2009	390,771	Dallas, TX	Service Lane Service
November 1, 2009	390,072	Dallas, TX	Service Lane Service
October 30, 2009	389,482	Dallas, TX	6,000 mile/45 day service
October 29, 2009	389,482	Dallas, TX	Service Lane Service
October 18, 2009	384,684	Amarillo, TX	Service Lane Service
October 8, 2009	384,426	Amarillo, TX	Service Lane Service
September 23, 2009	384,284	Amarillo, TX	Service Lane Service
September 20, 2009	383,374	Amarillo, TX	Service Lane Service
September 16, 2009	383,254	Amarillo, TX	Service Lane Service
September 10, 2009	383,169	Amarillo, TX	6,000 mile/45 day service, Service Lane Service
September 8, 2009	382,346	Dallas, TX	Service Lane Service
September 5, 2009	380,976	Dallas, TX	Service Lane Service
September 3, 2009	379,203	Atlanta, GA	Service Lane Service
September 2, 2009	378,761	Maintenance Response Department	Tire Change
September 1, 2009	378,576	Chicago, IL	Service Lane Service

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

DATE	MILEAGE (MILES)	LOCATION	SERVICE PERFORMED
August 29, 2009	377,878	Chicago, IL	Service Lane Service
August 29, 2009	377,581	Chicago, IL	6,000 mile/45 day service
August 28, 2009	376,713	Denver, CO	Service Lane Service
August 25, 2009	374,222	Salt Lake City, UT	Service Lane Service
August 24, 2009	373,946	Los Angeles, CA	Service Lane Service
August 22, 2009	373,084	Los Angeles, CA	Service Lane Service
August 20, 2009	372,265	Los Angeles, CA	6,000 mile/45 day service
August 16, 2009	370,448	Salt Lake City, UT	Service Lane Service
August 16, 2009	369,922	Denver, CO	Service Lane Service
August 12, 2009	369,008	Dallas, TX	Service Lane Service
August 11, 2009	368,364	El Paso, TX	Service Lane Service
August 10, 2009	367,534	Los Angeles, CA	Service Lane Service, Tire Change, Body Repair
August 9, 2009	366,918	Los Angeles, CA	6,000 mile/45 day service, Service Lane Service
August 9, 2009	366,918	Los Angeles, CA	Service Lane Service
August 7, 2009	365,495	Los Angeles, CA	Service Lane Service
August 6, 2009	364,312	Los Angeles, CA	Service Lane Service
July 29, 2009	363,938	Amarillo, TX	Service Lane Service
July 26, 2009	362,983	Dallas, TX	Service Lane Service

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

Greyhound Lines, Incorporated, is an authorized, for-hire interstate carrier of passengers providing scheduled bus service, special destination service, charters, and package service throughout North America. Greyhound Lines, Incorporated's, most recent compliance review, prior to the collision, was on April 1, 2010. Greyhound Lines, Incorporated, received a "satisfactory" motor carrier rating from the Federal Motor Carrier Safety Administration.

In the 24 months prior to August 2, 2010, Greyhound Lines, Incorporated, had a 10.80% out-of-service rate for vehicles. The national average is 22.27%. Greyhound Lines, Incorporated, in the 24 months prior to August 2, 2010, had a 2.00% out-of-service rate for drivers. The national average is 6.60%.

Following the collision, an inspection of the Greyhound Lines, Incorporated, Los Angeles Terminal, 1614 East Seventh Street, Los Angeles, California 90021, was conducted by the CHP Southern Division Motor Carrier Safety Unit. The inspection dates were July 22, 2010, July 27 through 28, 2010, August 2, 2010, and August 4 through 5, 2010. The inspection was conducted by the following personnel.

NAME	ID NUMBER
Sergeant J. Loftin	14247
Officer S. Hertel	11688
Officer S. Mendoza	16130
MCS-II S. Ripley	A9289
MCS-I R. Hernandez	A6448
MCS-I P. Gonzalez	A12464
MCS-I R. Pena	A13272
MCS-I A. Giesing	A13743

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

At the conclusion of the inspection, the terminal was given an "UNSATISFACTORY" rating. The results of the inspection were noted on the CHP 343, Safety Compliance Report/Terminal Record Update form, and were based on the findings in the following table.

INSPECTION FINDINGS	
REQUIREMENTS	NUMBER OF VIOLATIONS
Maintenance Program	10
Driver Records	1
Driver Hours	1
Brakes	17
Lamps and Signals	16
Connecting Devices	0
Steering and Suspension	10
Tires and Wheels	0
Equipment Requirements	33
Containers and Tanks	0
Hazardous Materials	0

During the inspection, five vehicles were placed out of service. Four of the five vehicles were placed out of service for brake violations that consisted of brake adjustment violations or worn brake hoses. During the inspection, it was discovered that four drivers were not enrolled in the Department of Motor Vehicles Pull Notice Program, a violation of California Vehicle Code §1808.1(b).

These findings, while present at the Greyhound Lines, Incorporated, Los Angeles Terminal, did not apply to Vehicle 2 (MCI), or Party 2 (Jewett).

FACTS

VEHICLE FACTORS

VEHICLE 2 (MCI)

Mechanical Inspection

RECORDS (continued)

Based on information noted on the CHP 345, Notice to Carrier form, this was the first "UNSATISFACTORY" rating received by the Greyhound Lines, Incorporated, Los Angeles Terminal, and the principal areas of non-compliance were the "Maintenance Program/Records," and the "Pull Notice Program." Additionally, Greyhound Lines, Incorporated, Los Angeles Terminal, was notified they were to correct these deficiencies prior to the next inspection, which was to occur in 120 days.

On November 29 through 30, 2010, another inspection of the Greyhound Lines, Incorporated, Los Angeles Terminal, was conducted by the CHP Southern Division Motor Carrier Safety Unit. At the conclusion of the inspection, the terminal was given a "CONDITIONAL" rating. The results of the inspection were noted on the CHP 343, Safety Compliance Report/Terminal Record Update form, and were based on the following findings:

INSPECTION FINDINGS	
REQUIREMENTS	**NUMBER OF VIOLATIONS**
Maintenance Program	2
Driver Records	2
Driver Hours	0
Brakes	11
Lamps and Signals	4
Connecting Devices	0
Steering and Suspension	6
Tires and Wheels	0
Equipment Requirements	21
Containers and Tanks	0
Hazardous Materials	0

During the second inspection, four vehicles were placed out of service. Two vehicles were placed out of service for fuel leaks, one vehicle was placed out of service for brake adjustment, and one vehicle was placed out of service for a turn signal lamp violation.

PULL NOTICE

Greyhound Lines, Incorporated, was in compliance with the Department of Motor Vehicles Pull Notice Program (PNP) pertaining to Party 2 (Jewett), the driver of Vehicle 2 (MCI). There was a signed and dated PNP for Party 2 (Jewett) on file that was generated by DMV on January 7, 2010.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description

Vehicle 3 (Honda) was impounded as evidence pursuant to California Vehicle Code §22655.5 by Fresno Area CHP Officer R. Avila, ID 13780. Vehicle 3 (Honda) was towed from the collision scene on July 22, 2010, by Action Towing and Dive Team in Fresno, California. Vehicle 3 (Honda) was initially stored at Action Towing and Dive Team in a locked facility. The vehicle was moved to the Fresno Area CHP Office on July 26, 2010, where it was stored in a locked facility. The vehicle was photographed, inspected, and measured for a damage description and damage profile by Investigators Nees and Haas on July 27, 2010. Vehicle 3 (Honda) was measured utilizing a Leica TCRA 1105 Plus total station surveying instrument. The data obtained was used with AutoCAD software to prepare a vehicle damage profile diagram. An undercarriage inspection was conducted by Investigators Kolter, Nees and Sprinkman on August 4, 2010, at the Fresno Area CHP Office.

All references to direction are oriented from the driver's seat of the vehicle looking forward through the windshield. This vehicle sustained major front end damage. The principle direction of force was from front to rear and from left to right. The following damage description is not inclusive of all the damage sustained by Vehicle 3 (Honda).

Vehicle 3 (Honda) at point of rest.
CF-023-10 07-22-10 MS-A (10) cropped

FACTS

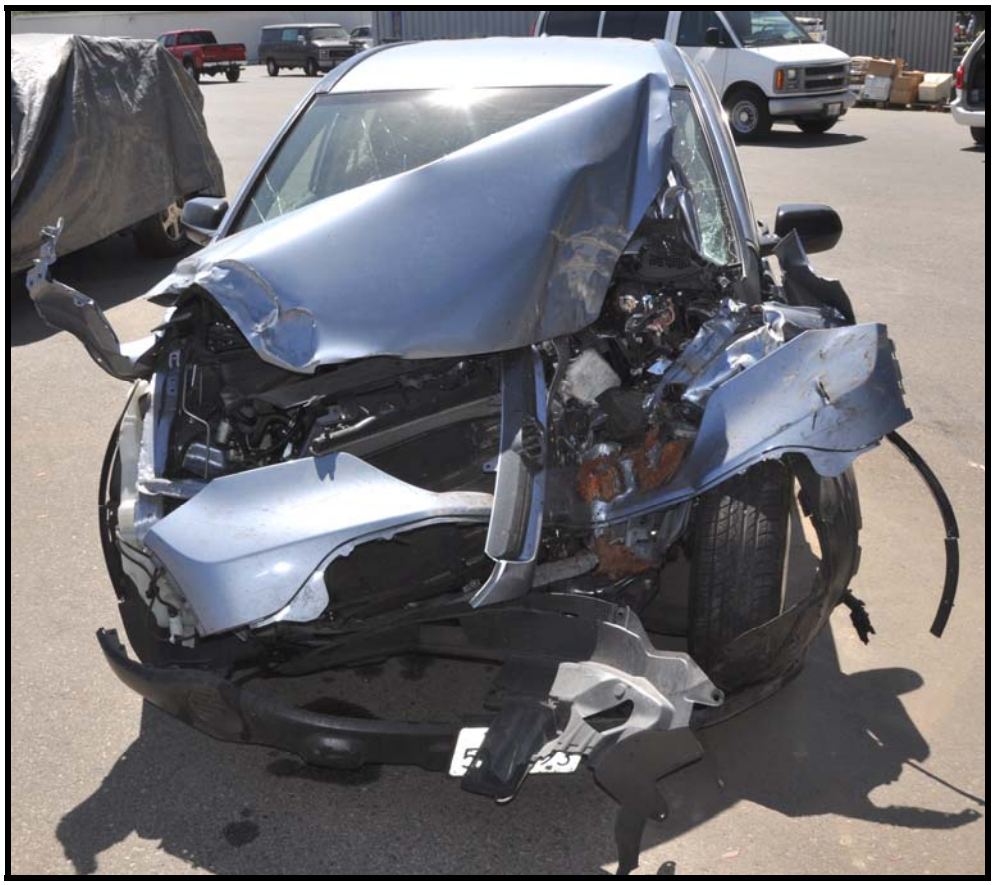
VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description (continued)

FRONT

The front sustained major impact damage. The bumper and grille were displaced rearward and to the right. Wood debris and bark were located within the area of displacement. The metal bumper was separated from the frame. The left side headlamp was displaced rearward and to the right. The right side headlamp assembly was detached from the vehicle. The hood was displaced rearward, to the right and folded upward. The windshield was cracked.



Front damage to Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (6) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description (continued)

LEFT

The leading edge of the fender was displaced rearward into the leading edge of the front door. The front tire was displaced rearward. The driver's door was displaced rearward into the rear door and there was a vertical scrape behind the driver's door handle. The driver's door window frame was twisted outward. There were vertical scrapes located on the rear passenger door below the window sill. There was a dent and black scuff mark near the center of the rear passenger door panel. The rear passenger door's window glass was shattered. Pieces of broken glass were located at the top of the rear passenger door's window frame. The rear passenger door's window regulator was located in the raised position. There were scrapes on the quarter panel above the rear tire. There was induced damage to the trailing edge of the quarter panel, forward of the tail lamp assembly. The rear quarter panel window was shattered. The bumper cover was detached from the quarter panel. The bottom of the rear tail lamp assembly was broken.

Left side damage to Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (8) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description (continued)

REAR

The lift gate was misaligned with its opening. Both tail lamps were detached from their original mounting locations. The bottom portion of the left rear tail lamp assembly was broken. The left side of the bumper cover was displaced downward.

Rear end damage to Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (1) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description (continued)

RIGHT

The right side of the hood and the right fender sustained contact damage with blue paint transfers that crushed the fender downward. The fender was also displaced rearward and outward to the right. The fender was torn from the front of the vehicle and twisted to the right. There was an area of scrapes with blue paint transfers on the fender and leading edge of the front door. Scrapes and paint transfers were present in the damaged areas including the underside of folded sheet metal. The leading edge of the front passenger door was dented and pushed inward. The rear passenger door was unremarkable. There was induced damage to the leading edge of the rear bumper cover. The lower portion of the rear bumper was dented. There was what appeared to be blood on the rear quarter panel and rear passenger door.

Right side damage to Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (4) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Description (continued)

ROOF

The roof was unremarkable.

INTERIOR

Other than the deployed airbags, which is covered in the restraint section of this report, the interior of this vehicle was unremarkable.

UNDERCARRIAGE

The undercarriage damage consisted of areas of where the dirt and road grime were cleaned from various components (noted by red ovals in photograph). One of the areas appeared to contain a biological substance. Another area contained what appears to be fabric imprinting. There were scrapes on the lower portion of the right rear lower control arm.

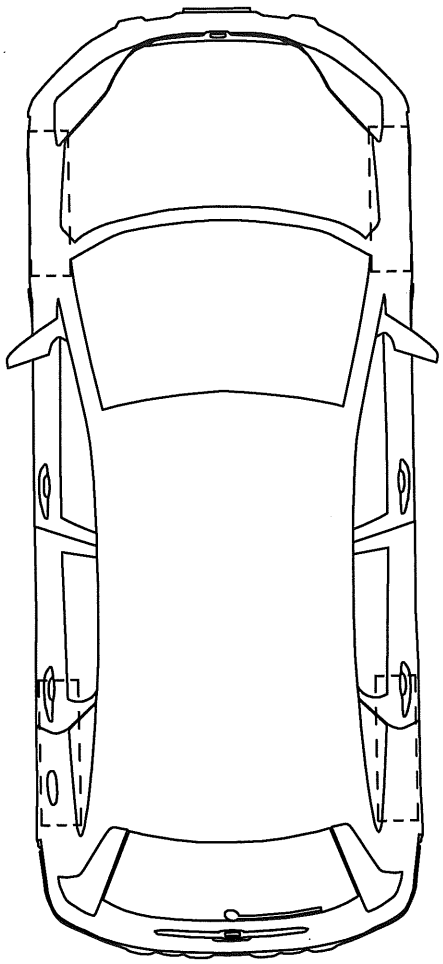
Undercarriage of Vehicle 3 (Honda).
CF-023-10 08-04-10 DN-A (14)

FACTS

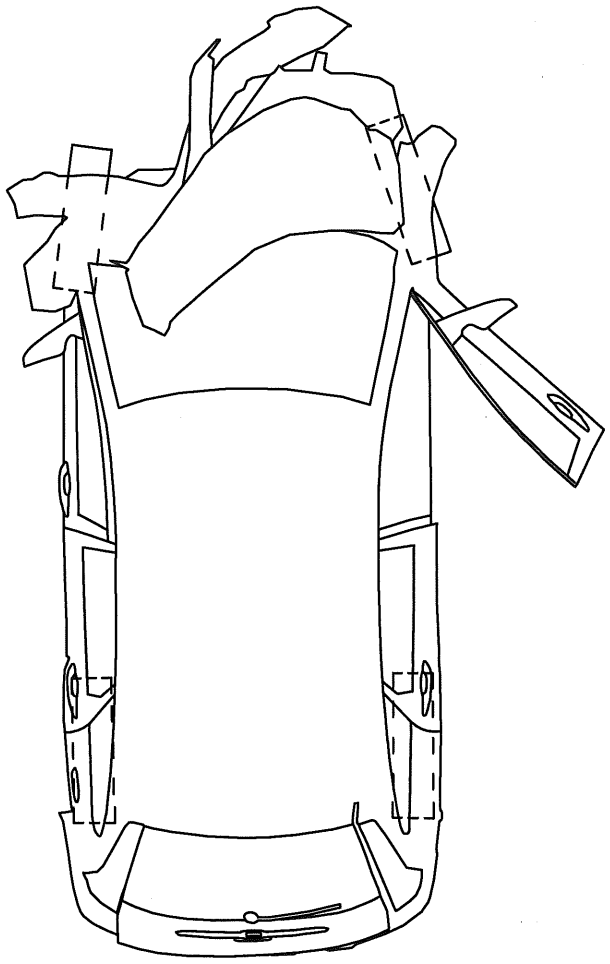
VEHICLE FACTORS

VEHICLE 3 (HONDA)

Vehicle Damage Profile



Exemplar 2007 Honda CRV
Exemplar profile drawn
by Investigator Kolter



Vehicle 3 (Honda)
Vehicle damage profile drawn
by Investigator Nees

SCALE
0' 1' 2' 3' 6'
REPRODUCTION MAY AFFECT SCALE

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Restraint Inspection

INTRODUCTION

Investigators Nees and Haas inspected and photographed the vehicle and the driver restraint on July 27, 2010, and July 29, 2010, at the Fresno Area CHP Office, 1382 West Olive Avenue, Fresno, California 93728.

OVERVIEW

Vehicle 3 (Honda) was a four door compact sport utility vehicle with a maximum seating capacity of five persons. The seating capacity of a vehicle is determined by the number and placement of the occupant restraints located within the vehicle. Vehicle 3 (Honda) was outfitted with two bucket seats in the front and a folding bench seat in the rear.

The driver restraint was a Type 2, 3-point, continuous loop lap/shoulder combination belt with an emergency locking retractor in the lower portion of the left B-pillar. The belt was anchored to the inboard of the left B-pillar below the emergency locking retractor. The restraint webbing was designed to go over the lap of the driver through a sliding latch plate which would be attached to the buckle assembly at the right side of the seat. The webbing would go up and across the left shoulder of the driver, through the adjustable height loop guide in the upper portion of the left B-pillar, and down to the emergency locking retractor. The latch plate was designed to be inserted into the buckle assembly that was attached to the right side of the driver's seat. The buckle assembly had a red button on the top to release the latch plate.

Vehicle 3 (Honda) was also equipped with a supplemental restraint system (SRS). The SRS system supplements the protection offered by the occupant's restraint systems. The SRS system in Vehicle 3 (Honda) offered impact protection for the occupants. These components consisted of SRS inflator modules in the steering wheel, right front passenger dash area, side airbags, and side curtain airbags. Additionally, the driver and right front passenger restraint featured pyrotechnic pretensioning devices in the retractor.

The purpose of the restraint inspection was to determine if the restraint was in use at the time of the collision. If the restraint was in use at the time of the collision, evidence may be located in several areas. These areas include the load bearing components of the restraints, such as webbing material, guide loops, latch plates, and anchorage points. The evidence may consist of, but are not limited to, deformation of the anchorage points and mounting hardware, imprints on the plastic coverings of the loop guides and latch plates, stretching and curling of the restraint webbing, fiber transfers, and separated load limiters or energy management loops.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Restraint Inspection (continued)

DRIVER

The occupant restraint appeared to be original equipment and did not appear to have been modified.

The restraint webbing was found in a partially retracted position. The fired pyrotechnic pretensioning device prevented the restraint webbing from extending or retracting. The adjustable height loop guide was at its lowest position.

An inspection of the plastic coverings of the latch plate loop guide revealed there were material transfers and imprinting consistent with restraint webbing loading (red oval below). Minor waviness of the restraint webbing was observed on the webbing below the left B-pillar mounted adjustable height loop guide (red circle below).

Latch plate imprinting.
CF-023-10 07-27-10 DH-B (6) (cropped)

Waviness to restraint webbing.
CF-023-10 07-27-10 DH-A (100) (cropped)

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Restraint Inspection

DRIVER (continued)

The buckle assembly was in good condition, with minor soiling and grime buildup on its external surfaces. The red release button was intact. The latch plate was inserted into the buckle assembly to check the locking and unlocking functions of the buckle assembly. The locking mechanism within the buckle assembly would securely lock the latch plate, and depressing the red release button would adequately eject the latch plate from the buckle assembly.

The driver side supplemental inflatable restraints were deployed. The front airbag, left side airbag, and left side curtain airbag all deployed during the collision.

Deployed airbags of Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-B (14)

Based on the damage sustained by Vehicle 3 (Honda), the lack of major injuries sustained by Party 3 (Giorgis) and the signs of loading evident on the driver's restraint, it was determined that the driver's restraint of Vehicle 3 (Honda) was in use by Party 3 (Giorgis) at the time of the collision.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection

Description of Vehicle: 2007 Honda CR-V LX

Color: Blue

Gross Vehicle Weight Rating: 4,560 pounds
Front Axle Weight Rating: 2,310 pounds
Rear Axle Weight Rating: 2,290 pounds

Manufacture Date: December 2006

License: 5YAW393 California **Expiration Date:** January 22, 2011

Vehicle Identification Number (VIN): JHLRE38337C026063

Odometer: 48,957 miles

Inspection Date: Wednesday, August, 4, 2010

Location: Fresno Area CHP Office
1382 West Olive Avenue
Fresno, California 93728
(559) 441-5441

Registered Owners: Yeshi G. Giorgis or Mahetem Wolde Meskel
6602 West Dovewood Lane
Fresno, California 93723

The mechanical components of this vehicle were separated into individual critical item segments for a detailed analysis of their functional abilities or abnormalities. The critical item segments on this vehicle will consist of the following: Power Train and Exhaust, Throttle and Fuel System, Electrical System, Steering, Suspension and Brakes, and the Tires and Wheels. A check of recalls pertaining to Vehicle 3 (Honda) was also conducted.

The damage and information listed in the following narrative is not inclusive of all damage to Vehicle 3 (Honda). All references to direction in the following narrative are oriented from the driver's seat of the vehicle looking forward through the windshield.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

RECALLS

A search of Safety Recalls was conducted through the National Highway Traffic Safety Administration (NHTSA) and Honda Corporation.

A safety recall is defined as a recall by the manufacturer (or governmental agency) due to an immediate safety hazard with the involved vehicle. A recall is initiated when a motor vehicle or item of motor vehicle equipment (including tires) does not comply with a Federal Motor Vehicle Safety Standard (FMVSS), or when there is a safety related defect in the vehicle or equipment.

A check of the NHTSA Web site *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm* on August 3, 2010, at 1500 hours, indicated no recalls for a 2007 Honda CR-V.

The Honda Corporation data system was accessed through a local dealership on August 3, 2010, at 1547 hours. Checking the vehicle by VIN confirmed there were no recalls for this vehicle.

A check of the NHTSA Web site *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/recallsearch.cfm* on August 6, 2010, at 1540 hours, indicated there were no recalls for the tires on this vehicle.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

POWER TRAIN AND EXHAUST

To facilitate the inspection of the components under the hood, it was removed by unbolting the hood from its hinges.

This vehicle was equipped with a front-engine, front wheel drive power train configuration. Vehicle 3 (Honda) was equipped with an in-line, 2.4-liter, multi-port fuel injected, gasoline powered, laterally mounted 4-cylinder engine. The engine was connected to a four speed automatic transaxle. Engine power was transferred from the transaxle assembly through laterally mounted unequal length half shafts to the front hubs. The gearshift lever in the dash was located by MAIT investigators in the N (neutral) position.

The exhaust system was routed under the right center of the chassis and discharged to the rear at the right. There were no cracks, evidence of exhaust residue or any other indications of a preexisting exhaust leak.

Inspection of the power train and exhaust systems indicated they were intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

- The radiator and its mounts were displaced rearward into the forward side of the engine.
- The left side of the engine and transaxle were displaced rearward.
- The timing chain housing was cracked.
- The left half shaft was separated at the inboard Constant Velocity (CV) joint.
- The left lower transaxle mount was broken.
- The right upper engine mount was cracked.
- The right half shaft intermediate bearing housing was broken from the lower right rear of the engine.
- The rear engine mount was broken.
- The left outboard CV joint was separated inside of its rubber dust cover.
- The left front side of the power train cradle was bent upward.
- The exhaust pipe was bent forward of the rear suspension.
- The left rear power train cradle mounting bolts were torn from the bottom of the unibody.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

THROTTLE AND FUEL SYSTEM

Vehicle 3 (Honda) utilized a multipoint electronically controlled fuel injection and air intake system. The fuel system was incorporated into the electronic engine control system to control and monitor fuel delivery and throttle operation during vehicle operation.

Air induction into the engine was facilitated by a single bore sidedraft throttle body fastened to the inlet of the intake manifold. The throttle body was outfitted with a single throttle blade, a throttle actuator motor, and throttle position sensors. The engine control module is the control center for the throttle control motor. The engine control module receives input data from the accelerator pedal position sensors and then calculates the appropriate throttle response. The engine control module achieves throttle positioning by providing a voltage to the throttle control motor. The throttle control motor was spring loaded in both directions and the throttle control motor default position was in a slightly open position.

The throttle system consisted of an accelerator pedal equipped with accelerator pedal position sensors. These sensors determine accelerator pedal angle and rate of travel. This data is sent to the on-board computer and is included in the determination of throttle control motor operation.

The accelerator pedal, in conjunction with the engine control module, operated the throttle plate. The throttle plate was spring loaded to the idle position. The throttle plate would rotate from the idle position to wide open freely and fully when operated by hand at the throttle and would fully return to the idle position via spring tension. No binding or restrictions were noted during articulation of the throttle plate. The throttle system was supplemented with a cruise control system.

The fuel system consisted of a set of fuel injectors, a fuel rail, a fuel tank, an in-tank fuel pump, fuel supply and return lines, and flexible hoses. Fuel was delivered to the cylinders through electronically operated, sequentially timed fuel injectors. The fuel tank was securely mounted to the bottom of the unibody. There were no leaks, stains, residue or any other indications of a fuel leak in the fuel storage or delivery systems.

Inspection of the throttle and fuel systems indicated they were intact and functional prior to the collision; however during the inspection the following collision damage was noted:

- The air intake ducting was crushed.
- The air filter housing was shattered.
- The intake manifold was broken.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

ELECTRICAL SYSTEM

The battery was mounted in a tray in the left front of the engine compartment. The alternator was mounted to the right forward side of the engine. The power distribution box was located on the left side of the engine compartment.

Inspection of the electrical system indicated it was intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

- The battery and its tray were displaced rearward.
- The battery case was broken.
- The power distribution box was broken and displaced from its mount in the engine compartment.
- The wiring in the left side of the engine compartment was frayed and broken at the various connectors.

STEERING

The steering consisted of a steering wheel, steering column, steering shafts, a rack and pinion assembly, steering knuckles and the connecting linkage. The steering wheel was connected to the top of the steering column shaft. The tilt column was in the raised position. The steering shaft extended through the bulkhead to the input shaft of the rack and pinion. The rack and pinion was attached to the top of the power train cradle. The tie rods extended outward from the ends of the rack to the steering arms on the rear of the knuckles. The knuckles were mounted to the bottom of the struts. The bottoms of the knuckles were connected to the control arms with ball joints. The power steering pump was mounted to the top right front of the engine. The remotely mounted plastic power steering fluid reservoir was mounted in the right front of the engine compartment. The single serpentine drive belt was in place and in proper adjustment.

Inspection of the steering system indicated it was intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

- The rack and pinion housing was broken at both mounts.
- The rack and pinion housing was broken in the center of the housing.
- The pinion shaft housing was broken.
- The left tie rod was bent at the inboard ball socket.
- The right tie rod was bent at the inboard ball socket.
- The remote power steering fluid reservoir was empty of power steering fluid.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

SUSPENSION

Front

The front suspension consisted of MacPherson struts, coil springs, lower control arms and a stabilizer bar. The MacPherson struts were attached to brackets in the top of the wheel wells and extended downward to the top of the steering knuckles where they were solidly clamped to the steering knuckles. The lower control arms were connected to the bottom of the power train cradle and extended outward to the bottom of the steering knuckles. The coil springs were positioned on seats on the MacPherson struts and extended upward to seats in the top of the wheel wells. The stabilizer bar was attached to the top rear of the power train cradle with clamps and rubber bushings. The ends extended forward where they attached to the MacPherson struts with long links.

Inspection of the front suspension indicated it was intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

- The left strut tower was displaced rearward.
- The left strut was bent rearward and outward above the lower coil spring seat.
- The left lower control arm ball joint was partially separated from the steering knuckle.
- The right strut was bent outward above the lower spring seat.

Rear

The rear suspension consisted of shock absorbers, coil springs, trailing links, control arms, and a stabilizer bar. The shock absorbers were connected to the top of the wheel wells and extended down to the inboard of the trailing links forward of the spindles. Each shock absorber had a coil spring positioned between seats on the shock absorbers and seats in the top of the wheel wells. There were trailing links from the unibody that extended rearward and inboard past the bottom of the spindle assemblies. There was a single upper control arm on each side. They attached to the forward portion of the rear suspension subassembly and extended outward to the top inboard portion of the spindles. There was one lower control arm on each side. It attached to the suspension subassembly which was bolted to the bottom of the unibody. The lower control arms extended outward to the ends of the trailing links. The forward and rearward lower portions of the spindle attached to the outboard of the trailing links. The stabilizer bar was suspended by brackets under the rear suspension subassembly with rubber bushings and extended forward to the inboard of the trailing links where they were secured with links.

Inspection of the rear suspension indicated it was intact and functional prior to the collision. There was no collision damage observed.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

BRAKES

The brake hydraulic system was comprised of two, diagonally split circuits. The left front and the right rear brakes comprised one circuit, while the right front and the left rear brakes comprised the other circuit. The system was equipped with a hydraulic, vacuum power assisted master cylinder. The front brakes utilized a dual piston brake caliper and disc brake system. The rear brakes utilized a single piston brake caliper and disc brake system.

The parking brake system was checked for operation before the service brakes were checked. The parking brake system was a mechanical system that activated a shoe and drum system within the rear brake rotors. The foot applied, foot released assembly was mounted at the left kick panel. The parking brake was found in the unapplied position. When the parking brake was applied, the right rear hub could not be rotated, while the left rear hub could be rotated with difficulty.

The master cylinder utilized a plastic fluid reservoir with a twist-on cap. The master cylinder was mounted to the forward side of the vacuum booster, which was mounted to the forward side of the bulkhead. The vacuum booster was operated by the brake pedal via a pushrod. The master cylinder reservoir was void of brake fluid.

The brake system was supplemented with a four channel antilock brake controller that was located in the right rear of the engine compartment.

The hubs were rotated to ensure they rotated freely before the brake system components were disassembled. All four hubs would rotate freely. The system was checked for evidence of preexisting leaks and none were noted.

Brake Pedal Travel

Due to collision damage to the brake master cylinder and vacuum booster, the brake travel and operation could not be determined. The damage consisted of cracks to the trailing edge of the master cylinder housing. Accurate brake pedal travel measurements were not possible due to a misalignment of the master cylinder body and the master cylinder actuation rod.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection

BRAKES (continued)

Front

Each side of the front brake system was equipped with a caliper, a vented hat type cast-iron rotor, a flexible hose, attachment hardware and semi-metallic brake pads. The friction surfaces on the rotors and pads were smooth.

COMPONENT	LEFT	RIGHT
Lining Type	Bonded	Bonded
Lining Thickness, Outboard	0.211”	0.168”
Lining Thickness, Inboard	0.172”	0.125”
Adjuster Type	Auto	Auto
Number of Pistons	2	2
Rotor Thickness	1.104”	1.092”
MANUFACTURER’S SPECIFICATIONS		
Rotor Minimum Thickness	1.023”	
Lining Minimum Thickness	0.063”	

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection

BRAKES (continued)

Rear

Each side of the rear brake system was equipped with a caliper, a hat type cast-iron rotor, a flexible hose, attachment hardware and semi-metallic brake pads. The friction surfaces on the rotors and pads were smooth. All portions of the rear brake system were intact, properly mounted and attached.

COMPONENT	LEFT	RIGHT
Lining Type	Bonded	Bonded
Lining Thickness, Outboard	0.236”	0.250”
Lining Thickness, Inboard	0.214”	0.205”
Adjuster Type	Auto	Auto
Number of Cylinders	1	1
Rotor Thickness	0.361”	0.350”
MANUFACTURER’S SPECIFICATIONS		
Rotor Minimum Thickness	0.295”	
Lining Minimum Thickness	0.063”	

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection

BRAKES (continued)

A sample of brake fluid was obtained from the left front brake caliper after the application tests and checked using a Tech Plus brake fluid tester. The boiling point of the brake fluid was 436 degrees, which was above the minimum required temperature. The brake master cylinder reservoir cover indicated DOT 3 or DOT 4 fluid was recommended.

Inspection of the brake system indicated it was intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

- The vacuum booster was severely dented on the right side of the canister.
- The vacuum booster would not hold a vacuum.
- The master cylinder housing was broken between the mounting flange and the first piston bore.
- The input shaft of the brake master cylinder that inserted into the vacuum booster was bent upward.
- The hose connection between the upper and lower master cylinder reservoir was broken.
- There was no brake fluid present in the brake master cylinder reservoir.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection (continued)

TIRES AND WHEELS

The manufacturer's recommended tire size for this vehicle was 225/65R17 tires inflated to 30 pounds per square inch for the front and rear tires, installed on 17x6.5J wheels. This information was located on a label on the left B-pillar below the latch.

Information and damage related to the wheels were indexed to the valve stem being located at the 12:00 o'clock position. The tire tread depth measurements originated at the outboard shoulder, traverse the tread width, and terminate at the inboard shoulder of the tire. The tire tread depth measurements included the tread shoulder as well as the major tread grooves.

Front

	LEFT	RIGHT
Make and Model	Yokohama YK520	Yokohama YK520
Size	225/65R17 102H	225/65R17 102H
Tread Plies	2 polyester, 2 steel, 1 nylon	2 polyester, 2 steel, 1 nylon
Sidewall Plies	2 polyester	2 polyester
Maximum Load	1,874 lbs @ 51 psi	1,874 lbs @ 51 psi
Treadwear	520	520
Traction	A	A
Temperature	A	A
DOT Number	47F5 EAU 2009	47F5 EAU 2009
Week & Year of Mfg.	20th week of 2009	20th week of 2009
DOT Number Location	Outboard	Outboard
Pressure	37 psi	35 psi
Tread Depth /32"	8, 8, 7, 8, 9, 8	7, 8, 7, 7, 8, 8
Wheel Type	Steel	Steel
Wheel Description	17x6.5J	17x6.5J

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Mechanical Inspection

TIRES AND WHEELS (continued)

Rear

	LEFT	RIGHT
Make and Model	Yokohama YK520	Yokohama YK520
Size	225/65R17 102H	225/65R17 102H
Tread Plies	2 polyester, 2 steel, 1 nylon	2 polyester, 2 steel, 1 nylon
Sidewall Plies	2 polyester	2 polyester
Maximum Load	1,874 lbs @ 51 psi	1,874 lbs @ 51 psi
Treadwear	520	520
Traction	A	A
Temperature	A	A
DOT Number	47F5 EAU 2009	47F5 EAU 2009
Week & Year of Mfg.	20th week of 2009	20th week of 2009
DOT Number Location	Outboard	Outboard
Pressure	37 psi	35 psi
Tread Depth /32”	7, 8, 8, 8, 9, 8	8, 8, 7, 8, 9, 8,
Wheel Type	Steel	Steel
Wheel Description	17x6.5J	17x6.5J

Inspection of the tires and wheels indicated they were intact and functional prior to the collision; however, during the inspection the following collision damage was noted:

Left Front

- The tire and wheel were caged.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection

INTRODUCTION

Investigators Nees and Haas inspected and photographed the vehicle and its front exterior lamps on July 27, 2010, and July 29, 2010, at the CHP Fresno Area Office, 1382 West Olive Avenue, Fresno, California 93728. Vehicle 3 (Honda) sustained contact damage to the front end which involved both headlamp assemblies. The rear of the vehicle did not sustain contact damage sufficient to result in evidence of a lamp being incandescent at the time of this collision. The left and right headlamps were examined.

The lighting controls were mounted on the turn signal lever which was attached to the left side of the steering column. The rotary lighting control switch was in the "On" position. This position would have energized the circuits of the headlamps, tail lamps, and side marker lamps.

Lighting control switch of Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (92)

FACTS

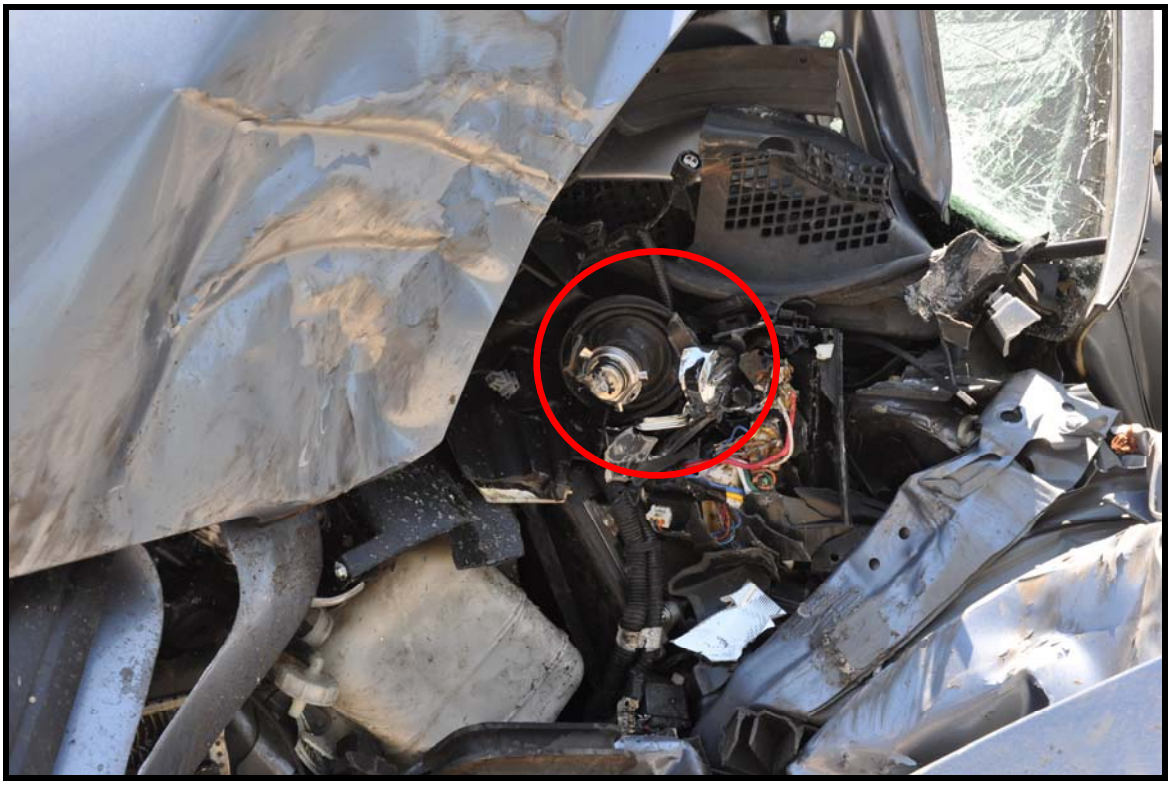
VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection (continued)

LEFT HEADLAMP

The left headlamp assembly was displaced rearward into the engine compartment bulkhead. The headlamp assembly was shattered. The glass envelope was shattered which exposed the internal components of the lamp (red circle). The lamp was kept in place for examination.



Left headlamp of Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (84)

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection

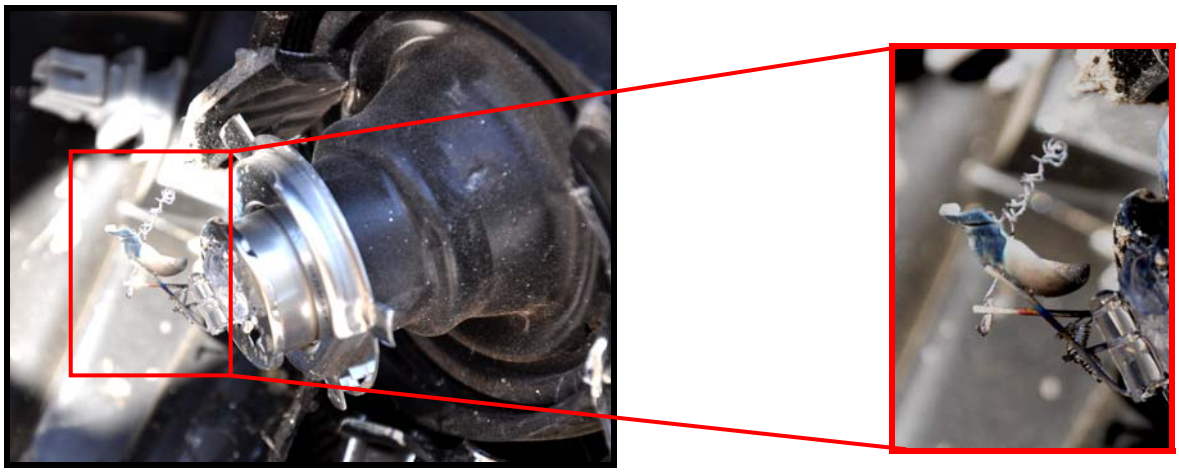
LEFT HEADLAMP (continued)

Type

The left headlamp was a Stanley 9003 LL HB2 Halogen, 12 volt, 60/55 watt, T-5 shaped bulb with dual filaments in a C-8/C-8 configuration on a P43t-38 base. The upper filament was shielded by a hood and was determined to be the low beam filament. The lower filament was unshielded and was determined to be the high beam filament.

Examination

The glass envelope was broken. The upper filament (low beam filament) was stretched with uneven spacing and pitch of its coils. This filament was oxidized and its supports were oxidized near the filament's tails. The supports were tinted from green to violet below the oxidation and above the lower (high beam) filament. The lower filament (high beam filament) was bright, shiny and silver luster. The filament's coils were bent around the positive filament support which produced an uneven spacing and pitch of the coils.



Left headlamp of Vehicle 3 (Honda).
CF-023-10 07-27-10 DH-A (87) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection

LEFT HEADLAMP (continued)

Analysis

The upper filament's distortion and discoloration, coupled with the discoloration of its supports, are evidence of hot shock. Hot shock is evidence that this filament was incandescent when the lamp's glass envelope was broken and the filament was exposed to the atmosphere.

The lower filament's distortion around the positive support post, and its lack of discoloration is evidence that the heat produced by the upper filament's incandescence heated the lower filament to the point of being ductile enough to bend without fracture but not enough to be considered incandescent.

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection (continued)

RIGHT HEADLAMP

The right headlamp assembly was detached from Vehicle 3 (Honda) and was located by MAIT investigators in the rear cargo area of the vehicle. The headlamp was located mounted in the headlamp assembly. The headlamp was removed from the assembly for inspection.

Right headlamp assembly of Vehicle 3 (Honda).
CF-023-10 07-29-10 DN (38) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection

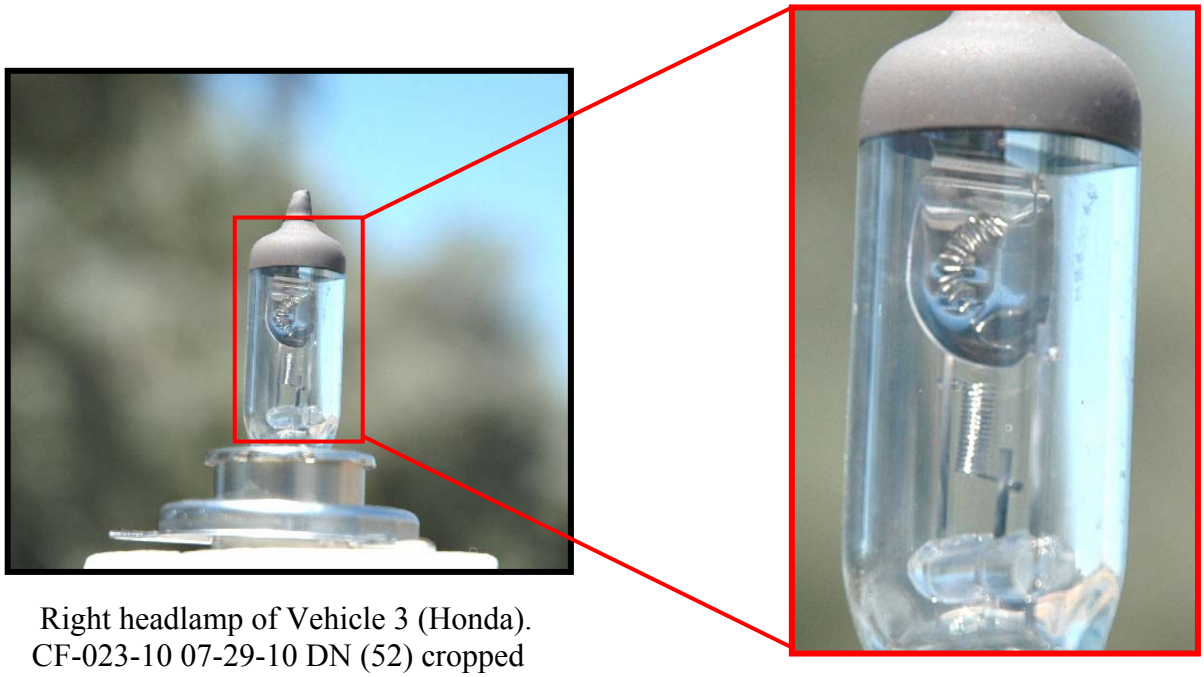
RIGHT HEADLAMP (continued)

Type

The right headlamp was a Stanley 9003 LL HB2 Halogen, 12 volt, 60/55 watt, T-5 shaped bulb with dual filaments in a C-8/C-8 configuration on a P43t-38 base. The upper filament was shielded by a hood and was determined to be the low beam filament. The lower filament was unshielded and was determined to be the high beam filament.

Examination

The glass envelope was intact. The upper filament's coils were stretched with uneven spacing and pitch. The lower filament was bright, shiny and silver luster with evenly spaced and pitched coils



Right headlamp of Vehicle 3 (Honda).
CF-023-10 07-29-10 DN (52) cropped

FACTS

VEHICLE FACTORS

VEHICLE 3 (HONDA)

Lamp Inspection

RIGHT HEADLAMP (continued)

Analysis

The upper filament's distortion constituted evidence of hot shock. Hot shock is evidence the upper filament (low beam filament) was incandescent at the time of the collision.

The lack of distortion and the spacing and pitch of the lower filament's coils is not evidence of either hot or cold shock. Due to the lack of evidence of hot or cold shock it is indeterminate if the lower filament (high beam filament) was incandescent at the time of the collision.

CONCLUSION

It was determined that Vehicle 3's (Honda) low beam headlamps were on at the time of the collision.

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Vehicle Damage Description

Vehicle 4 (Plymouth) was towed from the collision scene on July 22, 2010, by Budget Towing in Fresno, California. Vehicle 4 (Plymouth) was stored at 3151 West Dakota Avenue, Fresno, California 93722, in a locked, indoor facility. The vehicle was not impounded as evidence. On July 27, 2010, Sergeant Krider contacted the registered owner, Party 4 (Hughes), by telephone and obtained verbal consent to inspect the vehicle. The vehicle was photographed and inspected for a damage description by Investigators Nees, Haas, and Ortiz on July 28, 2010. The inspection began at 3151 West Dakota Avenue, Fresno, California 93722. In order to inspect the undercarriage, Vehicle 4 (Plymouth) was towed to the CHP Central Division Office where it was placed on a lift. On August 4, 2010, the vehicle was measured for a damage profile by Investigators Kolter and Nees utilizing a Leica TCR 1105 total station surveying instrument. The data obtained was used with AutoCAD software to prepare a vehicle damage profile diagram.

All references to direction are oriented from the driver's seat of the vehicle looking forward through the windshield. This vehicle sustained damage primarily to the front bumper and undercarriage. The principle direction of force was from front to rear. The following damage description is not inclusive of all the damage sustained by Vehicle 4 (Plymouth).

Vehicle 4 (Plymouth) damaged.
CF-023-10 07-28-10 DN (3) cropped and lightened

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Vehicle Damage Description (continued)

FRONT

There was contact damage consisting of black scuff marks to the lower portion of the front bumper. The marks started below the center of the license plate and extended left toward the edge of the bumper. The length of the damaged area was approximately 2.1 feet.

Front damage to Vehicle 4 (Plymouth).
CF-023-10 07-28-10 DN (12) cropped

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Vehicle Damage Description (continued)

LEFT

The front tire was flat. Inspection of the front tire revealed an oblique tear on the inboard sidewall of the tire (red circle). The wheel sustained a minor radial collapse (red oval) on the inboard side above the oblique tear in the tire. There were miscellaneous dents and scratches along the side of the vehicle, all of which appeared to be previous damage.

Left front tire of Vehicle 4 (Plymouth).
CF-023-10 07-28-10 DN (20) cropped

Inboard side of the left front tire of Vehicle 4 (Plymouth).
CF-023-10 07-28-10 DN (53) cropped

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Vehicle Damage Description (continued)

REAR

There were several dents and scratches on the rear bumper of the vehicle, all of which appeared to be previous damage.

RIGHT

The right side of the vehicle was unremarkable.

UNDERCARRIAGE

A main wiring harness located at the undercarriage of Vehicle 4 (Plymouth) was severed. The transmission pan was dented and scraped. The transmission pan also had blue paint transfers. The front cross-member and engine mount were damaged. There were superficial scrapes to the fuel tank.

Undercarriage damage to Vehicle 4 (Plymouth).
CF-023-10 07-28-10 DN (31)

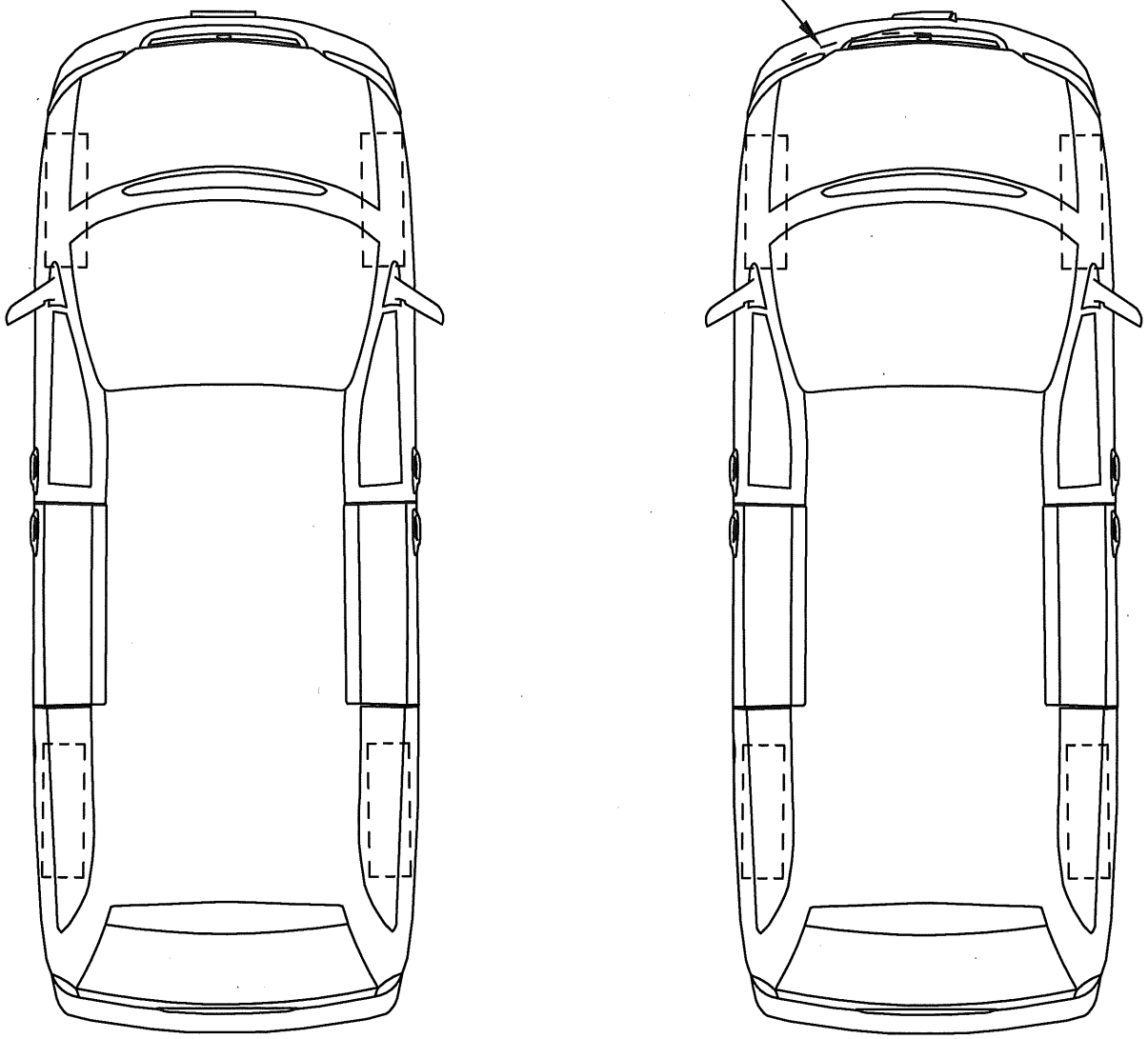
DATE OF COLLISION *(MONTH-DAY-YEAR)*	TIME *(2400)*	NCIC	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15751	2010-07-0219	CF-023-10	358

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Vehicle Damage Profile



Exemplar 1999 Plymouth Grand Voyager

Exemplar profile drawn by Investigator Kolter

Vehicle 4 (Plymouth)

Vehicle damage profile drawn by Investigator Kolter

SCALE

0' 1' 2' 3' 6'

REPRODUCTION MAY AFFECT SCALE

FACTS

VEHICLE FACTORS

VEHICLE 4 (PLYMOUTH)

Mechanical Inspection

Description of Vehicle: 1999 Plymouth Grand Voyager

Color: Green

Gross Vehicle Weight Rating: 5,160 pounds
Front Axle Weight Rating: 2,650 pounds
Rear Axle Weight Rating: 2,700 pounds

Manufacture Date: April 1999

License: 4JUL571 California **Expiration Date**: January 1, 2011

Vehicle Identification Number (VIN): 2P4GP24R6XR377734

Odometer: 230,401 miles

Inspection Date: Wednesday, July 28, 2010

Location: Budget Towing
3151 West Dakota Avenue
Fresno, California 93722
(559) 251-1923

Registered Owner: William C. Hughes
90 North Coast Highway 101, Apartment 214
Encinitas, California 92024

Due to the limited involvement of Vehicle 4 (Plymouth) in this collision, a mechanical inspection was not performed.

FACTS

OTHER PROPERTY DAMAGE DESCRIPTION

At the scene of the collision 16 feet of Type 50 concrete median barrier comprised of rebar reinforced Portland cement concrete was damaged. The damage was located on northbound State Route 99 south of McKinley Avenue. The damage consisted of a 0.5 feet wide crack 10.61 feet in length and 5.39 feet of displaced median barrier. The displaced median barrier was moved 0.5 feet to the west. Based on the dynamics analysis, the damage to the median barrier was determined to have been caused by the front of Vehicle 1 (Chevrolet).

At the scene of the collision there was a eucalyptus tree with a trunk diameter of 31 inches. The tree was located in the area between northbound State Route 99 and the exit ramp to McKinley Avenue. As a result of the collision the tree was uprooted. Based on the dynamics analysis, the damage to the tree was determined to have been caused by the front of Vehicle 2 (MCI).

The California Department of Transportation is the owner of both damaged items and was notified by the California Highway Patrol, Fresno Communication Center on July 22, 2010.

California Department of Transportation
District 6
1352 West Olive Avenue
Fresno, California 93728

FACTS

PHOTO LOG

Compact Disc: A
Folder File Name: CF-023-10 07-22-10 CM-A
Date Digital Photographs Taken: July 22, 2010
Photographer: Officer Martorana, Fresno Area CHP
Camera: Nikon D5000 Digital
Subject: Scene
Number of Digital Photographs: 100
Digital Photograph File Names: CF-023-10 07-22-10 CM-A (1) to CF-023-10 07-22-10 CM-A (100)

Compact Disc: A
Folder File Name: CF-023-10 07-22-10 CM-B
Date Digital Photographs Taken: July 22, 2010
Photographer: Officer Martorana, Fresno Area CHP
Camera: Nikon D5000 Digital
Subject: Scene
Number of Digital Photographs: 60
Digital Photograph File Names: CF-023-10 07-22-10 CM-B (1) to CF-023-10 07-22-10 CM-B (60)

Compact Disc: A
Folder File Name: CF-023-10 07-22-10 DA
Date Digital Photographs Taken: July 22, 2010
Photographer: Officer Alvarado, Fresno Area CHP
Camera: Canon Powershot A520 Digital
Subject: Vehicle 1 (Chevrolet) Evidence Removal
Number of Digital Photographs: 12
Digital Photograph File Names: CF-023-10 07-22-10 DA (1) to CF-023-10 07-22-10 DA (12)

Compact Disc: B
Folder File Name: CF-023-10 07-22-10 MS-A
Date Digital Photographs Taken: July 22, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Scene
Number of Digital Photographs: 184
Digital Photograph File Names: CF-023-10 07-22-10 MS-A (1) to CF-023-10 07-22-10 MS-A (184)

FACTS

PHOTO LOG

Compact Disc: C
Folder File Name: CF-023-10 07-22-10 MS-B
Date Digital Photographs Taken: July 22, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Scene
Number of Digital Photographs: 187
Digital Photograph File Names: CF-023-10 07-22-10 MS-B (1) to CF-023-10 07-22-10 MS-B (187)

Compact Disc: C
Folder File Name: CF-023-10 07-22-10 MS-C
Date Digital Photographs Taken: July 22, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) DDEC Imaging
Number of Digital Photographs: 5
Digital Photograph File Names: CF-023-10 07-22-10 MS-C (1) to CF-023-10 07-22-10 MS-C (5)

Compact Disc: D
Folder File Name: CF-023-10 07-22-10 DS
Date Digital Photographs Taken: July 22, 2010
Photographer: Officer Singer, Central Division CHP Air Operations
Camera: Canon EOS Rebel XT Digital
Subject: Aerial Scene Photos
Number of Digital Photographs: 69
Digital Photograph File Names: CF-023-10 07-22-10 DS (1) to CF-023-10 07-22-10 DS (69)

Compact Disc: D
Folder File Name: CF-023-10 07-22-10 JW
Date Digital Photographs Taken: July 22, 2010
Photographer: Officer Watson, Fresno Area CHP
Camera: Canon Powershot A520 Digital
Subject: Autopsies
Number of Digital Photographs: 125
Digital Photograph File Names: CF-023-10 07-22-10 JW (1) to CF-023-10 07-22-10 JW (125)

FACTS

PHOTO LOG

Compact Disc: E
Folder File Name: CF-023-10 07-23-10 RK
Date Digital Photographs Taken: July 23, 2010
Photographer: Sergeant Krider, MAIT
Camera: Nikon D70 Digital
Subject: Scene and Overhead of Vehicle 2 (MCI)
Number of Digital Photographs: 35
Digital Photograph File Names: CF-023-10 07-23-10 RK (1) to CF-023-10 07-23-10 RK (35)

Compact Disc: E
Folder File Name: CF-023-10 07-26-10 DN-A
Date Digital Photographs Taken: July 26, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Interior of Vehicle 2 (MCI)
Number of Digital Photographs: 158
Digital Photograph File Names: CF-023-10 07-26-10 DN-A (1) to CF-023-10 07-26-10 DN-A (158)

Compact Disc: F
Folder File Name: CF-023-10 07-26-10 DN-B
Date Digital Photographs Taken: July 26, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Exterior of Vehicle 2 (MCI)
Number of Digital Photographs: 93
Digital Photograph File Names: CF-023-10 07-26-10 DN-B (1) to CF-023-10 07-26-10 DN-B (93)

Compact Disc: G
Folder File Name: CF-023-10 07-27-10 DH-A
Date Digital Photographs Taken: July 27, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 3 (Honda)
Number of Digital Photographs: 100
Digital Photograph File Names: CF-023-10 07-27-10 DH-A (1) to CF-023-10 07-27-10 DH-A (100)

FACTS

PHOTO LOG

Compact Disc: G
Folder File Name: CF-023-10 07-27-10 DH-B
Date Digital Photographs Taken: July 27, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 3 (Honda)
Number of Digital Photographs: 18
Digital Photograph File Names: CF-023-10 07-27-10 DH-B (1) to CF-023-10 07-27-10 DH-B (18)

Compact Disc: H
Folder File Name: CF-023-10 07-27-10 DN
Date Digital Photographs Taken: July 27, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Driver Restraint of Vehicle 2 (MCI)
Number of Digital Photographs: 46
Digital Photograph File Names: CF-023-10 07-27-10 DN (1) to CF-023-10 07-27-10 DN (46)

Compact Disc: H
Folder File Name: CF-023-10 07-27-10 SP
Date Digital Photographs Taken: July 27, 2010
Photographer: Investigator Profera, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Mechanical Inspection
Number of Digital Photographs: 55
Digital Photograph File Names: CF-023-10 07-27-10 SP (1) to CF-023-10 07-27-10 SP (55)

Compact Disc: H
Folder File Name: CF-023-10 07-28-10 DN
Date Digital Photographs Taken: July 28, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 4 (Plymouth) Damage Inspection
Number of Digital Photographs: 55
Digital Photograph File Names: CF-023-10 07-28-10 DN (1) to CF-023-10 07-28-10 DN (55)

FACTS

PHOTO LOG

Compact Disc: H
Folder File Name: CF-023-10 07-28-10 SP
Date Digital Photographs Taken: July 28, 2010
Photographer: Investigator Profera, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Mechanical Inspection
Number of Digital Photographs: 15
Digital Photograph File Names: CF-023-10 07-28-10 SP (1) to CF-023-10 07-28-10 SP (15)

Compact Disc: I
Folder File Name: CF-023-10 07-29-10 DH-A
Date Digital Photographs Taken: July 29, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 2 (MCI) Seats
Number of Digital Photographs: 109
Digital Photograph File Names: CF-023-10 07-29-10 DH-A (1) to CF-023-10 07-29-10 DH-A (109)

Compact Disc: J
Folder File Name: CF-023-10 07-29-10 DH-B
Date Digital Photographs Taken: July 29, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 1 (Chevrolet)
Number of Digital Photographs: 100
Digital Photograph File Names: CF-023-10 07-29-10 DH-B (1) to CF-023-10 07-29-10 DH-B (100)

Compact Disc: K
Folder File Name: CF-023-10 07-29-10 DH-C
Date Digital Photographs Taken: July 29, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 1 (Chevrolet)
Number of Digital Photographs: 73
Digital Photograph File Names: CF-023-10 07-29-10 DH-C (1) to CF-023-10 07-29-10 DH-C (73)

FACTS

PHOTO LOG

Compact Disc: K
Folder File Name: CF-023-10 07-29-10 DN
Date Digital Photographs Taken: July 29, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 3 (Honda)
Number of Digital Photographs: 56
Digital Photograph File Names: CF-023-10 07-29-10 DN (1) to CF-023-10 07-29-10 DN (56)

Compact Disc: K
Folder File Name: CF-023-10 07-29-10 SP
Date Digital Photographs Taken: July 29, 2010
Photographer: Investigator Profera, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Mechanical Inspection
Number of Digital Photographs: 70
Digital Photograph File Names: CF-023-10 07-29-10 SP (1) to CF-023-10 07-29-10 SP (70)

Compact Disc: L
Folder File Name: CF-023-10 07-30-10 DH-A
Date Digital Photographs Taken: July 30, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 2 (MCI) Interior
Number of Digital Photographs: 101
Digital Photograph File Names: CF-023-10 07-30-10 DH-A (1) to CF-023-10 07-30-10 DH-A (101)

Compact Disc: M
Folder File Name: CF-023-10 07-30-10 DH-B
Date Digital Photographs Taken: July 30, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 2 (MCI) Interior
Number of Digital Photographs: 57
Digital Photograph File Names: CF-023-10 07-30-10 DH-B (1) to CF-023-10 07-30-10 DH-B (57)

FACTS

PHOTO LOG

Compact Disc: M
Folder File Name: CF-023-10 08-02-10 DH
Date Digital Photographs Taken: August 2, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 1 (Chevrolet) Lamps and Restraints
Number of Digital Photographs: 68
Digital Photograph File Names: CF-023-10 08-02-10 DH (1) to CF-023-10 08-02-10 DH (68)

Compact Disc: M
Folder File Name: CF-023-10 08-02-10 JK
Date Digital Photographs Taken: August 2, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Mechanical Inspection
Number of Digital Photographs: 26
Digital Photograph File Names: CF-023-10 08-02-10 JK (1) to CF-023-10 08-02-10 JK (26)

Compact Disc: M
Folder File Name: CF-023-10 08-03-10 JK
Date Digital Photographs Taken: August 3, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 1 (Chevrolet) SDM Imaging
Number of Digital Photographs: 18
Digital Photograph File Names: CF-023-10 08-03-10 JK (1) to CF-023-10 08-03-10 JK (18)

Compact Disc: N
Folder File Name: CF-023-10 08-04-10 DN-A
Date Digital Photographs Taken: August 4, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 3 (Honda) Undercarriage
Number of Digital Photographs: 28
Digital Photograph File Names: CF-023-10 08-04-10 DN-A (1) to CF-023-10 08-04-10 DN-A (28)

FACTS

PHOTO LOG

Compact Disc: N
Folder File Name: CF-023-10 08-04-10 DN-B
Date Digital Photographs Taken: August 4, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 1 (Chevrolet) Undercarriage
Number of Digital Photographs: 145
Digital Photograph File Names: CF-023-10 08-04-10 DN-B (1) to CF-023-10 08-04-10 DN-B (145)

Compact Disc: N
Folder File Name: CF-023-10 08-04-10 MS
Date Digital Photographs Taken: August 4, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 3 (Honda) Mechanical Inspection
Number of Digital Photographs: 68
Digital Photograph File Names: CF-023-10 08-04-10 MS (1) to CF-023-10 08-04-10 MS (68)

Compact Disc: O
Folder File Name: CF-023-10 08-05-10 MS
Date Digital Photographs Taken: August 5, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 3 (Honda) Mechanical Inspection
Number of Digital Photographs: 64
Digital Photograph File Names: CF-023-10 08-05-10 MS (1) to CF-023-10 08-05-10 MS (64)

Compact Disc: O
Folder File Name: CF-023-10 08-06-10 DH
Date Digital Photographs Taken: August 6, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Vehicle 2 (MCI) Seats and Driver Restraint
Number of Digital Photographs: 95
Digital Photograph File Names: CF-023-10 08-06-10 DH (1) to CF-023-10 08-06-10 DH (95)

FACTS

PHOTO LOG

Compact Disc: P
Folder File Name: CF-023-10 08-06-10 JK-A
Date Digital Photographs Taken: August 6, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Interior
Number of Digital Photographs: 134
Digital Photograph File Names: CF-023-10 08-06-10 JK-A (1) to CF-023-10 08-06-10 JK-A (134)

Compact Disc: P
Folder File Name: CF-023-10 08-06-10 JK-B
Date Digital Photographs Taken: August 6, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Engine Compartment
Number of Digital Photographs: 14
Digital Photograph File Names: CF-023-10 08-06-10 JK-B (1) to CF-023-10 08-06-10 JK-B (14)

Compact Disc: P
Folder File Name: CF-023-10 08-06-10 MS
Date Digital Photographs Taken: August 6, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Mechanical Inspection
Number of Digital Photographs: 116
Digital Photograph File Names: CF-023-10 08-06-10 MS (1) to CF-023-10 08-06-10 MS (116)

Compact Disc: Q
Folder File Name: CF-023-10 08-09-10 MS
Date Digital Photographs Taken: August 9, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 1 (Chevrolet) Mechanical Inspection
Number of Digital Photographs: 41
Digital Photograph File Names: CF-023-10 08-09-10 MS (1) to CF-023-10 08-09-10 MS (41)

FACTS

PHOTO LOG

Compact Disc: Q
Folder File Name: CF-023-10 08-10-10 MS
Date Digital Photographs Taken: August 10, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 1 (Chevrolet) Mechanical Inspection
Number of Digital Photographs: 110
Digital Photograph File Names: CF-023-10 08-10-10 MS (1) to CF-023-10 08-10-10 MS (110)

Compact Disc: Q
Folder File Name: CF-023-10 08-13-10 JK
Date Digital Photographs Taken: August 13, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Party 2 (Jewett) Glasses
Number of Digital Photographs: 8
Digital Photograph File Names: CF-023-10 08-13-10 JK (1) to CF-023-10 08-13-10 JK (8)

Compact Disc: Q
Folder File Name: CF-023-10 08-19-10 JK
Date Digital Photographs Taken: August 19, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Exemplar Chevrolet Trailblazer and Honda CR-V
Number of Digital Photographs: 29
Digital Photograph File Names: CF-023-10 08-19-10 JK (1) to CF-023-10 08-19-10 JK (29)

Compact Disc: Q
Folder File Name: CF-023-10 08-23-10 DN
Date Digital Photographs Taken: August 23, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Brake Pad and Exemplar Brake Pad
Number of Digital Photographs: 32
Digital Photograph File Names: CF-023-10 08-23-10 DN (1) to CF-023-10 08-23-10 DN (32)

FACTS

PHOTO LOG

Compact Disc: Q
Folder File Name: CF-023-10 08-26-10 DN
Date Digital Photographs Taken: August 26, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Follow-Up Scene and Vehicle 1 (Chevrolet)
Number of Digital Photographs: 39
Digital Photograph File Names: CF-023-10 08-26-10 DN (1) to CF-023-10 08-26-10 DN (39)

Compact Disc: Q
Folder File Name: CF-023-10 09-20-10 JK
Date Digital Photographs Taken: September 20, 2010
Photographer: Investigator Kolter, MAIT
Camera: Nikon D70 Digital
Subject: Vehicle 2 (MCI) Brake Pads
Number of Digital Photographs: 18
Digital Photograph File Names: CF-023-10 09-20-10 JK (1) to CF-023-10 09-20-10 JK (18)

Compact Disc: Q
Folder File Name: CF-023-10 09-22-10 DN
Date Digital Photographs Taken: September 22, 2010
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Exemplar MCI Motor Coach
Number of Digital Photographs: 27
Digital Photograph File Names: CF-023-10 09-22-10 DN (1) to CF-023-10 09-22-10 DN (27)

Compact Disc: R
Folder File Name: CF-023-10 10-11-10 DH-A
Date Digital Photographs Taken: October 11, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Exemplar MCI Motor Coach Interior
Number of Digital Photographs: 35
Digital Photograph File Names: CF-023-10 10-11-10 DH-A (1) to CF-023-10 10-11-10 DH-A (35)

FACTS

PHOTO LOG

Compact Disc: R
Folder File Name: CF-023-10 10-11-10 DH-B
Date Digital Photographs Taken: October 11, 2010
Photographer: Investigator Haas, MAIT
Camera: Nikon D90 Digital
Subject: Highway Signs
Number of Digital Photographs: 31
Digital Photograph File Names: CF-023-10 10-11-10 DH-B (1) to CF-023-10 10-11-10 DH-B (31)

Compact Disc: R
Folder File Name: CF-023-10 10-20-10 MS
Date Digital Photographs Taken: October 20, 2010
Photographer: Investigator Sprinkman, MAIT
Camera: Nikon D70 Digital
Subject: Controlled Testing
Number of Digital Photographs: 83
Digital Photograph File Names: CF-023-10 10-20-10 MS (1) to CF-023-10 10-20-10 MS (83)

Compact Disc: S
Folder File Name: CF-023-10 02-22-11 DN
Date Digital Photographs Taken: February 22, 2011
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Exemplar Bus Controls
Number of Digital Photographs: 14
Digital Photograph File Names: CF-023-10 02-22-11 DN (1) to CF-023-10 02-22-11 DN (14)

Compact Disc: S
Folder File Name: CF-023-10 04-27-11 DN
Date Digital Photographs Taken: April 27, 2011
Photographer: Investigator Nees, MAIT
Camera: Nikon D70 Digital
Subject: Exemplar Greyhound MCI D4505
Number of Digital Photographs: 112
Digital Photograph File Names: CF-023-10 04-27-11 DN (1) to CF-023-10 04-27-11 DN (112)

At the conclusion of this investigation, the digital photographs stored on compact discs, were delivered to the Fresno Area CHP Office with this report.

FACTS

AUDIO LOG

Compact Disc: **T**
Folder File Name: **CF-023-10 Audio Files**

PERSON INTERVIEWED	DATE OF RECORDING	TIME OF INTERVIEW	INTERVIEWED BY	LOCATION OF INTERVIEW
Passenger Gibson	07-28-2010	1515	Officer M. Halvorson, ID 15751	Telephone
Passenger Stewart	07-28-2010	1545	Officer M. Halvorson, ID 15751	Telephone
Passenger Esquivel	07-28-2010	1545	Officer M. Halvorson, ID 15751	Telephone
Passenger Tellez	07-29-2010	1700	Officer A. Mata, ID 15806	Telephone
Passenger Tellez	07-29-2010	1716	Officer A. Mata, ID 15806	Telephone
Passenger Long	07-27-2010	2000	Officer M. Halvorson, ID 15751	Telephone
Passenger Medrano	07-29-2010	1130	Officer M. Halvorson, ID 15751	Telephone
Passenger Curry	07-28-2010	2030	Officer M. Halvorson, ID 15751	Telephone
Passenger Condie	07-28-2010	1930	Officer M. Halvorson, ID 15751	Telephone
Passenger Gee	07-29-2010	1520	Officer M. Halvorson, ID 15751	Telephone
Passenger Jandi	07-28-2010	1400	Officer M. Halvorson, ID 15751	Telephone
Passenger Mazur	08-03-2010	1445	Officer M. Halvorson, ID 15751	Telephone
Passenger Vasquez	07-29-2010	1435	Officer A. Mata, ID 15806	Telephone
Passenger Valdez	07-29-2010	1600	Officer M. Halvorson, ID 15751	Telephone
Passenger Valdez	07-29-2010	1615	Officer M. Halvorson, ID 15751	Telephone
Passenger Canales	07-28-2010	2000	Officer M. Halvorson, ID 15751	Telephone
Passenger Andoh	07-27-2010	2010	Officer M. Halvorson, ID 15751	Telephone

FACTS

AUDIO LOG

Compact Disc: **T**
Folder File Name: **CF-023-10 Audio Files**

PERSON INTERVIEWED	DATE OF RECORDING	TIME OF INTERVIEW	INTERVIEWED BY	LOCATION OF INTERVIEW
Party 3 (Giorgis)	07-26-2010	1340	Officer M. Halvorson, ID 15751	Party3's (Giorgis) residence
Witness 1 (Flores)	07-23-2010	1000	Officer B. Boss, ID 13273	Witness's residence
Witness 2 (Cole)	07-23-2010	1130	Officer B. Boss, ID 13273	Witness's residence
Witness 3 (Gonzales)	07-23-2010	1230	Officer B. Boss, ID 13273	Witness's residence
Witness 4 (McCullough)	07-24-2010	1300	Officer B. Boss, ID 13273	Witness's residence
Witness 4 (McCullough)	09-03-2010	1259	Officer B. Boss, ID 13273	Witness's residence
Witness 5 (Godoy)	07-24-2010	1317	Officer B. Boss, ID 13273	Witness's residence
Witness 6 (Christensen)	07-24-2010	1350	Officer B. Boss, ID 13273	Witness's residence
Witness 7 (Lopez)	07-24-2010	1505	Officer B. Boss, ID 13273	1533 East Voorman Avenue, Fresno, California
Witness 8 (Post)	08-03-2010	1125	Officer M. Halvorson, ID 15751	Telephone
Witness 9 (Dean)	08-17-2010	1335	Officer M. Halvorson, ID 15751	Telephone
Witness 10 (Klein)	07-23-2010	1556	Officer J. Watson, ID 14649	Telephone
Witness 12 (Gomez)	07-27-2010	1305	Officer M. Halvorson, ID 15751	83 East Shaw Avenue, Fresno, California
Witness 13 (Harper)	08-11-2010	1250	Officer M. Halvorson, ID 15751	Telephone
Witness 14 (Castillo)	07-27-2010	1340	Officer M. Halvorson, ID 15751	Witness's residence
Witness 15 (Venegas)	08-11-2010	1800	Officer M. Halvorson, ID 15751	Witness's residence
Witness 16 (Zavala)	08-11-2010	1930	Officer M. Halvorson, ID 15751	Telephone

FACTS

AUDIO LOG

Compact Disc: **T**
Folder File Name: **CF-023-10 Audio Files**

PERSON INTERVIEWED	DATE OF RECORDING	TIME OF INTERVIEW	INTERVIEWED BY	LOCATION OF INTERVIEW
Witness 17 (Helmuth)	08-11-2010	1230	Officer M. Halvorson, ID 15751	Telephone
Witness 18 (Harris)	07-27-2010	1725	Officer M. Halvorson, ID 15751	Fresno Area CHP Office
Witness 18 (Harris)	10-20-2010	0120	Investigator Lawson	Collision Scene
Witness 19 (Thao)	07-30-2010	0800	Officer M. Halvorson, ID 15751	Fresno Area CHP Office
Witness 20 (Coupland)	07-22-2010	1152	Officer B. Boss, ID 13273	Fresno Area CHP Office
Witness 21 (Valencia)	07-22-2010	1230	Sergeant D. Karol, ID 13044	1614 East Seventh Street Los Angeles, California
Witness 22 (Ross)	07-22-2010	1440	Sergeant D. Karol, ID 13044	1614 East Seventh Street Los Angeles, California
Witness 23 (Yehdego)	07-22-2010	1355	Sergeant D. Karol, ID 13044	1614 East Seventh Street Los Angeles, California
Witness 24 (Reyes)	07-22-2010	1310	Sergeant D. Karol, ID 13044	1614 East Seventh Street Los Angeles, California
Witness 25 (Mooney)	07-22-2010	1530	Sergeant D. Karol, ID 13044	1614 East Seventh Street Los Angeles, California
Witness 26 (Catherine Jewett)	08-13-2010	1215	Investigator Kolter	Witness's residence
Witness 27 (Garza)	08-17-2010	1000	Investigator Kolter	1089 East Prosperity Avenue, Tulare, California

At the conclusion of this investigation, the audio recordings stored on a compact disc, was booked into evidence at the Fresno Area CHP Office.

STATEMENTS

VEHICLE 1 (CHEVROLET)

PARTY 1 (GARAY)

Party 1 (Garay) sustained fatal injuries during the collision sequence. No statement obtained.

PASSENGER GONZALEZ

Passenger Gonzalez sustained fatal injuries during the collision sequence. No statement obtained.

PASSENGER CORDOBA

Passenger Cordoba sustained fatal injuries during the collision sequence. No statement obtained.

STATEMENTS

VEHICLE 2 (MCI)

PARTY 2 (JEWETT)

Party 2 (Jewett) sustained fatal injuries during the collision sequence. No statement obtained.

PASSENGER SOLIS

Passenger Solis sustained fatal injuries during the collision sequence. No statement obtained.

PASSENGER CONTRERAS

Passenger Contreras sustained fatal injuries during the collision sequence. No statement obtained.

PASSENGER ARREOLA

Passenger Arreola sustained severe injuries during the collision sequence and was incapable of providing a statement to investigators.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER LUIS PEREZ

Luis Alberto Perez
8501 Allister Way
Elk Grove, California 95624
Date of Birth: March 15, 1980
Phone: (916) 476-1008

On July 22, 2010, at approximately 0430 hours, Officer C. Zamora, ID 17166, contacted Mr. Perez at Community Regional Medical Center in Fresno, California. On July 28, 2010, at approximately 1250 hours, Officer M. Halvorson, ID 15751, and bilingual Officer J. Palacio, ID 12030, conducted an unrecorded interview over the telephone with Mr. Perez. The following is a summary of his statement.

Mr. Perez boarded the bus in North Hollywood enroute to Sacramento. He recalled sitting in seat number 10, which he described as being an aisle seat, on the left side of the bus, three rows behind the driver. He was traveling alone and did not know who was seated near him. Mr. Perez fell asleep and was awakened by the collision. He recalled hearing "lots of noise" and people screaming in Spanish and English. Mr. Perez did not recall any unusual driving by the driver of the bus prior to the collision.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER DEMARCO CAMPBELL

Demarco Campbell
2815 Lerwick Road
Sacramento, California 95821
Date of Birth: October 26, 1999
Phone: (916) 256-0519

On July 22, 2010, at approximately 0250 hours, Officer C. Zamora, ID 17166, contacted Mr. Demarco Campbell at the collision scene. On July 27, 2010, at approximately 2055 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Mr. Demarco Campbell. The following is a summary of his statement.

Mr. Demarco Campbell said he was seated in a window seat on the right side of the bus next to his father, (Passenger Maurice Campbell), and in the row ahead of Dalven Pipkins (Passenger Pipkins). He had fallen asleep and was awakened by the collision. His sister (Passenger Conner) helped him to get out of the bus.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER CONNER

Laternna Conner
2255 West Crenshaw Boulevard
Los Angeles, California 90016
Date of Birth: March 11, 1991
Phone: (424) 240-2330

On July 22, 2010, at approximately 0250 hours, Officer C. Zamora, ID 17166, contacted Ms. Conner at the collision scene. On July 27, 2010, at approximately 2100 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Ms. Conner. The following is a summary of her statement.

Ms. Conner boarded the bus in Los Angeles and joined up with members of her family; Passenger Maurice Campbell, Passenger Pipkins and Passenger Demarco Campbell who had been traveling on Greyhound from Mobile, Alabama. She recalled her brother, Passenger Pipkins, was seated in the back row on the right side. Her father, Passenger Maurice Campbell, was seated on the right side in the row in front of Passenger Pipkins and her other brother, Passenger Demarco Campbell, was seated next to Passenger Maurice Campbell. Ms. Conner recalled that she was seated on the left side of the bus, two rows ahead of Passenger Maurice Campbell. Ms. Conner recalled that Passenger Long was seated behind her, and Passenger Gibson was seated to her right, across the aisle. Ms. Conner recalled the driver of the bus that drove from Los Angeles to Fresno was the same driver that was driving when they left Fresno and she described the bus ride to Fresno as "normal."

When the bus departed from the Fresno terminal, Ms. Conner laid down in her row of seats with her head near the window and was looking outside. Prior to the collision, Ms. Conner estimated the bus was traveling at 30 to 35 miles per hour then admitted to not being a good judge of speed. She recalled seeing a "McDonalds" through her window and something in the road but could not identify if it was a car or not due to the darkness.

The collision "jerked her back and forth" and she saw luggage and "things" falling out of the overhead compartments onto her. She recalled Passenger Gibson ended up on top of her after the bus came to rest.

Ms. Conner exited the bus and noticed there were "people everywhere" and "a lot" of those people were trying to find their personal belongings.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER GIBSON

William Kemp Gibson
7601 Kilarney Lane, Apartment 239
Citrus Heights, California 95610
Date of Birth: July 4, 1958
Phone: (916) 870-9227

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted Mr. Gibson at the collision scene. On July 28, 2010, at approximately 1515 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Gibson. The following is a summary of his statement.

Mr. Gibson was traveling from Dallas, Texas to Sacramento, California and boarded Vehicle 2 (MCI) in Los Angeles. He recalled being seated on the right side of the bus approximately three-quarters of the way back. He was sitting with his back against the window and his feet toward the aisle. Mr. Gibson recalled Passenger Denise Esquivel and Passenger Roman Esquivel were seated in the row ahead of him and that Passenger Conner was seated on the left side of the bus, across from Passenger Denise Esquivel. He also recalled that Passenger Maurice Campbell, Passenger Demarco Campbell and Passenger Pipkins were seated behind him, near the bathroom.

Mr. Gibson remembered the bus departing the Fresno terminal, entering the freeway and moving into the fast lane. He estimated the speed of the bus as approximately 60 miles per hour when he felt a violent impact that threw him forward, over the seats in front of him. Mr. Gibson recalled two additional impacts and the feeling that "all of the seats collapsed forward." He was not looking outside the bus prior to the collision and never saw what they might have struck. After the collision, he remembered "ending up" by the emergency exit which "was no longer there." He was disoriented as he exited the emergency exit and at first thought they were still on the freeway. Mr. Gibson then assisted the other passengers in exiting the bus.

Mr. Gibson recalled the driver at the time of the collision was the same driver that drove from Los Angeles to Fresno. He described the bus as being driven at a "quick pace," routinely passing commercial vehicle combinations, but he did not characterize it as "speeding." He did not recall any unusual or erratic driving patterns during the trip.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER STEWART

Franklin Lee Stewart
8427 Dorrington Avenue
Panorama City, California 91402
Date of Birth: June 9, 1978
Phone: (818) 578-9924

On July 22, 2010, Officer C. Zamora, ID 17166, contacted Mr. Stewart at the collision scene. On July 28, 2010, at approximately 1545 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Stewart. The following is a summary of his statement.

Mr. Stewart boarded Vehicle 2 (MCI) in North Hollywood and was traveling to Eugene, Oregon. He remembered sitting on the right side of the bus during the trip to Bakersfield, then after some of the seats opened up, he moved to the driver's side of the bus, one row forward of his original seat. He thought the seat numbers were 37 and 38. He recalled being seated near the mid point of the bus, two or three rows to the rear of the wheelchair access aisle.

Mr. Stewart recalled that Passenger Snider sat directly in front of him and Passenger Gee sat directly across the aisle from him. He also recalled that Passenger Denise Esquivel and Passenger Roman Esquivel were seated directly behind Passenger Gee.

Mr. Stewart recalled the bus departing the Fresno terminal just after 0200 hours with the same driver. Mr. Stewart made himself comfortable with his back to the aisle and his feet propped up toward the window. The interior lights of the bus were turned off and several passengers were trying to sleep. He remained awake and recalled the bus was traveling at an average speed of 65 to 70 miles per hour.

Mr. Stewart felt the first impact of the collision and then the bus "hit the wall." He ducked down, grabbed onto the seat to "protect himself" and looked forward, down the aisle. He saw the "road disappearing" and noticed the bus "wasn't following the lines anymore" as it started toward the embankment. Mr. Stewart recalled initially thinking the collision was a "normal accident," until the bus hit the tree. The front of the bus "blew open" and "everything on the ceiling came down on top of everybody." Mr. Stewart described it as "seeming like a bomb had gone off." He recalled being propelled over and into the seat in front of him after the impact with the tree and many other passengers being thrown ahead as well.

He walked out of the bus and helped other passengers to do the same. Mr. Stewart recalled telling others to let paramedics assist any trapped passengers. He saw Passenger Solis, who appeared deceased, partially ejected from the bus. He moved her to the ground to check for a pulse and found none.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER CATARINO VASQUEZ

Catarino Vigil Vasquez
3819 Kansas Avenue
Riverbank, California 95367
Date of Birth: April 1, 1949
Phone: (209) 869-2514

On July 22, 2010, at approximately 0500 hours, Officer D. Vitucci, ID 18226, contacted Mr. Vasquez at Clovis Community Hospital. On July 29, 2010, at approximately 1435 hours, Officer M. Halvorson, ID 15751, and bilingual Officer A. Mata, ID 15806, conducted a recorded interview over the telephone with Mr. Vasquez. The following is a summary of his statement.

Mr. Vasquez was traveling from El Paso, Texas to Modesto, California and was seated next to his son, Passenger Roberto Vasquez, who was seated in the aisle seat on the left side of the bus. He had no recollection of the surrounding passengers, or the events leading up to the collision because he was asleep. Mr. Vasquez recalled that the bus driver at the time of the collision was the same one that drove the bus from Los Angeles and characterized the bus ride as “normal.” Mr. Vasquez recalled being treated by emergency personnel at the collision scene and his subsequent transport to Clovis Community Hospital.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER DENISE ESQUIVEL

Denise Roxanne Esquivel
1155 East Bullard Avenue, Number 215
Fresno, California 93710
Date of Birth: July 11, 1986
Phone: (559) 478-4745

On July 22, 2010, Officer M. Halvorson, ID 15751, conducted an unrecorded interview with Ms. Esquivel at the collision scene. On July 28, 2010, at approximately 1545 hours, Officer Halvorson conducted a recorded interview over the telephone with Ms. Esquivel. The following is a summary of her statements.

Ms. Esquivel boarded Vehicle 2 (MCI) at the Fresno terminal and was seated on the right side of the bus with her son, Passenger Roman Esquivel, seated beside her. She recalled being seated two or three rows behind the "emergency exit" and in front of Passenger Gibson. She also recalled that Passenger Gee was seated in front of her. She did not recall any other passengers.

Ms. Esquivel felt an impact to the front of the bus followed by an impact to the rear of the bus. She recalled the bus driver "looking like" he was trying to regain control of the bus but was "unable to." After the collision she saw "bodies flying all over."

Ms. Esquivel did not have any additional recollection of the events prior to or after the collision.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER ROMAN ESQUIVEL

Roman Joseph Esquivel
1155 East Bullard Avenue, Number 215
Fresno, California 93710
Date of Birth: February 18, 2004
Phone: (559) 478-4745

On July 22, 2010, Officer M. Halvorson, ID 15751, contacted and identified Passenger Roman Esquivel, the adolescent son of Passenger Denise Esquivel, at the collision scene. There was no statement obtained due to his age.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER TELLEZ

Maria De Jesus Tellez
Post Office Box 3881
Merced, California 95344
Date of Birth: June 3, 1946
Phone: (209) 349-2449

On July 22, 2010, at approximately 0250 hours, Officer M. Halvorson, ID 15751, contacted Ms. Tellez at the collision scene. On July 29, 2010, at approximately 1700 hours, Officer M. Halvorson and bilingual Officer A. Mata, ID 15806, conducted a recorded interview over the telephone with Ms. Tellez. The following is a summary of her statement.

Ms. Tellez was traveling from San Ysidro to Merced and was seated on the right side of Vehicle 2 (MCI) next to a window. She recalled her seat was in the front half of the bus approximately three rows in front of the emergency exit. Ms. Tellez was traveling alone and no one was seated next to her. She recalled the seat in front of her was occupied by a woman (Passenger Guadagnolo) that was "sometimes next to the window and sometimes in the middle." Ms. Tellez did not recall any of the remaining passengers and thought the bus was being driven "pretty fast." She was awake prior to the collision and didn't think anybody should have been sleeping because they had just left.

Ms. Tellez did not have any recollection other than feeling the impact, losing consciousness and waking up after the collision.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER LONG

Robert Long, Jr.
1431 North Commerce Street
Stockton, California 95202
Date of Birth: March 18, 1959
Phone: (510) 689-4926

On July 22, 2010, at approximately 0250 hours, Officer C. Zamora, ID 17166, contacted Mr. Long at the collision scene. On July 27, 2010, at approximately 2000 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Long. The following is a summary of his statement.

Mr. Long was traveling from Riverside to Stockton and boarded Vehicle 2 (MCI) after a short layover in Los Angeles. He recalled being seated on the left side approximately four rows forward of the rear of the bus. There was no one seated beside him. He recalled Passenger Maurice Campbell and Passenger Demarco Campbell were seated on the right side of the bus, behind him. He also recalled Passenger Conner was seated ahead of him. Mr. Long recalled Passenger Gibson was across the aisle from him and Passenger Valdez was directly behind.

Mr. Long estimated the speed of the bus to be approximately 50 to 60 miles per hour at the time of the collision and he did not see anything in the road prior to the collision. The impact of the collision forced him into the back of the seat in front of him.

After the collision he exited the bus.

Mr. Long explained that he drives “big rigs” for a living and is routinely passed by Greyhound buses. In his opinion Vehicle 2 (MCI) was “speeding from the time they left Los Angeles.”

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER MAURICE CAMPBELL

Maurice DeMarco Campbell
2815 Lerwick Road
Sacramento, California 95821
Date of Birth: November 19, 1973
Phone: (916) 256-0519

On July 22, 2010, Officer C. Zamora, ID 17166, contacted Mr. Campbell at the collision scene. On July 27, 2010, at approximately 2020 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Mr. Campbell. The following is a summary of his statement.

Mr. Campbell was traveling from Mobile, Alabama to Sacramento, California and recalled Party 2 (Jewett) started to drive Vehicle 2 (MCI) from Los Angeles. Mr. Campbell was seated in the aisle seat, on the right side of the bus, in the second row ahead of the bathroom. His son, Passenger Demarco Campbell was seated next to him and his other son, Passenger Pipkins, was in the seat behind him. Mr. Campbell's daughter, Passenger Conner, was seated on the left side of the bus, approximately two rows ahead of him. Mr. Campbell recalled that Passenger Long was seated to his left, across the aisle.

Mr. Campbell was asleep and was awakened by the collision. He recalled awakening as a he was "sliding" on the floor of the bus. He was frightened and attempted to remove all of his children from the bus then realized that Passenger Pipkins was not with him. Mr. Campbell reentered the bus, located Passenger Pipkins, and helped him to exit.

Mr. Campbell explained that he had argued with Party 2 (Jewett) in Los Angeles over not having the necessary paperwork for his bus ticket, but Party 2 (Jewett) eventually allowed Mr. Campbell to board. Mr. Campbell described Party 2 (Jewett) as having red and watery eyes and he believed Party 2 (Jewett) was "drunk." Mr. Campbell explained that after he observed Party 2 (Jewett) "making all the stops in Los Angeles and continuing north on the freeway" that he did not drive as if he was intoxicated.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER MEDRANO

Mariela Medrano
225 Autumn Drive, Apartment 32
San Marcos, California 92069
Date of Birth: April 7, 1992
Phone: (760) 658-7157

On July 22, 2010, at approximately 0530 hours, Officer A. Perez, ID 15949, contacted Ms. Medrano at Saint Agnes Hospital. On July 29, 2010, at approximately 1130 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Ms. Medrano. The following is a summary of her statement.

Ms. Medrano was traveling from Oceanside to Sacramento and boarded Vehicle 2 (MCI) in Los Angeles. She sat on the left side, near the window in the third or fourth row back from the driver. She recalled an "older Hispanic male sitting by himself" was seated ahead of her. Ms. Medrano did not recall any other passengers because she "really wasn't paying attention."

Ms. Medrano fell asleep after Vehicle 2 (MCI) departed Bakersfield and did not awaken during the stop in Fresno. She recalled being awakened by the collision and "waking up in the bushes." When she awakened, she assisted other passengers in exiting the bus. She then became dizzy and an unknown "man" helped her to sit down.

Ms. Medrano characterized the bus ride prior to the collision as "normal."

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER CURRY

Billy Lee Curry
8663 Oak Avenue
Orangevale, California 95662
Date of Birth: February 2, 1983
Phone: (916) 410-4711

On July 22, 2010, at approximately 0310 hours, Officer R. Matyshock, ID 15735, contacted Mr. Curry at the collision scene. On July 28, 2010, at approximately 2030 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Curry. The following is a summary of his statement.

Mr. Curry was traveling from Las Vegas, Nevada to Sacramento, California and boarded Vehicle 2 (MCI) in Los Angeles. He recalled being seated by the window in the second to the last row of seats on the left side of the bus. Passenger Canales was seated in the rearmost row, behind him. Passenger Pipkins was seated in front of the bathroom, on the right side of the bus. Mr. Curry recalled Passenger Valdez was seated in front of him.

Mr. Curry was asleep during the trip from Los Angeles and awakened just prior to arriving at the Fresno terminal.

Prior to the collision, Mr. Curry recalled looking out of his window, paying attention to the side of the road. He saw there were other vehicles on the freeway. Mr. Curry was unable to estimate the speed of the bus.

After the collision, when the bus came to a stop, he recalled that Passenger Canales attempted, but was unable, to push out one of the windows of the bus. Mr. Curry noticed the emergency door was open and he exited, walked over to the side of the road and sat down.

Mr. Curry described Vehicle 2 (MCI) as not feeling “sturdy” during the trip from Los Angeles to Fresno but admitted that this may be a “normal” passenger impression.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER CONDIE

Keegan Douglas Condie
200 Bicentennial Circle, Number 233
Sacramento, California 95826
Date of Birth: December 13, 1984
Phone: (916) 969-9428

On July 22, 2010, at approximately 0310 hours, Officer R. Matyshock, ID 15735, contacted Mr. Condie at the collision scene. On July 28, 2010, at approximately 1930 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Condie. The following is a summary of his statement.

Mr. Condie was traveling from San Bernardino to Sacramento and boarded Vehicle 2 (MCI) in Los Angeles. He recalled being seated "roughly" halfway from the front of the bus on the right side, against the window. He described his row as being "right behind" the "wheelchair access." He recalled Passenger Alicia Hojem and Passenger Jessica Hojem-Hink were seated behind him. Passenger Andoh was seated on the left side of the bus directly across from Passenger Alicia Hojem. Mr. Condie could not recall who was seated across the aisle from him but he believed the row was occupied.

Mr. Condie described his seating position as having his right shoulder and head against the window, with his right knee against the seat back of the aisle seat. He remembered sleeping fitfully during the trip to Fresno.

He recalled the "sound or feel of braking" was what awakened him immediately prior to the collision. He felt the impact, grabbed the seat in front of him and crouched as low as he could. When the bus stopped, the luggage racks and metal rails had fallen down. Mr. Condie stood up, uninjured, noticed the aisle was clear and walked to the opened "wheelchair door." He exited through that door and along with another passenger, assisted others in getting out of the bus and to the east side of the exit ramp. Mr. Condie recalled that "not long after that," an "officer in an all tan uniform" arrived, separated the injured passengers and "worked on" organizing the scene.

Mr. Condie characterized this particular trip, with the exception of the collision, as being the "best ride" he has experienced out of the past five or six trips he has taken. He described Party 2's (Jewett) driving as "better than most."

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER GEE

Linda Fay Gee
617 Maple Street, Number 5
West Sacramento, California 95691
Date of Birth: September 5, 1957
Phone: (916) 807-1154

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted Ms. Gee at the collision scene. On July 29, 2010, at approximately 1520 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Ms. Gee. The following is a summary of her statement.

Ms. Gee was traveling from Mobile, Alabama to Sacramento, California and boarded Vehicle 2 (MCI) in Los Angeles. She recalled sitting on the right side of the bus, next to the window, alone in her row and approximately two rows behind the "emergency door where the handicap access" was. Seated behind her were Passenger Denise Esquivel and Passenger Roman Esquivel. Seated to her left, across the aisle, was Passenger Stewart.

Ms. Gee leaned her head against the window and used her coat as a pillow, when the bus departed the Fresno terminal.

Ms. Gee estimated the bus was traveling between 85 and 90 miles per hour prior to and at the time of the collision, and she "just felt like the speed of the bus was faster than a normal driver would drive." She recalled that none of the different buses she had been traveling on for the past three days of her trip were going as fast as this bus was.

Ms. Gee did not recall seeing anything in the road prior to the collision because she was "half asleep" and was not looking ahead. Ms. Gee recalled feeling the impacts and the bus coming to a stop. She believed she "blacked out" for a moment prior to being able to exit via the emergency door. She walked over to the "side" where she remained until contacted by emergency personnel.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER GUADAGNOLO

Carrie Joy Guadagnolo
17465 East Front Street
Linden, California 95236
Date of Birth: December 7, 1964
Phone: (209) 887-2002

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted Ms. Guadagnolo at the collision scene. On July 27, 2010, at approximately 2000 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Ms. Guadagnolo. The following is a summary of her statement.

Ms. Guadagnolo boarded Vehicle 2 (MCI) in Bakersfield and was traveling to Stockton. She recalled being seated on the right side of the bus by the window. She recalled Passenger Tellez was seated behind her but had no recollection of the other surrounding passengers.

Ms. Guadagnolo was asleep during the trip and recalled awakening to the sound of a "loud bang" and the sounds of "things from the bus falling all over." Ms. Guadagnolo recalled "ending up in the bushes" and had no memory of how she got there. She remained on scene until she was treated by emergency personnel.

Ms. Guadagnolo characterized the bus ride as being "normal" and she never felt as though the bus was "speeding."

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER JANDI

Avtar Singh Jandi
2405 Coffee Road
Modesto, California 95355
Date of Birth: September 25, 1963
Phone: (209) 549-8387

On July 22, 2010, Officer M. Halvorson, ID 15751, conducted an unrecorded interview with Dr. Jandi at the collision scene while Dr. Jandi was being given first aid by emergency personnel. On July 28, 2010, at approximately 1400 hours, Officer M. Halvorson conducted another interview over the telephone with Dr. Jandi, which was recorded. The following is a summary of his statements.

Dr. Jandi boarded Vehicle 2 (MCI) at the Fresno terminal and was traveling to Modesto. He was seated in the second row from the front, in the aisle seat on the right side, with his bag on the window seat. Dr. Jandi recalled Passenger Ponce seated in front of him and thought there was someone sitting across the aisle from him (Passenger Solis) but was not paying "that much attention."

Dr. Jandi thought Party 2 (Jewett) appeared to be driving fast or was "rushing" from the Fresno terminal to the freeway. Once on the freeway, Vehicle 2 (MCI) was moving between the slow and middle lanes, passing cars. Dr. Jandi looked at the speedometer and wondered why Party 2 (Jewett) was driving so fast. Dr. Jandi got up from his seat to tell the driver to slow down, and he could see the whole speedometer. The speedometer showed 75-80 miles per hour. The speedometer's needle was a very bright LCD and it was almost on the "other side" of the gauge.

Dr. Jandi saw cars that were slowing down and slower traffic in the slow lane ahead of them. There was a car in front of the bus that was slowing down so the bus had to move out of the slow lane. Dr. Jandi saw a vehicle in the roadway ahead and couldn't tell if it was disabled or moving slowly. The bus then moved into the fast lane at an approximate 45 degree angle to avoid the slower car. Dr. Jandi could see the brake lights of other cars that were braking ahead of them.

Dr. Jandi first saw Vehicle 1 (Chevrolet) when the bus was south of the McKinley exit ramp. He estimated that Vehicle 1 (Chevrolet) was 100 to 150 meters (328 to 492 feet) ahead of them. Vehicle 1 (Chevrolet) did not have any lights on and it looked dark. The roadway appeared dark also, even though there were some street lights on.

Dr. Jandi was standing when the bus driver applied his brakes just prior to the collision. The collision impact threw him against a window and knocked him to the floor. Dr. Jandi was on the floor of the bus when it struck the tree. The impact with the tree ejected Dr. Jandi through the window and onto the road. Dr. Jandi got up from the road and assisted in providing aid to the other passengers until a passersby stopped and helped.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER PONCE

Adolfo Contreras Ponce
1112 Vine Street
Atwater, California 95301
Date of Birth: October 4, 1938
Phone: (209) 358-2340

On July 22, 2010, at approximately 0600 hours, Officer C. Zamora, ID 17166, contacted Mr. Ponce at Community Regional Medical Center. On August 3, 2010, at approximately 1315 hours, Officer M. Halvorson, ID 15751, and bilingual Officer J. Acosta, ID 14363, conducted an unrecorded interview at Community Regional Medical Center with Mr. Ponce. The following is a summary of his statement.

Mr. Ponce was traveling from Mexico to Merced, California and boarded Vehicle 2 (MCI) in Los Angeles. He was seated in the first row on the right side of the bus in the aisle seat. The window seat was empty. His brother, Passenger Contreras and his sister-in-law, Passenger Arreola, were seated on the left side of the bus, approximately four rows behind the driver. Mr. Ponce recalled the aisle seat across from him was unoccupied and he had no recollection of who was seated behind him because he never looked. Mr. Ponce recalled that Party 2 (Jewett) was wearing eyeglasses.

Mr. Ponce started dozing off when the bus departed the Fresno terminal and entered the freeway. He recalled thinking the bus was going fast and estimated the speed to be at least 80 miles per hour. He thought the fast speed was because the bus driver was behind schedule. He recalled the bus driver had routinely driven 70 to 75 miles per hour from Los Angeles to Fresno. Mr. Ponce recalled that shortly after departing Fresno, he felt the bus taking evasive action which was followed by an impact. Glass “went all over him” and he became stuck between the seat and the “barrier” in front of him. Mr. Ponce was unable to move from the seat after the collision until emergency personnel arrived.

Mr. Ponce had no further recollection of the events leading up to the collision.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER SERGIO PEREZ

Sergio Silva Perez
7429 Hainesport Way
Sacramento, California 95824
Date of Birth: October 7, 1941
Phone: (916) 573-9893

Mr. Perez was identified as an injured passenger of Vehicle 2 (MCI) on July 22, 2010, by Officer M. Halvorson, ID 15751. Mr. Perez was not interviewed at the collision scene or at Community Regional Medical Center and has failed to respond to requests for an interview subsequent to his release from the hospital. Officers from the South Sacramento Area CHP Office responded to Mr. Perez's address on August 3, 2010, and were unable to make contact with anyone at the location. A written request for contact by Mr. Perez was left at the location. To date, Mr. Perez has not made contact with investigators.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER SANTANA

Maria Lepe Santana
7429 Hainesport Way
Sacramento, California 95824
Date of Birth: July 1, 1946
Phone: (916) 573-9893

Ms. Santana was identified as an injured passenger of Vehicle 2 (MCI) on July 22, 2010, by Officer M. Halvorson, ID 15751. Ms. Santana was not interviewed at the collision scene or at Saint Agnes Medical Center and has failed to respond to requests for an interview subsequent to her release from the hospital. Officers from the South Sacramento Area CHP Office responded to Ms. Santana's address on August 3, 2010, and were unable to make contact with anyone at the location. A written request for contact by Ms. Santana was left at the location. To date, Ms. Santana has not made contact with investigators.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER PIPKINS

Dalven DeWayne Pipkins Jr.
2815 Lerwick Road
Sacramento, California 95821
Date of Birth: July 13, 1995
Phone: (916) 807-9530

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted Mr. Pipkins at the collision scene. On July 27, 2010, at approximately 2045 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Mr. Pipkins. The following is a summary of his statement.

Mr. Pipkins was traveling from Mobile, Alabama to Sacramento, California with his father, Passenger Maurice Campbell, and other family members. He boarded Vehicle 2 (MCI) in Los Angeles and was seated behind his father in the last row of seats on the right side of the bus. Mr. Pipkins recalled Passenger Canales was seated in the very back row of three seats on the left side of the bus and Passenger Curry was seated across from him and in front of Passenger Canales. Mr. Pipkins fell asleep and did not recall the bus stopping at the Fresno terminal. He characterized the bus driver's driving as "normal" and the speed of the bus as "normal."

Mr. Pipkins was awakened by the collision. He recalled the bus was "moving all over" and "things from the bus were being thrown everywhere." After the bus stopped, he looked for his shoes and his baggage. He remembered walking up the aisle of the bus with the other passengers and going out through the emergency exit. He recalled remaining outside of the bus until he was treated by emergency personnel. He did not have any additional recollection of the events leading up to the collision.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER MAZUR

Shonna Mazur
724 Southwest Larch Road
Grants Pass, Oregon 97526
Date of Birth: November 2, 1968
Phone: (541) 324-8428

On July 22, 2010, at approximately 0530 hours, Officer A. Perez, ID 15949, contacted Ms. Mazur at Saint Agnes Hospital. On August 3, 2010, at approximately 1445 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Ms. Mazur. Ms. Mazur is hearing impaired and the interview was conducted with the assistance of her brother, Mr. Scott Beke. The following is a summary of her statement.

Ms. Mazur boarded Vehicle 2 (MCI) in Fresno and was traveling to Oregon. She recalled being seated in the aisle seat on the right side of the bus, approximately four rows from the front. Ms. Mazur remember Passenger Tellez was seated in front of her, Passenger Contreras (next to the aisle) and Passenger Arreola (next to the window) were seated to her left.

Ms. Mazur thought the bus driver was “using all of the lanes” and was driving at what she thought was over the speed limit as the bus departed the Fresno terminal. Once on the freeway, she estimated the bus was traveling at 75 to 80 miles per hour. Ms. Mazur did not see the bus’ speedometer but recalled the bus was in the fast lane.

Prior to the impact Ms. Mazur did not see anything. After the initial collision, she felt the bus turn to the right and she was able to see the tree through the front window. After the collision, she was assisted off of the bus by two unidentified men at the scene and was later contacted by paramedics.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER ROBERTO VASQUEZ

Roberto Vasquez
3819 Kansas Avenue
Riverbank, California 95367
Date of Birth: November 14, 1974
Phone: (209) 765-6614

On July 22, 2010, at approximately 0530 hours, Officer A. Perez, ID 15949, contacted Mr. Vasquez at Saint Agnes Hospital. On July 29, 2010, at approximately 1435 hours, Officer M. Halvorson, ID 15751, and bilingual Officer A. Mata, ID 15806, conducted a recorded interview over the telephone with Mr. Vasquez. The following is a summary of his statement.

Mr. Vasquez was traveling with his father, Passenger Catarino Vasquez, from El Paso, Texas to Modesto, California. They boarded Vehicle 2 (MCI) in Los Angeles and he recalled being seated on the left side of the bus toward the middle in a window seat. His father, Passenger Catarino Vasquez, was seated next to him in the aisle seat. He recalled Passenger Medrano was seated in front of him and a couple, Passengers Santana and Sergio Perez, were across the aisle on the right side of the bus.

Mr. Vasquez was asleep and was awakened by the collision. After the collision he helped his father to exit the bus because his father had lost consciousness.

Mr. Vasquez did not recall anything “out of the ordinary” during the time that he was awake and did not remember the bus being driven fast.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER VALDEZ

Jose Valdez
4500 37th Avenue
Sacramento, California 95824
Date of Birth: August 3, 1985
Phone: (916) 912-2709

On July 22, 2010, Officer R. Matyshock, ID 15735, contacted Mr. Valdez at the collision scene. On July 29, 2010, at approximately 1600 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Valdez. The following is a summary of his statement.

Mr. Valdez was traveling from Yuma, Arizona to Sacramento, California and boarded Vehicle 2 (MCI) in Los Angeles. He recalled being seated on the left side of the bus near the back. He recalled Passenger Maurice Campbell, Passenger Demarco Campbell and Passenger Pipkins were seated across from him on the right side of the bus and Passenger Long was seated in front of him.

Mr. Valdez was awake and was looking out of the left side window prior to the collision. He recalled the bus was passing cars that were going slower than they were. He estimated the bus was traveling approximately 70 miles per hour which he thought was fast. He did not recall seeing anything in the roadway prior to the accident.

After the collision, he stayed inside the bus until the fire department assisted him in exiting.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER CANALES

Adrian Joseph Canales
3225 East Ransom Street
Long Beach, California 90804
Date of Birth: June 4, 1993
Phone: (562) 200-3675

On July 22, 2010, at approximately 0310 hours, Officer R. Matyshock, ID 15735, contacted Mr. Canales at the collision scene. On July 28, 2010, at approximately 2000 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Canales. The following is a summary of his statement.

Mr. Canales was traveling from Long Beach to Modesto and boarded Vehicle 2 (MCI) in Los Angeles. He was seated in the last row on the left side of the bus. He was lying down on the seats with his head toward the window and his feet toward the bathroom and was the only person in that row. He recalled Passenger Curry was seated in front of him and Passenger Pipkins was seated in front of the bathroom on the right side of the bus. Passengers Maurice and Demarco Campbell were seated in front of Passenger Pipkins. Mr. Canales recalled that Passenger Alicia Hojem and her daughter, Passenger Jessica Hojem-Hink were seated in front of Passengers Maurice and Demarco Campbell.

Mr. Canales had fallen asleep and did not recall the bus stopping at the Fresno terminal. He was awakened by the impact which "slammed" him against the back of the seat in front of him then against the bathroom. He characterized his movement during the collision sequence as being "ping-ponged" from the seats ahead of him to the bathroom wall and back again.

After the collision he attempted, with the assistance of Passenger Curry, to open the side window but was unsuccessful. He recalled exiting through the wheelchair access door after he assisted Passenger Alicia Hojem in extricating Passenger Jessica Hojem-Hink from underneath her seat.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER ALICIA HOJEM

Alicia Kay Hojem
2390 West Kristina Avenue
San Tan Valley, Arizona 85142
Date of Birth: April 1, 1985
Phone: (480) 388-7582

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted Ms. Hojem at the collision scene. On July 27, 2010, at approximately 1645 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview over the telephone with Ms. Hojem. The following is a summary of her statement.

Ms. Hojem boarded Vehicle 2 (MCI) in Los Angeles, California and was traveling to Medford, Oregon, with her daughter, Passenger Jessica Hojem-Hink. She recalled being seated on the right side of the bus in an aisle seat which was approximately two rows to the rear of the emergency exit. Her daughter was seated next to her. She recalled Passenger Arreola and Passenger Contreras were seated ahead of her on the left side of the bus.

During the majority of the trip from Los Angeles, Ms. Hojem was asleep and she recalled that she felt "safe enough" with the driving of Party 2 (Jewett). She exited the bus during its stop at the Fresno terminal to smoke a cigarette. She re-boarded the bus and returned to her seat where she recalled closing her eyes.

Ms. Hojem remembered opening her eyes as the collision occurred. She had no recollections of what transpired prior to the collision.

After the collision, Ms. Hojem "jumped up" and heard her daughter crying. She grabbed her daughter, in addition to helping another woman (Passenger Denise Esquivel) get off of the bus. Ms. Hojem remembered being assisted out of the bus by Passenger Condie.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER JESSICA HOJEM-HINK

Jessica Hojem-Hink
2390 West Kristina Avenue
San Tan Valley, Arizona 85142
Date of Birth: March 5, 2006
Phone: (480) 388-7582

On July 22, 2010, at approximately 0245 hours, Officer C. Zamora, ID 17166, contacted and identified Passenger Jessica Hojem-Hink, the adolescent daughter of Passenger Alicia Hojem, at the collision scene. There was no statement obtained due to her age.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER SNIDER

Arlen Snider
1106 East Bell Road, Number 1015
Phoenix, Arizona 85023
Date of Birth: August 29, 1968
Phone: None

On July 22, 2010, Officer R. Matyshock, ID 15735, contacted and identified Mr. Snider. However, Officer Matyshock was unsuccessful in obtaining an initial statement from Mr. Snider at the collision scene. Subsequent attempts to locate and interview Mr. Snider regarding the collision have been unsuccessful and no statement has been obtained.

STATEMENTS

VEHICLE 2 (MCI)

PASSENGER ANDOH

John Christian Andoh III
7134 Calvine Road, Number 37
Sacramento, California 95823
Date of Birth: May 5, 1980
Phone: (209) 321-1334

On July 27, 2010, at approximately 2010 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Andoh. The following is a summary of his statement.

Mr. Andoh boarded Vehicle 2 (MCI) in Bakersfield and was traveling to Sacramento. He recalled being seated behind Passenger Stewart on the left side of the bus. He recalled Passenger Gibson was seated to his right, across the aisle. He also recalled Passenger Denise Esquivel was seated in front of Passenger Gibson.

During the trip from Bakersfield to Fresno, Mr. Andoh did not recall any driving by Party 2 (Jewett) that was unsafe or abnormal. Mr. Andoh exited the bus at the Fresno terminal and spoke with Party 2 (Jewett) for a short while before he re-boarded Vehicle 2 (MCI).

Mr. Andoh had no recollection of what occurred immediately preceding the collision because he was preparing to go to sleep. Mr. Andoh was awakened by the collision and exited the bus via the wheelchair access door. Mr. Andoh telephoned “Greyhound management” at the scene prior to being contacted by a CHP officer.

STATEMENTS

VEHICLE 3 (HONDA)

PARTY 3 (GIORGIS)

Elsabeth Elsa Giorgis
6602 West Dovewood Lane
Fresno, California 93723
Date of Birth: September 27, 1981
Phone: (559) 276-9377

On July 26, 2010, at approximately 1340 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Ms. Giorgis at her residence. The following is a summary of her statement.

On July 22, 2010, Ms. Giorgis was driving Vehicle 3 (Honda) northbound on State Route 99 in the number three lane at an estimated speed of 60 to 65 miles per hour. There were four to five vehicles on the roadway with her and she characterized the traffic as light. She did not recall any vehicles ahead of her and thought all of the traffic was behind her as she entered the highway from the Belmont Avenue entrance ramp. Ms. Giorgis' work shift is normally concluded at midnight but she had worked two hours of overtime and she left her work place immediately after 0200 hours.

Ms. Giorgis only recalled Vehicle 2 (MCI) colliding with the left front of her vehicle. The impact pushed her to the right, off the road then down an embankment where she hit a tree and stopped. She recalled thinking at the time that she was hit by a truck and later realized that she had been hit by a bus. Ms. Giorgis recalled the roadway was dark in the area of the collision and she never saw or noticed the bus on the freeway prior to the impact. Ms. Giorgis did not recall seeing Vehicle 1 (Chevrolet), or anything else in the roadway, at any time prior to the bus colliding with her vehicle and she did not hear anything prior to the collision.

After her vehicle came to rest, she was shocked and scared. She stayed seated for a short time because she did not think she could move. Ms. Giorgis feared that other cars would hit her vehicle and thought there were more than three cars involved in the collision because there were "a lot of people" in the area. She turned off the ignition and exited her vehicle via the right front passenger door. She looked for her cell phone and was not sure how much time it took for her to exit the vehicle. When she found the phone, she called 911. Witness 17 (Helmuth) walked up to her and because Ms. Giorgis was so upset, he handled the 911 call on her behalf, reporting the incident to the CHP Communications Center. Ms. Giorgis then noticed the body of Passenger Gonzalez trapped under the right rear of Vehicle 3 (Honda).

Ms. Giorgis' legs and chest began to hurt so she sat down in the right front seat of Vehicle 3 (Honda) and awaited medical aid from emergency personnel.

STATEMENTS

VEHICLE 4 (PLYMOUTH)

PARTY 4 (HUGHES)

William Curtice Hughes
90 North Coast Highway 101, Number 214
Encinitas, California 92024
Date of Birth: November 10, 1950
Phone: (760) 444-0691

On July 27, 2010, at approximately 2130 hours, Officer M. Halvorson, ID 15750, conducted an unrecorded interview over the telephone with Mr. Hughes. The following is a summary of Mr. Hughes statement.

On July 22, 2010, at approximately 0215 hours, Mr. Hughes was driving Vehicle 4 (Plymouth) northbound State Route 99 approaching the McKinley Avenue exit ramp at an estimated speed of 60 miles per hour in the number two lane. Mr. Hughes was traveling from his home in Encinitas to Modesto. He characterized traffic conditions as "light" and did not recall any traffic ahead of him.

Mr. Hughes suddenly noticed a tire and wheel rolling from his left into the roadway in front of him. The tire was dark and hard to see in the darkness of the freeway. Mr. Hughes recalled the tire was directly in front of him when he first saw it and he simultaneously swerved to the right to avoid it. When he swerved he saw a white bumper between the number two and three lanes, which he hadn't seen either. Mr. Hughes struck the tire and the bumper which caused Vehicle 4 (Plymouth) to lose power and come to a stop in the middle of the number three lane.

Mr. Hughes saw Vehicle 2 (MCI) down the embankment and realized there had been a previous collision. He exited Vehicle 4 (Plymouth), which was approximately 50 yards north of Vehicle 2 (MCI), and checked the damage to it.

Mr. Hughes walked south toward Vehicle 2 (MCI) and called 911 to report the incident. As he walked south, toward the bus, he saw Party 3 (Giorgis) seated in the right front seat of Vehicle 3 (Honda). Mr. Hughes continued to the front of Vehicle 2 (MCI) and saw the bodies of Party 2 (Jewett) and Passenger Solis lying in front of it. He then noticed the passengers of Vehicle 2 (MCI) were already exiting and he thought he could be of no additional help so he returned to Party 3 (Giorgis) to check on her injuries.

When Mr. Hughes reached Vehicle 3 (Honda) he noticed the body of Passenger Gonzalez was under the rear bumper of the vehicle. Emergency personnel began to arrive on scene so Mr. Hughes returned to his vehicle and requested a tow truck from a CHP officer.

STATEMENTS

WITNESS 1 (FLORES)

Daniela Melisa Flores
3964 Arden Drive North
Fresno, California 93703
Date of Birth: July 23, 1990
Phone: (559) 437-8832

On July 23, 2010, at approximately 1000 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Ms. Flores at her residence. Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, was also present and participated with the interview. The following is a summary of Ms. Flores' statement.

Ms. Flores stated she was present with Party 1 (Garay), Passenger Cordoba, and Passenger Gonzalez prior to the collision. A group of Ms. Flores' friends met at a liquor store in the downtown area, between 2130 and 2200 hours, on July 21, 2010. Witness 2 (Cole) purchased a bottle of "green apple Smirnoff vodka," a bottle of "raspberry Smirnoff vodka," and three to four cans of "Four Loko." She indicated Witness 3 (Gonzales) contributed some money and Witness 2 (Cole) pitched in for the remainder of the purchase price. It was Witness 3's (Gonzales) birthday and she wanted to celebrate. They then drove in two cars to a loft apartment which belonged to Witness 4 (McCullough).

Ms. Flores stated there were alcoholic beverages consumed at Witness 4's (McCullough) residence. Ms. Flores observed Passenger Gonzalez take a taste of a "Four Loko," but believed she drank primarily water after that. She observed Passenger Cordoba take four shots of vodka, using the "Four Loko" as a "chaser." Party 1 (Garay) was observed drinking one to two shots of vodka and an unspecified amount of "Four Loko." They spent approximately forty-five minutes at the loft apartment and then both cars were driven to Witness 3's (Gonzales) residence and parked. Ms. Flores stated that one of the cars was Vehicle 1 (Chevrolet) and it belonged to Party 1 (Garay). After parking the vehicles, the group walked to The Starline.

Ms. Flores described The Starline as a club, with an attached restaurant and outside sitting area. The establishment allows customers who are eighteen years of age and over to enter. Ms. Flores stated wristbands are issued upon entry and on that night; white wristbands with blue happy faces were issued to customers who were under twenty-one years of age, and green wristbands were issued to customers twenty-one and over. Ms. Flores stated Witness 2 (Cole) was the only one in the group who was drinking alcohol there; the rest of them drank only water.

Ms. Flores was shown a printed photograph which was retrieved from the cellular telephone of Party 1 (Garay). Ms. Flores recognized the photograph as being taken outside of The Starline as it was closing, with Party 1 (Garay), Passenger Cordoba, Witness 3 (Gonzales), Witness 6 (Christensen), Witness 7 (Lopez), and herself, pictured. (The photograph was time stamped at 0135 hours on July 22, 2010.)

STATEMENTS

WITNESS 1 (FLORES) (continued)

After the group left the nightclub, they walked back to Witness 3's (Gonzales) residence. After spending a short time there, Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez departed in Vehicle 1 (Chevrolet). Ms. Flores recalled seeing Party 1 (Garay) in what she thought was the right front seat, Passenger Cordoba was seated in the middle rear seat and Passenger Gonzalez entered the vehicle and sat in the driver's seat. Ms. Flores stated that Vehicle 1 (Chevrolet) was driven from Witness 3's (Gonzales) residence by Passenger Gonzalez.

STATEMENTS

WITNESS 2 (COLE)

Michelle Kay Cole
3317 East Teneya Way
Fresno, California 93710
Date of Birth: April 27, 1989
Phone: (559) 284-5853

On July 23, 2010, at approximately 1130 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Ms. Cole at her residence. Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, was also present and participated with the interview. The following is a summary of Ms. Cole's statement.

Ms. Cole stated she was out with friends celebrating Witness 3's (Gonzales) birthday during the early morning hours of July 22, 2010. Ms. Cole stated she was with Passenger Gonzalez most of the day on July 21, 2010. On the morning of July 21, 2010, Ms. Cole, Passenger Gonzalez, and Witness 6 (Christensen) went out to purchase birthday gifts for Witness 3 (Gonzales). They stopped at CosmoProf Beauty and purchased a purse and a T-shirt. Later in the day, Ms. Cole returned to her residence. Ms. Cole stated her friends met her at A-1 Liquor that evening. Ms. Cole indicated the liquor store was somewhere on Shields Avenue.

Ms. Cole was driving her silver Dodge SUV and was transporting Witness 3 (Gonzales) and Witness 1 (Flores). Party 1 (Garay), Passenger Gonzalez and Passenger Cordoba arrived in Vehicle 1 (Chevrolet). Ms. Cole admitted to entering the liquor store with a couple of her friends and personally purchasing a bottle of raspberry vodka. They then drove to an apartment within the Iron Bird Lofts. She stated the apartment belonged to Witness 4 (McCullough). Ms. Cole denied personally drinking, but stated everyone else had about one shot of vodka and some "Four Loko." Ms. Cole was unable to estimate how long they spent at the apartment. Both vehicles were then driven to Witness 3's (Gonzales) residence and parked. Ms. Cole stated Vehicle 1 (Chevrolet) belonged to Party 1 (Garay). After parking the vehicles, the group walked to The Starline. Ms. Cole stated Witness 4 (McCullough) and Witness 5 (Godoy) also went to the nightclub.

Ms. Cole described the establishment and the wristband system which allows customers who are eighteen and over to enter the nightclub. Ms. Cole stated white wristbands with blue dots were issued to customers who were under twenty-one and green wristbands were issued to customers twenty-one and over. Ms. Cole believed she got a wristband with blue dots because she was not drinking. They left The Starline between 0130 hours and 0200 hours, and the group walked back to Witness 3's (Gonzales) residence. Ms. Cole observed Vehicle 1 (Chevrolet) leave from Witness 3's (Gonzales) residence, but she was not sure who was driving it.

Ms. Cole was shown a printed photograph which was retrieved from Party 1's (Garay) cellular telephone. Ms. Cole stated the photograph was taken outside of The Starline at an unknown time (this photograph was time stamped at 0135 hours, on July 22, 2010). Ms. Cole identified Party 1 (Garay), Passenger Cordoba, Witness 3 (Gonzales), Witness 6 (Christensen), Witness 7 (Lopez) and herself in the photograph.

STATEMENTS

WITNESS 3 (GONZALES)

Stephanie Godoy Gonzales
Address: 1102 East Elizabeth Street
Fresno, California 93728
Date of Birth: July 22, 1990
Phone: (559) 375-6992

On July 23, 2010, at approximately 1230 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Ms. Gonzales at her residence. Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, was also present and participated with the interview. The following is a summary of Ms. Gonzales' statement.

Ms. Gonzales stated she was present with Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez, prior to the collision. At approximately 1930 hours, Witness 2 (Cole) and Passenger Gonzalez arrived at Ms. Gonzales's residence. Party 1 (Garay) arrived at approximately 2000 hours. Party 1 (Garay) and Passenger Gonzalez then got into Vehicle 1 (Chevrolet) and went to pick up Passenger Cordoba. Passenger Gonzalez was driving at that time. Ms. Gonzales and Witness 2 (Cole) got into Witness 2's (Cole) vehicle and went to pick up Witness 1 (Flores).

Ms. Gonzales stated the group met at the A-1 Liquor store at approximately 2120 hours to 2130 hours. They parked the two vehicles in front of the business and met outside to discuss what was to be purchased. Witness 2 (Cole), Party 1 (Garay) and Passenger Cordoba entered the business. After a short time, Passenger Cordoba exited the business. Witness 2 (Cole) purchased a bottle of raspberry Smirnoff vodka and four cans of "Four Loko." Both vehicles were then driven to Witness 4's (McCullough) apartment. Ms. Gonzales identified Witness 4 (McCullough) as the boyfriend of her brother, Witness 5 (Godoy). Ms. Gonzales stated they all stayed there for a while and alcoholic beverages were consumed.

Both vehicles were then driven to Ms. Gonzales' residence and parked just prior to 2300 hours. Passenger Gonzalez was still driving Vehicle 1 (Chevrolet) at that time. The group then walked to The Starline. Ms. Gonzales stated Witness 2 (Cole) had one drink at the club and everyone else drank water.

The group left The Starline on foot and arrived at Ms. Gonzales's residence just before 0200 hours. Witness 3 (Gonzales) stated that Passenger Gonzalez retrieved some clothing from Ms. Gonzales's residence and met her outside of Vehicle 1 (Chevrolet). Party 1 (Garay) was sitting in the driver's seat and Passenger Cordoba was sitting in the middle rear seat. Passenger Gonzalez gave Ms. Gonzales a hug and kiss just prior to sitting down in the right front seat of Vehicle 1 (Chevrolet). Ms. Gonzales shut the door behind her and was positive Party 1 (Garay) was the driver of the vehicle as it left. Ms. Gonzales stated Party 1 (Garay) wanted to drive because she wanted to take Passenger Cordoba and Passenger Gonzalez home. Ms. Gonzales indicated Passenger Cordoba resided near the intersection of McKinley Avenue and Polk Avenue.

STATEMENTS

WITNESS 3 (GONZALES) (continued)

Ms. Gonzales was advised of the existence of cellular telephone video obtained through follow up investigations by the CHP. She was further advised that one of the videos showed what appeared to be a second bottle of liquor. Ms. Gonzales stated she only recalled the bottle of raspberry vodka. Ms. Gonzales stated she took the bottle from Witness 4's (McCullough) apartment and that she had the bottle in her residence. She agreed to surrender the bottle of liquor to investigators. Ms. Gonzales then retrieved a bottle of raspberry Smirnoff vodka from her bedroom (which appeared to have approximately one half of its original content) and turned it over to ABC Investigator McCullough.

STATEMENTS

WITNESS 4 (McCULLOUGH)

Brandon Dayre McCullough Jr.
876 Divisadero Street
Fresno, California 93728
Date of Birth: May 20, 1989
Phone: (559) 281-4679

On July 24, 2010, at approximately 1300 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Mr. McCullough at his residence. Officer J. Watson, ID 14649, was also present and participated with the interview. On September 3, 2010, at approximately 1259 hours, Officer B. Boss, ID 13273, conducted a second recorded interview with Mr. McCullough at his residence. Officer K. Allred, ID 14522, was also present and participated with the interview. The following is a summary of Mr. McCullough's statements.

Mr. McCullough stated he was present with Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez prior to the collision. Mr. McCullough stated that Witness 5 (Godoy) received a call from his sister, Witness 3 (Gonzales), requesting that her friends be permitted to come over and hang out prior to going to The Starline. Mr. McCullough agreed to the request and the girls arrived at his residence between 2130 hours and 2140 hours. They all sat in the dining room and everyone had one shot of Smirnoff vodka. Mr. McCullough stated he was unsure if it was raspberry or green apple. He indicated there were two bottles, a small one and a tall one. The girls left at approximately 2300 hours and drove their vehicles back to Witness 3's (Gonzales) residence. The girls then walked to The Starline.

Mr. McCullough and Witness 5 (Godoy) drove to the nightclub. They stayed at The Starline until approximately 0145 hours. Mr. McCullough stated they had to look for Witness 2 (Cole) who was drunk and had thrown up. They found Witness 2 (Cole) at a bus stop. Mr. McCullough gave Witness 2 (Cole) and Passenger Gonzalez a ride back to Witness 3's (Gonzales) residence. He indicated Witness 2 (Cole) was so drunk she could not walk. The rest of the group walked back to Witness 3's (Gonzales) residence. Mr. McCullough was present at Witness 3's (Gonzales) residence when Vehicle 1 (Chevrolet) departed. Mr. McCullough was sure that Party 1 (Garay) was driving Vehicle 1 (Chevrolet) when it left.

Mr. McCullough was shown a photograph which was retrieved from Party 1's (Garay) cellular telephone. Mr. McCullough identified Party 1 (Garay), Passenger Cordoba, Witness 3 (Gonzales), Witness 6 (Christensen) and Witness 1 (Flores). Mr. McCullough pointed at the image of Witness 7 (Lopez) and stated he could not recall her name. Mr. McCullough stated Party 1 (Garay), Passenger Cordoba, Witness 3 (Gonzales), Passenger Gonzalez, Witness 6 (Christensen), Witness 1 (Flores) and Witness 2 (Cole) were all present in his residence on the evening of July 21, 2010. Mr. McCullough stated he knew that all of them but Witness 2 (Cole) and Passenger Gonzalez were under twenty-one years of age. Mr. McCullough also confirmed that the group did not enter any establishments other than The Starline. When asked why the girls came to his apartment he said it was because Witness 3 (Gonzales) lived with her parents and he thought the girls would be more comfortable at his apartment because they wanted to take shots.

STATEMENTS

WITNESS 4 (McCULLOUGH) (continued)

Mr. McCullough was advised that there was a video recovered from Party 1's (Garay) cellular telephone which depicted the girls at his residence. Mr. McCullough confirmed he was present with the girls while they were at his apartment (other than a twenty to thirty minute period while he was in the shower). Mr. McCullough stated that although he did not drink at his apartment he had one drink with Witness 2 (Cole) at The Starline nightclub. Witness 2 (Cole) had other drinks at the nightclub and she was intoxicated.

Mr. McCullough was advised that a flask had been found in Vehicle 1 (Chevrolet). Mr. McCullough stated he had no knowledge of the flask and that he had never been in Vehicle 1 (Chevrolet). Mr. McCullough confirmed there was a second smaller bottle of green apple Smirnoff vodka. He stated both bottles came out of Witness 3's (Gonzales) purse and they had been purchased by Witness 2 (Cole). Mr. McCullough admitted he had personally provided the girls with a couple of shot glasses. He indicated Passenger Gonzalez and Passenger Cordoba did not initially drink. Mr. McCullough stated we ended up convincing Passenger Gonzalez to take a shot. Passenger Cordoba stated she was breast feeding.

Mr. McCullough was asked by investigators, "You don't worry about the under age kids drinking over here?" He replied, "It does scare me. I don't want them to drink in my house. If they make the decision themselves, if they are eighteen, nineteen, they are adults. I can't tell them no. It was her birthday. It was a special occasion. That's what she wanted to do and she wasn't driving."

STATEMENTS

WITNESS 5 (GODOY)

Francisco Daniel Hernandez Godoy
1102 East Elizabeth Street
Fresno, California 93728
Date of Birth: June 2, 1992
Phone: (559) 349-9242

On July 24, 2010, at approximately 1317 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Mr. Godoy at his residence. Officer J. Watson, ID 14649, was also present and participated with the interview. The following is a summary of Mr. Godoy's statement.

Mr. Godoy stated he uses Daniel as his first name. He was present with Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez, prior to the collision. Mr. Godoy stated it was his sister's, Witness 3 (Gonzales), birthday on July 22, 2010, and the girls arrived at Witness 4's (McCullough) residence at approximately 2110 hours. Mr. Godoy was not specific regarding the alcohol consumption at the residence but stated he did not think anyone drank too much. He stated Witness 2 (Cole) purchased a bottle of raspberry Smirnoff vodka, a bottle of green apple Smirnoff vodka, and two "Four Lokos." They left Witness 4's (McCullough) residence at approximately 2300 hours. Mr. Godoy rode with Witness 4 (McCullough) and they drove back to Mr. Godoy's residence. Then, they left his residence, picked up some cigarettes, and drove to The Starline nightclub. Mr. Godoy and Witness 4 (McCullough) then walked back to his residence because everyone wanted to walk to The Starline. Mr. Godoy stated they danced and only drank water at The Starline nightclub. They stayed at the club until approximately 0140 hours, then drove back to his residence while the rest of the group walked back to his residence. Mr. Godoy described Vehicle 1 (Chevrolet) as a dark blue Trailblazer. Mr. Godoy was standing outside of his residence and he was sure Party 1 (Garay) was driving the vehicle when it left. He thought Passenger Gonzalez was the rear passenger. Mr. Godoy believed all of the occupants of Vehicle 1 (Chevrolet) were wearing seatbelts when they drove away.

STATEMENTS

WITNESS 6 (CHRISTENSEN)

Elizabeth Michelle Christensen
6611 North Woodrow Avenue
Fresno, California 93710
Date of Birth: January 22, 1990
Phone: (559) 906-9623

On July 24, 2010, at approximately 1350 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Ms. Christensen at her residence. Officer J. Watson, ID 14649, was also present and participated with the interview. The following is a summary of Ms. Christensen's statement.

Ms. Christensen stated she was present with Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez, prior to the collision. Ms. Christensen stated she was with Passenger Gonzalez and Witness 2 (Cole) earlier that day. Passenger Gonzalez and Witness 2 (Cole) shopped at a hair supply store then they picked Ms. Christensen up at her residence at approximately 1230 hours, then went shopping for a birthday present. Ms. Christensen stated she had to work that night so she was dropped off at her residence at approximately 1500 hours.

Ms. Christensen got off work at 2200 hours, then drove to Witness 4's (McCullough) residence. Ms. Christensen stated her friends had been drinking a little bit prior to her arrival. Upon her arrival, everyone had one shot of vodka. Ms. Christensen admitted to consuming a total of four shots of vodka. She knew Passenger Gonzalez had not been drinking because she had to work the next day and she does not drink very much. Ms. Christensen stated they only stayed at the apartment approximately ten minutes. They then walked to The Starline nightclub. She described The Starline nightclub's eighteen and over policy and the issuance of color coded wristbands. Ms. Christensen indicated they stayed at the club for approximately three hours. During that time, they danced and sat on the patio. Witness 2 (Cole) was the only person to drink alcohol at the club, which she purchased at the bar.

They left The Starline nightclub just prior to 0200 hours, then walked to Witness 3's (Gonzales) apartment. Witness 7 (Lopez) was the first to leave. Ms. Christensen stated Vehicle 1 (Chevrolet) left a little after 0200 hours. Witness 2 (Cole) was sick and Ms. Christensen was sitting with her on the grass. Ms. Christensen did not see Party 1 (Garay) behind the wheel, but Passenger Gonzalez waved at her from the right front seat. Passenger Cordoba was seated in the rear of the vehicle. From her position on the grass, Ms. Christensen could only see the passenger side of Vehicle 1 (Chevrolet) when it went by. Ms. Christensen stated Passenger Gonzalez usually drives Vehicle 1 (Chevrolet) when Party 1 (Garay) is in Fresno because Party 1 (Garay) lives in Dinuba. Ms. Christensen thought Party 1 (Garay) was on her way to drop off Passenger Cordoba at her residence. She indicated Passenger Cordoba resides near Polk and McKinley Avenues. Prior to going home, Ms. Christensen dropped off a couple of friends and followed Witness 2 (Cole) home.

STATEMENTS

WITNESS 7 (LOPEZ)

Judy Glodes Lopez
1480 East Malaga Avenue
Fresno, California 93725
Date of Birth: November 14, 1989
Phone: (559) 455-3409

On July 24, 2010, at approximately 1505 hours, Officer B. Boss, ID 13273, conducted a recorded interview with Ms. Lopez at 1533 East Voorman Avenue in Fresno, California. Officer J. Watson, ID 14649, was also present and participated with the interview. The following is a summary of Ms. Lopez's statement.

Ms. Lopez stated she was present with Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez prior to the collision. They had plans to meet that night and go to a club to celebrate Witness 3's (Gonzales) birthday. Ms. Lopez met Passenger Gonzalez and Witness 2 (Cole) at the mall earlier that day. Ms. Lopez went to work and got off between 2300 hours and 2315 hours. She went to her boyfriend's residence (1533 East Voorman Avenue) to change clothes, then drove to the area of The Starline nightclub and parked. Ms. Lopez met her friends at the club at approximately 2340 hours. She stated the group danced in the club and also recalled texting a group photograph to her boyfriend at approximately 0030 hours. She indicated everyone was taking photographs with their cellular telephones. Ms. Lopez did not know if anyone was drinking. She stated they may have been drinking at Witness 3's (Gonzales) residence because she knew the group had planned to meet there prior to going to the club. Ms. Lopez stated they stayed until closing and she did not see anyone drinking while they were there at the club.

Ms. Lopez then walked to her car and her friends stated they were going to walk back to Witness 3's (Gonzales) residence. The group was walking away when she drove off. Ms. Lopez stated it was common for her friends to stay at Witness 3's (Gonzales) residence after they had gone out.

STATEMENTS

WITNESS 8 (POST)

Lana Post
3404 West Tulare Avenue
Visalia, California 93277
Date of Birth: July 7, 1958
Phone: (559) 300-3188

On August 3, 2010, at approximately 1125 hours, Officer Halvorson, ID 15751, conducted a recorded interview with Ms. Post at the Fresno Area CHP office. The following is a summary of Ms. Post's statement.

On July 22, 2010, Ms. Post was traveling southbound State Route 99 in either the number two or number three lane at approximately 60 to 62 miles per hour. Ms. Post was a passenger in her husband's Peterbilt tractor which was pulling a semi-trailer filled with milk. Due to her elevated seating position in the tractor, she had a clear view of all three of the northbound lanes. She noticed a cloud of dust at least a couple of hundred feet ahead of her on the northbound side of the freeway and at the same time noticed a white SUV or larger vehicle like a truck, in the northbound lanes headed south, in the wrong direction. She estimated the wrong way vehicle was traveling 20 or 30 miles per hour and appeared to be in the number three lane on the northbound side. Ms. Post did not recall seeing other cars in the area of the wrong way vehicle and she continued to watch it as she passed by it. She was then able to see northbound traffic approaching and noticed there was a bus in the middle lane at what she thought was 60 miles per hour, amongst other northbound traffic. She passed the oncoming bus and she continued southbound.

STATEMENTS

WITNESS 9 (DEAN)

Jerry Dean
3130 Timmy Avenue
Clovis, California 93612
Date of Birth: November 11, 1951
Phone: (559) 999-9237

On August 17, 2010, at approximately 1335 hours, Officer Halvorson, ID 15751, conducted a recorded interview over the telephone with Mr. Dean. The following is a summary of Mr. Dean's statement.

On July 22, 2010, Mr. Dean was driving a "Fed-Ex" tractor which was pulling two trailers, southbound State Route 99 approaching the McKinley exit ramp at approximately 55 miles per hour in the number three lane. Mr. Dean was approximately a sixteenth of a mile behind the vehicle containing Witness 8 (Post), which was also in the number three lane. Mr. Dean was paying attention to the tanker truck ahead of him and noticed it began to slow down. Mr. Dean slowed down as well and out of the corner of his eye he saw smoke or dust coming from the northbound side of the freeway. He turned to look and saw a vehicle in the fast lane of the northbound side coming to a stop on its side. He knew there had been an accident but he did not know what had transpired prior to the vehicle coming to rest. He noticed the undercarriage was facing the oncoming traffic and there were no visible lights on the vehicle. Mr. Dean slowed down to approximately 40 miles per hour, as did the tanker truck in front of him, and called 911 on his cell phone. He made contact with an operator and told them there was an accident.

STATEMENTS

WITNESS 10 (KLEIN)

David Allen Klein
13894 Road 35
Madera, California 93636
Date of Birth: September 6, 1955
Phone: (559) 706-9429

On July 22, 2010, Mr. Klein called 911 to report the collision. On July 23, 2010, at approximately 1556 hours, Officer J. Watson, ID 14649, conducted a recorded interview with Mr. Klein by telephone. The following is a summary of Mr. Klein's statement.

On July 22, 2010, Mr. Klein was driving south in the number one lane of State Route 99 at McKinley Avenue when he saw a cloud of dust and debris cross the concrete median barrier from the northbound side of the freeway. Mr. Klein thought there would be debris in his lane of travel so he slowed to 35 to 40 miles per hour until he passed through the cloud of dust. In his rear view mirror he saw a large vehicle, possibly a van, that was overturned, perpendicular to and blocking the number one and number two northbound lanes. He continued southbound and saw a northbound sport utility vehicle stop abruptly before it struck the overturned vehicle. The sport utility vehicle's emergency flashers immediately came on as the vehicle moved closer to the concrete median barrier. Mr. Klein was relieved that someone had seen the overturned vehicle and he continued southbound until he neared the State Route 99/State Route 180 interchange when he noticed a northbound bus with all of its lights working, traveling with two to three big rig trucks. He did not recall if the bus he saw was a Greyhound bus or not and was not able to estimate the speed of the bus or the trucks.

STATEMENTS

WITNESS 11 (SMITH)

Jay Smith
1578 Karen Avenue
Tulare, California 93274
Date of Birth: July 16, 1944
Phone: (559) 697-8857

On July 26, 2010, at approximately 1100 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview with Mr. Smith by telephone. The following is a summary of Mr. Smith's statement.

Mr. Smith was traveling northbound on State Route 99 in the number two or three lane at approximately 65 miles per hour preparing to exit at the Ashlan Avenue exit ramp. He observed the "shadow" of a vehicle that was approximately three or four car lengths behind him, as it was overturning from the middle lane toward the concrete median barrier. The vehicle came to complete stop near the median barrier on either its side or its roof. Mr. Smith slowed down, moved to the right and noticed the vehicle was very dark. He saw no lights on the vehicle whatsoever after it came to rest. Mr. Smith had not seen or noticed the vehicle prior to his observations.

After the collision, Mr. Smith drove onto the east shoulder of State Route 99, south of Clinton Avenue and called 911 to report the incident without exiting his vehicle. After he placed the call, he continued driving northbound to his destination. Mr. Smith described traffic at the time as light and consisting mostly of big rig trucks.

STATEMENTS

WITNESS 12 (GOMEZ)

Robert Gomez
4137 West Paul Avenue
Fresno, California 93722
Date of Birth: May 27, 1976
Phone: (559) 579-9252

On July 27, 2010, at approximately 1305 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Robert Gomez at his place of employment, 83 East Shaw Avenue, Fresno, California. The following is a summary of Mr. Gomez's statement.

On July 22, 2010, at approximately 0204 hours, Mr. Gomez was driving northbound State Route 99 from westbound State Route 180 with his passenger, Witness 13 (Harper). Mr. Gomez was in the number three lane at 55 to 60 miles per hour and was being followed by Witness 14 (Castillo) who was ahead of Witness 15 (Venegas).

Mr. Gomez was a few yards north of Olive Avenue when he saw Vehicle 1 (Chevrolet) approximately 50 to 100 yards ahead of him in the number three lane. He did not remember any vehicles between him and Vehicle 1 (Chevrolet) but did remember seeing a car that was slightly ahead of Vehicle 1 (Chevrolet).

Mr. Gomez saw Vehicle 1 (Chevrolet) near the McKinley Avenue exit ramp and then saw it make a sudden move to the right as if to take the exit ramp. Vehicle 1 (Chevrolet) jerked back to the left and Mr. Gomez thought Vehicle 1 (Chevrolet) looked wobbly. Mr. Gomez slowed his vehicle dramatically and estimated he was down to 40 to 45 miles per hour because he didn't want to catch up to Vehicle 1 (Chevrolet). Mr. Gomez saw Vehicle 1 (Chevrolet) jerk back to the right again as if it was still going to try and take the exit ramp. Mr. Gomez estimated that Vehicle 1 (Chevrolet) was just south of the gore point of the exit ramp when it suddenly "hooked or curved left, across the road." Mr. Gomez saw a vehicle slightly ahead of Vehicle 1 (Chevrolet), a vehicle driven by Witness 11 (Smith), speed up to "get away" from Vehicle 1 (Chevrolet). Mr. Gomez estimated Vehicle 1 (Chevrolet) was still going "full speed" as it collided with the concrete median barrier and assumed Vehicle 1 (Chevrolet) struck the concrete median barrier after it overturned because it kicked up dust.

Mr. Gomez saw Vehicle 1 (Chevrolet) stop on its passenger side with the undercarriage facing south, blocking the number one and number two lanes. He did not see any lights on the exterior or interior of the vehicle. Mr. Gomez stated the area around Vehicle 1 (Chevrolet) was "really dark" because the street lights were south of the location of Vehicle 1 (Chevrolet).

STATEMENTS

WITNESS 12 (GOMEZ) (continued)

Mr. Gomez turned on his emergency flashers and saw Witness 15's (Venegas) vehicle "go around" Witness 14's (Castillo) vehicle to the left. Mr. Gomez recalled another vehicle, a Pontiac, was ahead of Witness 15's (Venegas) vehicle. Mr. Gomez saw Witness 15's (Venegas) vehicle brake hard and stop behind the Pontiac and alongside Witness 14's (Castillo) vehicle. Witness 14's (Castillo) vehicle was braking behind Mr. Gomez's vehicle. Mr. Gomez continued northbound then stopped on the shoulder and waited for Witness 14's (Castillo) vehicle and Witness 15's (Venegas) vehicle to catch up before they all drove northbound from the scene.

Mr. Gomez "knew" there were a "few" cars behind them but did not recall seeing any of the vehicles swerving. By the time he and his friends caught up to him, there were "one or two" vehicles that had stopped on the side of the road. Mr. Gomez was in cell phone contact with his friends and they had already called 911, so Mr. Gomez continued northbound, exited via the Golden State Highway exit ramp and continued to his residence.

STATEMENTS

WITNESS 13 (HARPER)

Ian Harper
1742 North Dearing Avenue
Fresno, California 93703
Date of Birth: October 6, 1979
Phone: (559) 908-1546

On August 11, 2010, at approximately 1250 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Mr. Harper over the telephone. The following is a summary of Mr. Harper's statement.

On July 22, 2010, Mr. Harper was the right front passenger in a white Saturn driven by Witness 12 (Gomez). Mr. Harper was followed by Witness 14 (Castillo) and Witness 15 (Venegas) was behind them in a white truck. Mr. Harper remembered they were in the "middle lane" and because he did not look at the speedometer he "guessed they were traveling at 65 miles per hour."

He first saw Vehicle 1 (Chevrolet) approximately 50 to 60 yards ahead of him as it was "cutting off pretty hard to the exit" from the middle lane. Mr. Harper recalled seeing Vehicle 1 (Chevrolet) prior to that but it hadn't caught his attention until it swerved. He described the vehicle's initial movement from the middle lane to the McKinley Avenue exit ramp "like a hard, sharp turn…like it was missing its exit." Mr. Harper saw Vehicle 1 (Chevrolet) swerve back to the left, into the slow lane. He estimated Vehicle 1's (Chevrolet) speed as 65 to 70 miles per hour because he was at 65 miles per hour.

When Vehicle 1 (Chevrolet) returned to the slow lane, Mr. Harper saw it "cut back to the exit again." Mr. Harper recalled that that was when Vehicle 1 (Chevrolet) completely lost control and he saw the vehicle "shoot across all three lanes." He saw Vehicle 1 (Chevrolet) overturn onto its passenger side with the undercarriage facing the northbound traffic and the vehicle's lights "went out." Mr. Harper recalled seeing the tail lights and the headlights of Vehicle 1 (Chevrolet) prior to the collision but not afterward. He further summarized his recollection of the incident by stating he was 50 to 60 yards from Vehicle 1 (Chevrolet) during this time and described the motion of Vehicle 1 (Chevrolet) as a "zigzag motion" without pause between the right and left directional changes.

Mr. Harper recalled his vehicle moved into the slow lane and passed Vehicle 1 (Chevrolet) on his left. He did not see any lights on and saw no movement in Vehicle 1 (Chevrolet) as they passed it. He concluded by stating that Witness 12 (Gomez) continued driving him to Witness 14's (Castillo) house, via the Golden State Highway exit.

STATEMENTS

WITNESS 14 (CASTILLO)

Randy Castillo
6306 North Delbert Avenue
Fresno, California 93722
Date of Birth: January 21, 1967
Phone: (559) 579-5728

On July 27, 2010, at approximately 1340 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Mr. Castillo at his place of employment, 83 East Shaw Avenue, Fresno, California. The following is a summary of Mr. Castillo's statement.

On July 22, 2010, Mr. Castillo was driving northbound State Route 99 from westbound State Route 180 and he was in the middle lane at approximately 60 to 65 miles per hour. Mr. Castillo was following the vehicle driven by Witness 12 (Gomez) at a distance of approximately five car lengths. Mr. Castillo was followed by Witness 15 (Venegas). Mr. Castillo recalled traffic as "light," and thought he remembered a car ahead of them, Witness 11 (Smith), near Vehicle 1 (Chevrolet) in addition to a "couple of cars" behind Witness 15 (Venegas). Mr. Castillo estimated his vehicle was approximately 20 to 25 car lengths behind Vehicle 1 (Chevrolet) when he saw the tail lights of Vehicle 1 (Chevrolet) turn to the right from the middle lane "like they were going to miss their exit." Vehicle 1 (Chevrolet) made a sharp turn to the left, into the slow lane. Mr. Castillo did not know the name of the exit they were approaching, but Vehicle 1 (Chevrolet) started this before the start of the exit ramp.

Vehicle 1 (Chevrolet) repeated the turn to the right and when the vehicle came back to the left, Mr. Castillo did not see brake lights and thought the vehicle was out of control and was moving fast. He saw Vehicle 1 (Chevrolet) continue across the freeway and hit the concrete median barrier. After it struck the concrete median barrier, Vehicle 1 (Chevrolet) "went up" and he saw sparks. Vehicle 1 (Chevrolet) came down on its right side with the "underside facing traffic" with debris in the middle lane. Mr. Castillo saw the vehicle driven by Witness 12 (Gomez) "slam on his brakes" and Mr. Castillo did the same and started to flash his headlights to warn Witness 15 (Venegas) who was behind him. Mr. Castillo saw Witness 15's (Venegas) vehicle move to the fast lane as Witness 12's (Gomez) vehicle went past Vehicle 1 (Chevrolet). Mr. Castillo passed Vehicle 1 (Chevrolet) after moving into the slow lane to avoid the debris and saw, at that time, that Witness 15's (Venegas) vehicle had stopped and was attempting to go around Vehicle 1 (Chevrolet) to the right.

Mr. Castillo recalled seeing a dome light on in Vehicle 1 (Chevrolet) as he passed by it and thought he might have seen movement inside the vehicle during a quick glance but was not sure. Mr. Castillo described the area of the collision as being "very, very dark" and looking "like the darkest part of the freeway."

Mr. Castillo and the vehicles with him did not stop at the scene but slowed down near the Golden State Highway exit to make sure they were still together. He spoke to Witness 12 (Gomez) and Witness 15 (Venegas) by cell phone while enroute to his destination.

STATEMENTS

WITNESS 15 (VENEGAS)

Jesus Venegas
360 Bethel Avenue, Number 131
Sanger, California 93657
Date of Birth: October 3, 1976
Phone: (559) 704-8716

On August 11, 2010, at approximately 1800 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Mr. Venegas at his residence. The following is a summary of Mr. Venegas's statement.

On July 22, 2010, Mr. Venegas was driving a Ford F-150 pickup northbound State Route 99 from westbound State Route 180 in the number two lane at approximately 65 miles per hour. Mr. Venegas's right front passenger was Witness 16 (Zavala). Mr. Venegas was following the vehicle driven by Witness 14 (Castillo) at a distance of 60 to 75 feet and they were south of the McKinley exit. Suddenly, he saw Witness 14 (Castillo) "slam on his brakes." Mr. Venegas "slammed on" his brakes as well. Mr. Venegas saw dust ahead but did not know why Witness 14 (Castillo) was still stopping. Mr. Venegas could not go to the right, due to another car in that lane so he moved into the left lane to avoid colliding with the rear of Witness 14's (Castillo) vehicle. At the same time, Mr. Venegas noticed that Witness 14 (Castillo) had come to a complete stop and was flashing his high beam headlights to let him know that Vehicle 1 (Chevrolet) was "flipped over" ahead. Mr. Venegas was braking his vehicle hard and had turned on the emergency flashers to warn a van that was approaching him from behind. Mr. Venegas did not see Vehicle 1 (Chevrolet) in the roadway until he was "really close" and that was when he saw the "whole under side" from 30 to 45 feet away.

Mr. Venegas brought his vehicle to a complete stop in the fast lane, approximately two to four feet from Vehicle 1 (Chevrolet). The van that had been approaching from behind came to a stop directly behind him and the vehicle driven by Witness 14 (Castillo) was stopped in the middle lane, next to Mr. Venegas.

Mr. Venegas noticed that Vehicle 1 (Chevrolet) had struck the concrete median barrier and the front of the vehicle was facing west with the undercarriage facing south. He did not see any lighting from the vehicle and noticed it was very dark in the immediate area with the only lighting coming from McKinley Avenue.

Mr. Venegas remained stopped until he saw the van, that was behind him, back up and go around Witness 14's (Castillo) vehicle to get access to the slow lane. Mr. Venegas did not see the vehicle driven by Witness 12 (Gomez). Mr. Venegas had to back his vehicle away from Vehicle 1 (Chevrolet) and Witness 14's (Castillo) before he was able to access the slow lane to continue northbound.

Mr. Venegas was concerned with being involved in a secondary collision and as he left the scene, he did not look back at Vehicle 1 (Chevrolet). Mr. Venegas stated that he would have hit Vehicle 1 (Chevrolet) and he would have been hit by the van had it not been for the stopped traffic warning him.

STATEMENTS

WITNESS 16 (ZAVALA)

Jesus Zavala
736 West Garland Avenue
Fresno, California 93705
Date of Birth: June 6, 1977
Phone: (559) 259-3740

On August 11, 2010, at approximately 1930 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Mr. Zavala over the telephone. The following is a summary of Mr. Zavala's statement.

On July 22, 2010, Mr. Zavala was the right front passenger in the vehicle driven by Witness 15 (Venegas). They were traveling northbound State Route 99 from westbound State Route 180 in the middle lane at approximately 65 miles per hour. Mr. Zavala thought they were near the Clinton Avenue overpass. Witness 12 (Gomez) was leading, Witness 14 (Castillo) was behind him, and the vehicle Mr. Zavala's was riding in was in the rear. Mr. Zavala thought they were five to ten seconds behind Witness 14's (Castillo) vehicle which he thought was "pretty close."

Mr. Zavala recalled simultaneously feeling his vehicle braking and seeing the brake lights and hazard lights from the rear of Witness 14's (Castillo) vehicle come on. Witness 15 (Venegas) turned on his emergency flashers and "pulled to the left," into the fast lane. Mr. Zavala saw smoke as the vehicle he was riding in came to a stop and then he saw Vehicle 1 (Chevrolet). He estimated he was five to ten feet away from Vehicle 1 (Chevrolet) when they came to a stop and he saw only the "bottom of the car." Mr. Zavala noticed there was broken glass "all over the freeway" and there was a van that had come to a stop right behind them.

Mr. Zavala recalled they were only stopped for a minute before they maneuvered away from Vehicle 1 (Chevrolet) with the van following them. He called 911 to report the collision as they left the area. He remembered the area as being "very dark."

STATEMENTS

WITNESS 17 (HELMUTH)

Alan Leroy Helmuth
1539 North Teilman Avenue
Fresno, California 93728
Date of Birth: January 22, 1953
Phone: (559) 441-7582

On August 17, 2010, at approximately 1230 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Mr. Helmuth over the telephone. The following is a summary of Mr. Helmuth's statement.

On July 22, 2010, Mr. Helmuth was driving northbound State Route 99 in the right lane at 55 to 60 miles per hour and was approaching his intended exit at the McKinley Avenue exit ramp. He noticed Vehicle 1 (Chevrolet) in the left lane swerve to the right. Mr. Helmuth estimated he was 200 to 300 feet south of Vehicle 1 (Chevrolet) when he saw it swerve to the right. He thought Vehicle 1 (Chevrolet) was going fast and it looked like it changed lanes before it swerved to the right. Mr. Helmuth did not know why Vehicle 1 (Chevrolet) swerved but he could hear the tires squealing and then it "jackknifed to the left and turned over." He saw Vehicle 1 (Chevrolet) hit the "metal guardrail" before he reached the McKinley Avenue exit.

Mr. Helmuth turned off the freeway at the McKinley Avenue exit ramp and drove onto the east shoulder where he stopped, shut off the ignition to his car and got out. He walked "up to the freeway" for a moment and saw Vehicle 1 (Chevrolet) was overturned with the "engine side" facing him. He could see there were people in Vehicle 1 (Chevrolet) and could hear "people" asking for help. Mr. Helmuth thought he saw someone "poke out" of Vehicle 1 (Chevrolet) but he never saw anyone "actually leave the car." Mr. Helmuth recalled traffic passing by at the rate of a couple of cars every seven or eight seconds and some vehicles having to swerve to miss Vehicle 1 (Chevrolet). He took three or four steps into the traffic lanes then thought better of it because of the traffic danger.

Mr. Helmuth was standing on the shoulder with his head turned away and heard what he described as a loud explosion. When he looked toward the noise, he saw that Vehicle 2 (MCI) had struck Vehicle 1 (Chevrolet). He did not see Vehicle 2 (MCI) approaching prior to the impact. Mr. Helmuth estimated there had been approximately two minutes from the time Vehicle 1 (Chevrolet) overturned until it was hit by Vehicle 2 (MCI).

Mr. Helmuth saw Vehicle 2 (MCI) proceed "right, to the embankment" after the collision. He noticed Vehicle 1 (Chevrolet) had been forced off the road by Vehicle 2 (MCI) because he saw it next to the bus after the vehicles came to rest.

Mr. Helmuth saw Party 3 (Giorgis) seated in the right front seat of Vehicle 3 (Honda) talking on the phone. He did not know how Vehicle 3 (Honda) got there. He walked up to Party 3 (Giorgis) and noticed there was a body underneath Vehicle 3 (Honda). Mr. Helmuth noticed another body on the embankment. He was contacted by law enforcement and was told he could leave the scene.

STATEMENTS

WITNESS 18 (HARRIS)

Lee Harris
Fresno Police Department
2323 Mariposa Mall
Fresno, California 93721
Date of Birth: July 22, 1971
Phone: (559) 621-7000

On July 27, 2010, at approximately 1725 hours, Officer M. Halvorson, ID 15751, conducted a recorded interview with Officer Harris of the Fresno Police Department. The interview was conducted at the Fresno Area CHP Office. On October 20, 2010, at approximately 0120 hours, Investigator Lawson conducted another recorded interview with Officer Harris at the collision scene. The following is a summary of both of Officer Harris's statements.

On July 22, 2010, Officer Harris was off-duty driving his personal vehicle, a 2001 Mercedes-Benz 430S, northbound State Route 99 in the number three lane at approximately 50 to 55 miles per hour. He was just south of the McKinley Avenue exit ramp and was changing the radio station when, "out of the corner of his eye" he saw "something" move from right to left across the freeway. Officer Harris did not know what he had seen and described the movement as starting from a clock position of 10:30 and moving to his left. The movement did not "register" with him as being a vehicle. He continued northbound and exited the freeway via the McKinley Avenue exit ramp until he heard the sound of a vehicle impact into the concrete median barrier.

Officer Harris looked to his left and saw Vehicle 1 (Chevrolet) was on its side with the undercarriage facing southbound traffic. He parked his vehicle on the east shoulder of the exit ramp, kept the lights on and got out to see if he could render aid. Officer Harris walked across the exit ramp toward Vehicle 1 (Chevrolet) and stood on the embankment just east of the east shoulder of northbound State Route 99. He saw cars continually passing Vehicle 1 (Chevrolet) and transitioning from the middle lane to the slow lane to avoid debris in the roadway. Officer Harris recalled watching for a safe break in traffic that would have enabled him to go to the overturned vehicle, but was unable due to the regular albeit light traffic flow and the "flying debris."

Officer Harris checked for a break in the oncoming traffic, then directed his attention back to Vehicle 1 (Chevrolet) and repeated this several times, during which he could "hear the occupants inside." He did not know or could not determine how many occupants there were and could only hear a "knocking sound" which he described as someone trying to "get out." Officer Harris then saw a female start to emerge from one of the side windows closer to the front of Vehicle 1 (Chevrolet) and characterized the female's attempts to get out as pushing herself up through the window with her hands on either side of the opening, nearly able to reach the opening with her knees. He did not know if she was standing on anything and he did not hear her say anything or make any noise. Officer Harris could not tell if this female was the same person that was the source of the knocking sound he had heard previously. He did not see any additional occupants.

Officer Harris saw another vehicle had stopped on the shoulder of the freeway, south of him. He saw Witness 17 (Helmuth) get out of the vehicle and take three or four steps toward the traffic lanes.

STATEMENTS

WITNESS 18 (HARRIS) (continued)

Officer Harris was watching Vehicle 1 (Chevrolet) as Vehicle 2 (MCI) collided with it. He did not hear anything prior to seeing the impact that would have drawn his attention to the presence of Vehicle 2 (MCI) and recalled that the front of Vehicle 2 (MCI) struck the undercarriage of Vehicle 1 (Chevrolet) at "pretty much straight on or maybe at a slight angle." Officer Harris described the impact as "just one explosion." He did not see the post-impact motion of Vehicle 1 (Chevrolet) but saw Vehicle 2 (MCI) continue in a northeasterly direction off the freeway and onto the embankment. He described the scene as, "everything was black, there was dust, smoke and debris all together."

Officer Harris called 911 immediately after Vehicle 2 (MCI) came to rest. Witness 17 (Helmuth) stated to Officer Harris that someone had to call 911. Officer Harris advised Witness 17 (Helmuth) that he was doing it. Officer Harris did not recall any other passersby that had stopped in his general area.

STATEMENTS

WITNESS 19 (THAO)

Vincent Thao
30110 Sunnyside Avenue
Madera, California 93638
Date of Birth: June 24, 1988
Phone: (864) 205-9115

On July 22, 2010, at approximately 0250 hours, Officer M. Halvorson, ID 15751, conducted an unrecorded interview with Mr. Thao at the collision scene. On July 30, 2010, at approximately 0800 hours, Officer M. Halvorson conducted a recorded interview with Mr. Thao at the Fresno Area CHP Office. The following is a summary of both of Mr. Thao's statements.

On July 22, 2010, Mr. Thao was driving his vehicle, a 1998 Chevrolet Cavalier, northbound State Route 99 in the number three lane approaching the McKinley Avenue exit ramp. He recalled following two vehicles at a distance of 30 to 40 yards. One of them was an unknown make or model that was in the number one lane and the other was a white SUV that was in the number three lane. Mr. Thao also recalled a vehicle that was behind him, in the number three lane.

Mr. Thao saw the vehicle ahead of him in the number one lane "swerve hard to the right, into the slow lane," coming within a foot or two of colliding with the white SUV that was in the number three lane ahead of Mr. Thao's vehicle. Mr. Thao saw the white SUV "slam on its brakes." He estimated the two vehicles ahead of him were 5 to 10 yards north of the McKinley Avenue off ramp when this happened. Mr. Thao slowed his vehicle down to 10 to 15 miles per hour and continued northbound in the number three lane.

Mr. Thao looked to his left and saw Vehicle 1 (Chevrolet) approximately 15 yards ahead of him, "flipped over on its passenger side with the bottom facing oncoming traffic." He noticed the majority of Vehicle 1 (Chevrolet) was in the number one lane, with the rear of Vehicle 1 (Chevrolet) in the number two lane.

Mr. Thao passed Vehicle 1 (Chevrolet) and noticed the interior dome light was on. He saw a "lady on her knees in the back seat, banging on the window trying to break it out." He described her as being "larger, heavy set and having a dark complexion."

Mr. Thao described the lighting conditions in the area of Vehicle 1 (Chevrolet) as "pretty dark, with the only lights being the tail lights of the other cars swerving around it." Due to the lighting conditions, Mr. Thao knew that another northbound vehicle was going to collide with Vehicle 1 (Chevrolet). He had not noticed any other vehicles that had stopped on the shoulder to help. Mr. Thao stopped his vehicle on the east shoulder of the northbound lanes, approximately 30 yards north of Vehicle 1 (Chevrolet), and stayed inside of it. Mr. Thao did not call 911 because he had "an out of state number."

STATEMENTS

WITNESS 19 (THAO) (continued)

Mr. Thao estimated he had been stopped for approximately one minute when he looked over his shoulder and saw Vehicle 2 (MCI) "come over the hill" in the number one lane approximately 400 yards south of Vehicle 1 (Chevrolet). He estimated that Vehicle 2 (MCI) was traveling 65 miles per hour as it approached and he did not recall seeing it make any lane changes during the time he observed it. Mr. Thao also recalled another vehicle approaching the area, "a little bit ahead" of Vehicle 2 (MCI), in the number three lane. Mr. Thao did not hear Vehicle 2's (MCI) brakes or its tires skidding as it neared Vehicle 1 (Chevrolet).

Mr. Thao saw Vehicle 2 (MCI) collide with the portion of Vehicle 1 (Chevrolet) that was in the number one lane. He saw Vehicle 2 (MCI) rotate clockwise as it and Vehicle 1 (Chevrolet) moved to the right, off the road with Vehicle 1 (Chevrolet) ahead of Vehicle 2 (MCI). Mr. Thao thought that the car which was "a little bit ahead" of Vehicle 2 (MCI) also "slid around" in the same manner as Vehicle 2 (MCI) and when it moved to the right, it nearly collided with his vehicle. Mr. Thao did not recall where the vehicle went after it missed him.

Mr. Thao moved his vehicle 50 yards farther to the north, got out and started to walk to the scene.

Mr. Thao recalled that he would not have been able to see Vehicle 1 (Chevrolet) in the lane if he had been driving up on it at 65 miles per hour.

STATEMENTS

WITNESS 20 (COUPLAND)

Michael Ben Coupland
818 East Floradora Avenue, Apartment 4
Fresno, California 93728
Date of Birth: February 10, 1963
Phone: (562) 397-8308

On July 22, 2010, at approximately 1152 hours, Officers B. Boss, ID 13273, and D. Alvarado, ID 13696, conducted a recorded interview with Mr. Coupland at the Fresno Area CHP Office. The following is a summary of Mr. Coupland's statement.

On July 22, 2010, at approximately 0200 hours, Mr. Coupland was on-duty and driving his taxi cab, a yellow 2006 Dodge Caravan, northbound State Route 99 south of the McKinley Avenue exit ramp in the number two lane with his cruise control set at 65 miles per hour. Mr. Coupland saw Vehicle 2 (MCI) in the number two lane, slowly approaching him from behind. Mr. Coupland estimated Vehicle 2's (MCI) speed as "no more than 70 miles per hour." He saw a small, darker, unknown type of vehicle ahead of him in the number three lane. Mr. Coupland sped up to 70 miles per hour, passed the smaller vehicle and moved into the number three lane to allow Vehicle 2 (MCI) to go by him in the number two lane. He slowed back down to 65 miles per hour and reached what he characterized as the "crest of the hill" which was near the McKinley exit ramp.

Mr. Coupland suddenly saw Vehicle 1 (Chevrolet) on its side with the bottom of it facing him approximately 2 car lengths ahead of him. He saw no lights on the Vehicle 1 (Chevrolet) and it was blocking the number one and two lanes.

Mr. Coupland recalled seeing that Vehicle 2 (MCI) had moved into the number one lane and had not changed its speed. He remembered seeing that all of its lights were on and it was proceeding normally as it neared Vehicle 1 (Chevrolet). Mr. Coupland recalled that he was "just ahead" of Vehicle 2 (MCI) when it hit Vehicle 1 (Chevrolet). His opinion was that the driver of Vehicle 2 (MCI) would not have had time to brake before the impact.

Mr. Coupland saw the front of Vehicle 2 (MCI) hit the undercarriage of Vehicle 1 (Chevrolet) broadside. The impact propelled Vehicle 1 (Chevrolet) toward his vehicle as it "veered out" toward the number three lane. Mr. Coupland could see what he described as a "big explosion" in his mirror. He saw Vehicle 2 (MCI) "going every which way."

Mr. Coupland estimated less than five seconds had passed from the time he changed lanes to the time Vehicle 2 (MCI) struck Vehicle 1 (Chevrolet). At the time of the collision, he estimated Vehicle 2 (MCI) was three car lengths behind his vehicle while the small vehicle (that he had previously passed) was five car lengths behind.

STATEMENTS

WITNESS 20 (COUPLAND) (continued)

After the collision, Mr. Coupland continued northbound and picked up a waiting fare. Mr. Coupland was distressed and was unable to complete the fare. He returned to the scene and identified himself as a witness to Fresno Police officers that were directing traffic. The officers obtained his personal information and told him they would relay it to the California Highway Patrol.

A rough sketch of the roadway at the scene of the collision was drawn and Mr. Coupland was asked to position the involved vehicles at the time of the collision. After placing the vehicles, Mr. Coupland signed and dated the sketch. The completed sketch (evidence item 1) was booked into evidence at the Fresno Area CHP Office.

STATEMENTS

WITNESS 21 (VALENCIA)

Raymundo Valencia
38300 30th Street East
Palmdale, California 93550
Date of Birth: December 31, 1965
Phone: (661) 468-0848

On July 22, 2010, at approximately 1230 hours, Southern Division MAIT investigators Karol and Gray interviewed Mr. Raymundo Valencia at the Greyhound Lines, Incorporated, terminal, 1614 East Seventh Street, Los Angeles, California. Mr. Valenica verbally identified himself. The interview was conducted in the lunch break room and Southern Division Motor Carrier Specialist Kaufman was present during the interview. The interview was digitally recorded. The following statement was summarized by Investigator Karol.

Mr. Valencia has been a mechanic since 1994 after receiving his initial education at LTI (Lincoln Technical Institute). His first job as a mechanic lasted three years and was at Midas working on brakes and suspensions. His next job was as a mechanic at the Northridge Toyota dealership and lasted for five years. After working for Toyota, he was hired by Greyhound. He received his initial training on motor coach brake systems in Chicago, Illinois. After receiving training, he was assigned to work at the Greyhound terminal in Los Angeles, California. He has worked at the Los Angeles terminal for approximately seven years. His job title and assignment for the entire seven years has been as a mechanic. His primary duty is to complete inspections of buses.

Mr. Valencia worked the afternoon shift on July 8, 2010, and the lead mechanic working the shift was Mr. Vicente Rosero. The facility runs with a lead person and a supervisor. He reports directly to Mr. Rosero. He added that he believes that the supervisor working during the afternoon shift was Witness 25 (Mooney).

On July 8, 2010, Mr. Valenica remembered inspecting motor coach 30601, Vehicle 2 (MCI). The bus was a type D4505 with a Detroit Diesel series 60 engine. The bus was equipped with disc brakes. He completed a SLS (Service Lane Servicing) inspection first, followed by a 6,000 mile inspection. The 6,000 mile inspection would include checking the steering, brakes and tires.

For both types of inspections there was required paperwork that needed to be completed. Mr. Valencia was shown the Service Lane Servicing (SLS) worksheet and the 6,000 mile inspection form for Vehicle 2 (MCI) on July 8, 2010. He verified that it was his signature on both of the forms confirming that he had completed the inspections. He also related that the signature on the front of the 6,000 mile inspection form belonged to the lead mechanic Vicente Rosero.

On July 8, 2010, after he finished his inspection on Vehicle 2 (MCI), Mr. Valencia told the lead mechanic that the brake pads needed to be replaced. “I told him (Rosero) the bus was unsafe because it had thin brake lining.” Both sides of the drive axle (number 2) had thin brake pads. “That's why I told him (Rosero) it's unsafe, because the drive matters.”

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WITNESS 21 (VALENCIA) (continued)

Mr. Valencia further explained that he measured the brake lining thickness using a thin paper clip. He attempted to slide the paper clip into the groove in the brake pad and it would not go in. This meant that the pads were too thin.

Mr. Valencia was asked how the thin brake lining would affect the stopping capability of the bus. He said, "It won't stop the bus . . . it will take longer to stop because it is metal to metal." He was then asked if the driver would be able to hear the metal to metal sound with the bus in the condition found and whether he conducted a drive test on the bus. Mr. Valencia responded, "We told him (Rosero) that when we inspected the bus that we have to road test it, but he (Rosero) just told us, 'don't inspect it like that, just inspect it on the pit.' "

Mr. Valencia believed the brake pads on Vehicle 2 (MCI) should have been replaced, but he was told by the lead mechanic, Mr. Rosero, "Let it go, we need that bus." Mr. Rosero also told him, "That's not based here, let the bus go home." He added that buses that were based in Los Angeles would be serviced, while those that were at other terminals would sometimes be sent out. It would all depend on whether they were short on buses or not on any given day. Mr. Valencia said he was not authorized to put a bus out of service. Only the lead mechanic or supervisor could put a bus out of service.

He was asked why he thought the bus was released back into service on July 8, 2010, and Mr. Valencia answered, "Because it's so busy and they got no buses on the lot." He explained that it was very busy after the Fourth of July holiday and everyone was going back home. Lot A at the terminal is the out of service lot and Lot B is the ready for fleet operations lot. On July 8, 2010, Lot B did not have many buses and Vehicle 2 (MCI) was needed.

Mr. Valencia was asked if he ever had a similar experience in the past in which he was told to put a bus back into service that he thought was deficient. He answered, "Yes sir" . . . "I can't argue with them." He was then asked if he ever told anyone about the problem. He responded, "We told the manager, I've got four managers already in seven years. We've gone round and round like that,". . . "The mechanics have been fighting about those things when we go to meetings; that we can't stop the bus, actually stop the bus. But no, it's not happening." He indicated the lead mechanic or supervisor will let the bus go.

Mr. Valencia said that other mechanics working at the Greyhound terminal would have a similar story to tell, and that any mechanic working the line completing inspections would have had similar experiences regarding buses being released after they found mechanical problems.

Since the inspections conducted on July 8, 2010, Mr. Valencia had not inspected Vehicle 2 (MCI) again. He heard that the bus was inspected on July 21, 2010 by mechanics Witness 22 (Ross) and Witness 23 (Yehdego). Mr. Valencia related that he did not see them inspect the bus. He had been in training since Tuesday, July 20, 2010, learning how to inspect new buses coming into the fleet.

STATEMENTS

WITNESS 22 (ROSS)

Eric Ross
90362 Holder Street, Number 74
Cypress, California 90630
Date of Birth: March 17, 1960
Home Phone: (714) 816-3014
Mobile Phone: (714) 600-2790

On July 22, 2010, at approximately 1440 hours, Southern Division MAIT investigators Karol and Gray interviewed Mr. Eric Ross at the Greyhound Lines, Incorporated, terminal, 1614 East Seventh Street, Los Angeles, California. The interview was conducted in the lunch break room and Southern Division Motor Carrier Specialist Kaufman was present during the interview. During the middle of the interview, Mr. Alfred W. Gerisch, Jr., an attorney representing Greyhound Lines, Incorporated, requested to sit in on the interview. The interview was digitally recorded. The following statement was summarized by Investigator Karol.

He has worked as a journeyman mechanic for Greyhound, for approximately twenty-two years. Mr. Ross received his initial training at UTI in Phoenix, Arizona learning both diesel and automotive maintenance. After two years of training at UTI, he was employed by the Waste Management Company in Irvine, California where he worked for two years. He was then hired by Mr. Arnie Trigstad of Greyhound Lines, Incorporated, to work at the terminal in Los Angeles. When he was first employed at Greyhound, he was a "little shaky," so he went back to training at UTI to retake a few courses.

During his twenty-two years at Greyhound, his primary duties involved working on the service lane completing motor coach inspections, checking the driver's write-ups and checking lugs. Sometimes when there is no "fueler" available, Mr. Ross would check the oil, the fluids and the belts. He added that he would check anything that could cause a bus to road fail and not make it from point A to point B. This would include belts, power steering leaks, rubbing and frayed wires. Mr. Ross related it may sometimes involve a brake complaint.

On July 21, 2010, he came to work at 1:30 p.m. The afternoon shift was from 1:30 p.m. until 10:00 p.m. During the afternoon shift, his assigned partner was "Dom," Witness 23 (Yehdego). The first bus that he and Witness 23 (Yehdego) inspected was bus 7200. They completed a PMI (Preventive Maintenance Inspection) and a 6,000 mile inspection.

The inspection on Vehicle 2 (MIC) began before lunch (6:30 p.m.). Mr. Ross and his partner completed a 6,000 mile inspection in accordance with the 6,000 mile inspection quick reference service form. Mr. Ross recorded the results of the inspection on the worksheet and also wrote specific defects that he found on an EIC 3910 computer printout form.

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WITNESS 22 (ROSS) (continued)

During the inspection of the bus, Mr. Ross worked "on top" inside the bus applying air pressure and Witness 23 (Yehdego) was down below the bus checking the brakes. Mr. Ross explained how he would apply brake pressure at 100 pounds per square inch. Witness 23 (Yehdego) would measure the push rod travel at each set of brakes and then Mr. Ross would enter the measurement into the computer. There was a computer located alongside the bus within the service bay. Mr. Ross believes the push rod travel on the front was 1¾ inches and about 1¾ inches on the drives, "I think, I'm not sure."

Only the push rod travel and labor times were entered into the computer. All other information and deficiencies were written on the 6,000 mile inspection form and the EIC 3910 computer print out. "The defects noted we found were drive shock leaking. We found drive brakes' pads - the lining is no good. It's too thin, and the front lining is no good. It's too thin."

Mr. Ross stated to Witness 24 (Reyes), "The brakes on this bus are no good." Mr. Ross added, "So he said, 'Go up and push on the brakes and I'll go down and check them.' So he went down and looked at it and said, 'Oh, they're okay.' I said, 'No they're not.' He said. 'they're okay'."

Mr. Ross then went into detail about what occurred during each part of the 6,000 mile inspection. He explained how the first couple items on the inspection form were completed by the a.m. shift. This included checking the tire pressure and verifying that all of the information on the tire card was correct. When he and Witness 23 (Yehdego) got the bus, it was sitting over in lane 4 near the back.

The inspection started by looking at the charging and starting systems on Vehicle 2 (MCI). It involved checking the battery voltage and using a meter in the office to check for open or closed diodes within the system. No defects were found.

The fan clutch was checked and no defects were noted. A diagnostic test was conducted to check for any system fault codes within the DDEC unit. They didn't find anything unusual. The DDEC unit in the bus contains the memory of any active or inactive trouble codes. There is nothing recorded within the computer at the terminal.

Mr. Ross checked to see if the speed limit was set to a maximum of 68 miles per hour. He verified this setting by plugging into the DDEC unit and checking the cruise control section to see what it was set at. The DDEC was set at 68 miles per hour.

Next, he visually checked the alternator mounting and cables. This involved grabbing the wires to make sure they weren't loose and looking for any loose connections that could cause a fire or a road hazard. He also checked to ensure that there were rubber boots over the battery posts and the alternator.

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WITNESS 22 (ROSS) (continued)

The next part of the inspection involved checking the operation of the air governor cut-out and cut-in pressures. He pumped down on the brakes and built up air to check the cut-in and the cut-out pressures. He looked at the pressure on the dash gauge and no problems were noted. This was followed by an air-pressure drop test. Mr. Ross applied brake pressure and Witness 23 (Yehdego) checked under the bus to ensure there was no air leaking out of any of the air lines or brake chambers. The air pressure was pumped up to 100 psi during this part of the brake inspection. No problems were noted during the air pressure tests.

The steering system was inspected next and involved checking the integrity of the steering components. The drag link was checked to ensure there was no excessive play in the drag link because that will "cause the bus to go crazy." Witness 23 (Yehdego) completed this part of the inspection because Mr. Ross was in the cab of the bus. Mr. Ross related there were no problems with the steering system.

Witness 23 (Yehdego) didn't report any problems with the brake hardware and foundation components, seals, suspension components or the brake air hoses. "He told me it was just the drive brake pads were gone, the front lining was gone, it was worn below the wear line, and the drive shock was leaking." Mr. Ross did not go down beneath the bus to check the deficiencies himself. It was based upon the information provided by Witness 23 (Yehdego).

Mr. Ross was asked how the brake lining thickness was checked. He responded, "You have a wear line in the brake lining and if it is below the wear line, it's no good. It has to be visible to the naked eye. If the lining is above, then you're good."

Witness 23 (Yehdego) was told by Mr. Ross to go get the lead mechanic, Mr. Reyes, and have him check the bus. Mr. Ross stated, "I didn't go down there and look. We told Reyes (lead mechanic), we told him, this is what we found wrong. Reyes took a flashlight, went down there and said, 'Build up the air (pressure) to where it's supposed to be.' I built up the air and he went down and visually looked at it and said, 'Oh, it's okay.' "

The lead mechanic, Mr. Reyes, was under the bus for, "Maybe two minutes, three minutes maybe, max." Mr. Ross could not see where Mr. Reyes was working when he was under the bus. He was up in the cab of the bus applying air pressure to the brakes. Afterwards, Mr. Reyes told him and Witness 23 (Yehdego), "The brakes are good." Mr. Ross questioned, "The brakes are good?" Mr. Reyes replied, "Okay."

Mr. Ross signed the back of the 6,000 mile inspection form in a box that read, "I have completed the above inspection according to the published procedures and standards and all defects have been noted on the Repair Order." He also listed the defects he found during the inspection on the EIC 3910 computer printout and wrote:

1. Front brakes thin lining
2. Drive brakes lining is gone
3. Drive shock leaking

STATEMENTS

WITNESS 22 (ROSS) (continued)

Mr. Ross also wrote, “See driver's report” on the EIC 3910 computer printout. The report is contained within the driver's book (M7 book) and contains a fuel card, a tire card, and the driver's write-up. The driver's write-up is the area where the driver reports any known problems with the bus. The driver's write-up contained a report stating that the R/F passenger blowers were not working and also a report of no K-deck (GPS). Mr. Ross confirmed that the passenger blowers were not operating.

After the inspection on Vehicle 2 (MCI) was completed, Mr. Ross brought the 6,000 mile inspection form and the EIC 3910 computer printout to the RO office. The paperwork was placed in a black box in the office. The M7 driver's book was already in the office. The shift supervisor Witness 25 (Mooney) looked at the driver's book and had difficulty reading the writing in the book, referring to “R/F.” Mr. Ross explained to Witness 25 (Mooney) that it was the overhead blowers in the bus were not operational. Witness 25 (Mooney) then signed the book and the book went back into the bus.

There was no discussion with the supervisor, Witness 25 (Mooney), regarding the condition of the brakes. Mr. Ross said the lead person, Witness 24 (Reyes), is responsible for telling the supervisor there was a problem with the brakes. A mechanic cannot put a bus out of service. The decision is made sometimes by the lead man and sometimes it's up to the supervisor. Mr. Ross said, “A lot of time we will do the inspection, we'll write it and we're done. This is what we found wrong." Mr. Ross was told by MAIT investigators that the 6,000 mile inspection form and the EIC 3910 paperwork that he completed were missing. He replied, "I don't know what they did with it, sir.”

STATEMENTS

WITNESS 23 (YEHDEGO)

Asgedom Yehdego
12610 Braddock Drive, Number 101D
Los Angeles, California 90066
Date of Birth: January 25, 1956
Home Phone: (310) 301-8388
Mobile Phone: (310) 930-0658

On July 22, 2010, at approximately 1355 hours, Southern Division MAIT investigators Karol and Gray interviewed Mr. Asgedom Yehdego at the Greyhound Lines, Incorporated, terminal located at 1614 East Seventh Street, Los Angeles, California. The interview was conducted in the lunch break room and Southern Division Motor Carrier Specialist Kaufman was present during the interview. The interview was digitally recorded. The following statement was summarized by Investigator Karol.

Mr. Yehdego has worked as a journeyman mechanic for Greyhound Lines, Incorporated for approximately twenty-five years. Mr. Yehdego has been working on heavy machinery since he was about twelve years old growing up in Ethiopia. He attended a technical school in Ethiopia and then worked for a bus transportation company for a couple years prior to moving to the United States of America. His first job in the United States was for Williams Enterprise in West Covina working on small cars. After a couple months he transferred to a Toyota dealership in Santa Monica where he worked for approximately four months. He then took a test for a job at Trailways in Los Angeles and began working on heavy machinery in September 1985. Trailways shortly thereafter merged with Greyhound Lines, Incorporated.

His primary duty at Greyhound is as a mechanic. He can fix anything on a bus, bumper to bumper, including the air conditioning system. He was often assigned as the lead mechanic for a shift and supervised the other mechanics working. A person assigned as lead mechanic for a shift would make approximately $20 extra for the shift.

On July 21, 2010, he worked from 1:30 p.m. until 9:30 p.m. During the shift he was involved in the inspection of Vehicle 2 (MCI). He said, 99.9 percent of Greyhound buses have drum brakes, but Vehicle 2 (MCI) was a newer bus with disc brakes. Since Mr. Yehdego has not had any formal training in conducting a 6,000 mile inspection, he was assigned to work with a partner, Witness 22 (Ross). Witness 22 (Ross) knew how to complete all the paperwork so he filled out all the required forms during the inspection. During the inspection, Witness 22 (Ross) worked on top in the cab and he worked underneath the bus.

Mr. Yehdego could not recall many details regarding the inspection of Vehicle 2 (MCI) because he completed three full inspections of buses during the day. He used a ruler to measure the push rod travel when Witness 22 (Ross) applied air pressure to the brakes. He would tell Witness 22 (Ross) the measurements he was obtaining during his inspection. To his recollection, all of the push rod measurements were within standards.

STATEMENTS

WITNESS 23 (YEHDEGO) (continued)

During the inspection, he also checked the steering system. He looked at the "tie rod ends" and the "drag link ends" and Witness 22 (Ross) checked the steering column up "on top." Everything regarding the steering appeared to be fine. They also checked the high and low beam headlights, emergency hazard lights and the turn signals. Everything was operational.

The only problem he remembered finding was that the brake lining was too thin on the brakes on the front axle. He measured it based upon his experience. Mr. Yehdego explained that there is a certain point where "there is a bolt." If it gets too thin the drum is almost "touching the bolts." In his opinion, the lining was too thin. Mr. Yehdego explained that the mechanics depend upon the paperwork to remember the details of their inspection and said he could not recall everything about Vehicle 2 (MCI).

Witness 24 (Reyes) was the lead mechanic for the shift. He replaced Vicente Rosero who was working earlier in the day, but needed to go home. Witness 24 (Reyes) was summoned to come and inspect the bus after the problem with the brake lining was found. Mr. Yehdego said, "I told him these brakes need to be changed, it's too thin." Mr. Yehdego added that, "We as mechanics are not in a position to stop it, whoever is in charge needs to see it first."

Witness 24 (Reyes) was seen inspecting the bus and upon completion he said, "That's a good bus, park it." "Park it" means that the bus is "good to go" and should be sent to Lot B and become a ready bus. Mr. Yehdego said the bus was parked at approximately 6:35 p.m. After the inspection was complete, Mr. Yehdego had his lunch.

Mr. Yehdego recommended that the brakes be fixed. "As a professional, I don't play with brakes and steering because I have a family . . ." He added that he didn't think the brakes caused the accident, but thought that they shouldn't wait for another 6,000 miles to fix them.

He was then asked, if during the years working at Greyhound, whether he ever found problems with a bus that he recommended to be fixed, but was overruled, and the bus was sent out on the road. Mr. Yehdego stated, "I swear, I am going to work for the country. There is a pressure to be honest. There is a pressure. If you put in the bus all the time for repair, you are unproductive by your boss. So it happens all the time."

Mr. Yehdego was asked if there was a shortage of buses on Lot B, will they let buses go out with deficiencies. He said, "It happens." When asked how often this happens, he responded that, "it's uncountable." He explained that as a mechanic, he always writes down the problem and when he is assigned as "lead man," he will "cut it," and send the bus in for repairs.

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WITNESS 23 (YEHDEGO) (continued)

He explained that he still has a memory of a bus that he wrote a "trouble ticket" up on for bad brakes and the lead mechanic released the bus. The bus was then involved in a fatal accident in the Oakland area. The accident happened about eight or nine years earlier. Greyhound officials from Dallas came out and questioned him, and as a result the lead mechanic ended up getting fired. The mechanic ended up getting his job back and now is working somewhere else.

Mr. Yehdego did not mention whether he ever complained to his supervisors or managers about vehicles being released when they shouldn't be, but said the topic has been discussed at training days. Mr. Yehdego stated, "Safety is a first priority, but who is in charge, he tries to show his production is high, you know. How many buses come out and [*sic*] put in the lot. But unfortunately when an accident happens..." He added that it all depends on, "whoever is in charge on a daily basis."

When questioned regarding whether buses home based in Los Angeles are handled differently than buses based at other terminals he answered in the affirmative. He said that this year he has seen that type of attitude and sometimes his supervisors say, "Let the bus go, let them fix it."

STATEMENTS

WITNESS 24 (REYES)

Jose Reyes
12312 Wicks Street
Sun Valley, California 91352
Date of Birth: September 11, 1945
Home Phone: (818) 768-8183
Mobile Phone: (818) 800-6073

On July 22, 2010, at approximately 1310 hours, Southern Division MAIT investigators Don Karol and Paul Gray interviewed Mr. Reyes at the Greyhound Lines, Incorporated, terminal located at 1614 East Seventh Street, Los Angeles, California. The interview was conducted in the lunch break room and Southern Division Motor Carrier Specialist Kaufman was present during the interview. The interview was digitally recorded. The following statement was summarized by Investigator Karol.

Mr. Reyes has worked as a mechanic for Greyhound Lines, Incorporated, for approximately thirty years. Prior to working for Greyhound he worked for Trailways in Los Angeles for one year. In addition to being assigned as a mechanic at Greyhound, he frequently was assigned as the lead person and supervised a group of mechanics working an assigned area.

On July 21, 2010, it was Mr. Reyes' first day back to work after being on vacation for three weeks. For the first 2½ hours of the shift he worked as a mechanic completing repairs that were assigned. At approximately 1600 hours, the lead mechanic for the service lanes, Mr. Vicente Rosero, went home early because his wife was sick. Mr. Reyes was assigned to replace Mr. Rosero as the lead mechanic. Usually, Mr. Reyes works Friday and Saturday as the lead man on the afternoon shift.

In the service lanes, there was one mechanic working lane 1, one mechanic on lane 2, two mechanics on lane 3 and two mechanics on lane 4. Inspections were being completed in lane 3 and lane 4. Vehicle 2 (MCI) was in lane 3 and was being inspected by Witness 22 (Ross) and Witness 23 (Yehdego).

At approximately 1800 hours, he was informed by the mechanics on lane 3 that the brakes on Vehicle 2 (MCI) had thin linings. He was specifically told about the thin lining on the number 2 drive axle. Mr. Reyes then went to the bus to check it out and see how bad the condition was.

Mr. Reyes checked the brake pads on all three axles starting at the front axle. He confirmed that the lining was thin on the drive axle and also on the front axle. Even though the lining was thin, he thought the brakes were okay for operation. He explained that they were thin like the end of a pin, "They were borderline." The brake pads on the bus were not metal to metal and he could still see the gap. The discs didn't have any marks like they were too thin. Mr. Reyes said there are no tools to measure the thickness of the brake pads.

STATEMENTS

WITNESS 24 (REYES) (continued)

During the inspection of the bus, air pressure was being applied to the brakes. One of the mechanics was writing all of the defects that were found on the EIC 3910 form. After he finished inspecting the bus, the mechanics brought the paperwork to him, and he brought the driver's book (M7 book) and inspection paperwork into the office. The driver's book contained a write-up (trouble tickets) of problems the driver found during previous runs. There were no complaints from any drivers regarding the brakes on the bus. The write-up listed a problem with one of the two blowers located in the back of the bus near the luggage compartment. The blower blows cool air for the passengers. There were also a couple other minor complaints which he could not remember.

Mr. Reyes was authorized to put the bus out of service or into operation without supervisor approval, but since the bus had driver's trouble tickets he brought the paperwork into the supervisor's office to be reviewed and released. He saw that there were two to three other books that needed to be signed off by the supervisor. There were too many buses out of service. Mr. Reyes stated, "Some drivers write down everything, that's why they need to be signed."

The supervisor for the shift was Witness 25 (Mooney) and there was also a new supervisor that was just breaking in. Witness 25 (Mooney) had 40 years with the company and he's the chief and was helping to train the new supervisor. Any paperwork brought into the office the supervisor could sign. After dropping off the paperwork, Mr. Reyes left the office. He remembered seeing one of the mechanics from service lane 3 talking with Witness 25 (Mooney). Witness 25 (Mooney) signed off on the bus to go back into service.

Mr. Reyes had no idea where the inspection paperwork for Vehicle 2 (MCI) was located. He said the driver's book with trouble tickets should have been put back into the bus. After the inspection was completed and the supervisor signed off on the bus for release, Mr. Reyes entered into the computer that the bus was ready for the trip from Los Angeles to Sacramento.

STATEMENTS

WITNESS 25 (MOONEY)

Robert Mooney
18427 Studebaker Road
Cerritos, California 90703
Date of Birth: November 22, 1952
Home Phone: (562) 472-7418
Mobile Phone: (213) 629-8469

On July 22, 2010, at approximately 1530 hours, Southern Division MAIT investigators Karol and Gray interviewed Mr. Robert Mooney at the Greyhound Lines, Incorporated, terminal, 1614 East Seventh Street, Los Angeles, California. The interview was conducted in the lunch break room and Southern Division Motor Carrier Specialist Kaufman was present during the interview. Also present for the interview was Mr. Alfred W. Gerisch, Jr., an attorney representing Greyhound Lines, Incorporated. The interview was digitally recorded. The following statement was summarized by Investigator Karol.

Mr. Mooney has been employed by Greyhound Lines, Incorporated, for approximately thirty-seven years. He worked six years in Chicago and has thirty-one years at the Los Angeles terminal. He has worked in the maintenance department for Greyhound for approximately six years. Prior to working for Greyhound he was in the Army and received experience working on heavy equipment vehicles. Mr. Mooney has never worked as a mechanic for Greyhound and has received all of his knowledge based upon cumulative experience and his Army training.

His current assignment at Greyhound Lines, Incorporated, is maintenance supervisor. His job involves supervising all of the employees at the maintenance facility and working to ensure the facility is safe in accordance with the regulations. His duties include monitoring the inspections done by mechanics, training mechanics on the completion of forms and reports and recommending what repairs need to be completed.

On July 21, 2010, Mr. Mooney worked from 1:00 p.m. until 10:00 p.m. He supervised 13 mechanics and 4 cleaners during the shift. There was also a supervisor trainee, Mr. Mark Arrellano, who was working the shift. The supervisor trainee was not involved in the inspection of Vehicle 2 (MCI).

Mr. Mooney did not see the mechanics working on Vehicle 2 (MCI), but he knew the mechanics assigned to work that aisle were Witness 22 (Ross) and Witness 23 (Yehdego). The lead man assigned to the shift was Vicente Rosero, but he had to go home early because he had a personal problem. Mr. Rosero left between 4:45 p.m. to 5:00 p.m. and Witness 24 (Reyes) was assigned to take over as lead man.

The lead mechanic's duties were basically the same as the supervisor. A lead mechanic was not needed over at the shop area of the maintenance facility, so Witness 24 (Reyes) was assigned as lead mechanic on the service lanes. He has the responsibility for the oversight of the maintenance. Anyone that has a problem would go to him first. If a problem can't be resolved, the lead mechanic and the mechanic would come to the supervisor.

STATEMENTS

WITNESS 25 (MOONEY) (continued)

He could not recall any specific information about Vehicle 2 (MCI) other than there was a trouble ticket written up on the bus. It had a trouble ticket for "run out of fuel." The trouble ticket was cleared and the bus was released back into service. Mr. Mooney was adamant that none of the mechanics or lead man ever came to him and told him about problems with the brake lining on Vehicle 2 (MCI). If he was told he would have gone down to the pit to look at the bus himself.

Mr. Mooney did not remember seeing a trouble ticket for a defective blower on Vehicle 2 (MCI), but said he may be mistaking it for another bus. There were approximately 20 to 23 buses in the service lanes on July 21, 2010.

The lead man has authorization to put a bus out of service. The criteria for putting a bus out of service are based upon the specifications. When checking brake pads they need to be checked to determine if they are within the required specifications. Mr. Mooney did not know the specifications for the minimum thickness and stated he would have to look them up.

The inspection of the brake pads is mostly visual and they are hard to check. The mechanics needed to have a mirror or take the wheels off to get a good look at them. The mechanics do not take measurements on the brake pads and they do not have micrometers. Everything is done visually, and it depends upon the individual.

Vehicle 2 (MCI) was one of the only buses in the fleet that is equipped with disc brakes rather than drum brakes. The newer buses that are coming out into the fleet are now being equipped with disc brakes.

Mr. Mooney did not remember ever seeing the inspection paperwork for Vehicle 2 (MCI), and he never signed off any paperwork that showed the bus had defective brakes. He also did not recall the inspection of Vehicle 2 (MCI) completed by Witness 21(Valencia) on July 8, 2010, which reported the drive brake linings being very thin.

He said he did not know where the inspection paperwork for Vehicle 2 (MCI) for July 21, 2010, was located. When he came into work he was told that they could not find any of the inspection forms. Mr. Mooney said he was able to find 19 of the inspections out of the 23 they did the night before.

Mr. Mooney was asked if he knew the driver of the bus, Party 2 (Jewett), and he said, "Yes." He did not remember seeing him on July 21, 2010. Many of the drivers stay in the bunk room at the Greyhound facility. Mr. Mooney said Party 2 (Jewett) was not the type of guy that went out that much.

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WITNESS 26 (JEWETT)

Catherine Ann Jewett
2412 Cottage Way, Apartment 1
Sacramento, California 95825
Date of Birth: April 28, 1955
Phone: (916) 505-8763

On August 13, 2010, at approximately 1100 hours, Investigator Kolter conducted a recorded interview with the wife of Party 2 (Jewett), Mrs. Catherine Jewett, at her residence. Also present, and at times, participating in the interview were Jennifer and John Stroud, the daughter and son-in-law of Party 2 (Jewett). The following is a summary of Mrs. Jewett's statement.

Mrs. Jewett stated that she and Party 2 (Jewett) had been married for the past 37 years and had two daughters and two grandchildren. Party 2 (Jewett) had been employed for the past 32 years as a driver for Greyhound. The only break in his employment with Greyhound was during a "strike" in, what Mrs. Jewett thought was, 1983. During the strike, Party 2 (Jewett) went to work for "All West" as a bus driver. In his "younger days" with Greyhound, Party 2 (Jewett) drove a bus route from Sacramento to Lake Tahoe and Reno, Nevada; however, for the past 7 years, Party 2 (Jewett) had been assigned the route from Sacramento to Los Angeles. According to Mrs. Jewett, Party 2 (Jewett) was the number two driver in seniority and was able to get the route that he wanted. She described the route assignments as going up for "bid" every six months, where the drivers would sign up for the routes they wanted and the routes would be assigned to the drivers based on their seniority. She stated that Party 2 (Jewett) would always sign up for the Sacramento to Los Angeles route because he wanted the days off that it offered so that he could enjoy his grandchildren.

According to Mrs. Jewett, Party 2 (Jewett) would typically leave his residence at 2130 hours, drive to the Sacramento Greyhound terminal, park his personal vehicle and locate his assigned bus for the trip to Los Angeles. He would then conduct his pre-trip inspection of the bus prior to driving it to the terminal area for baggage and passenger loading. Mrs. Jewett stated that Party 2 (Jewett) was very meticulous about the inspection of his buses and if he ever identified a mechanical issue that required repair he would write it up and have it fixed prior to the start of the trip. Mrs. Jewett related that over the years she knew of "a couple of times" when Party 2 (Jewett) had refused to drive a bus due to maintenance issues. Mrs. Jewett had no knowledge of any complaints by Party 2 (Jewett) regarding the mechanical or maintenance status of Vehicle 2 (MCI) prior to the collision. She related that Party 2 (Jewett) was happy with the maintenance of the vehicles he operated.

STATEMENTS

WITNESS 26 (JEWETT) (continued)

Mrs. Jewett related that Party 2's (Jewett) regular route consisted of him departing the Sacramento terminal at 2300 hours and driving the bus to the Los Angeles terminal. After arrival in Los Angeles, Party 2 (Jewett) would be provided with accommodations at the Greyhound dormitory or a private hotel. The return trip to Sacramento consisted of Party 2 (Jewett) driving from Los Angeles and stopping at all of the Greyhound terminals along the route via northbound State Route 99. She stated the route of travel was fixed and there was no deviation allowed by the drivers. Mrs. Jewett stated Party 2 (Jewett) would complete the return leg of his route and arrive at their residence sometime around 0600 hours to 0630 hours. Party 2 (Jewett) would stay up for a couple of hours to "unwind" before he went to bed. This would constitute "one trip" and Party 2 (Jewett) would typically make two, sometimes three trips before he had "a couple of days off."

Mrs. Jewett stated that when Party 2 (Jewett) was initially hired, he was trained by Chris Marshall. She related that Party 2 (Jewett) attended regular training sessions of some kind or another and had been offered the position of becoming a driving instructor for the company but had turned it down. Mrs. Jewett recalled that Party 2's (Jewett) commercial driving experience consisted solely of driving buses.

Mrs. Jewett did not know of any recent, pre-existing adverse medical history regarding Party 2 (Jewett) other than he always wore glasses when he drove and when he would sit down to read the newspaper. He never wore sunglasses and he did not have any kind of color blindness. She did not know the name of his eye doctor but recalled Party 2 (Jewett) had been to see his eye doctor, within the past six months.

Mrs. Jewett described Party 2's (Jewett) hearing as "fine" and his current state of general health as "good." She went on to say that he was "seen" annually by the "company" doctor and "only when he was sick," by his personal physician, Dr. Alvin Socklov, in Sacramento. Mrs. Jewett recalled that "about 5 years ago" Party 2 (Jewett) had to wear support hose due to swelling in his feet and calves. She recalled that he was off of work for "a month or so" and his doctor, Dr. Alvin Socklov, diagnosed the condition as being due to a heart condition. According to Mrs. Jewett, Party 2 (Jewett) got a second opinion from another doctor that told him there was nothing wrong with his heart. Mrs. Jewett stated that when Greyhound "did something and adjusted the seating position" of Party 2's (Jewett) seat, the swelling stopped and he did not have to wear the support hose anymore.

Mrs. Jewett stated that Party 2 (Jewett) did not take any form of medication, either prescription or over the counter and he was not an epileptic or diabetic. She went on to say that the only time Party 2 (Jewett) would consume any alcoholic beverages would be an occasional beer at a baseball game. She stated that Party 2 (Jewett) would not drink coffee, "just Vanilla Coke." Mrs. Jewett gave permission for Investigator Kolter to obtain the medical records of Party 2 (Jewett).

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WITNESS 26 (JEWETT) (continued)

Mrs. Jewett recalled that Party 2 (Jewett) was involved in an accident "about 20 years ago" in his personal vehicle but was not aware of any other collisions since that date. She recalled that Party 2 (Jewett) had received a traffic citation for a registration violation in a personal vehicle and one or two "tickets" for speeding in a bus. She recalled that the speeding tickets were received more than 10 years ago. Mrs. Jewett stated she thought that Party 2 (Jewett) was only allowed to have a beverage with him while he drove, and was not allowed to listen to music. She thought he was permitted to have interactions with the passengers and recalled there had been times in the past when Party 2 (Jewett) had to pull the bus over to the shoulder of the road to have unruly passengers dealt with by CHP.

Mrs. Jewett stated that she and Party 2 (Jewett) had been separated since 2009 and he had been living with their daughter, Kristina Garza. Mrs. Jewett did not think that Party 2 (Jewett) was preoccupied or distracted by the separation because they had not signed the "final" papers and were still working out the "details." Mrs. Jewett recalled that Party 2 (Jewett) had been on vacation for a week following the 4th of July. She related the last time she spoke to him was on the 4th of July.

STATEMENTS

WITNESS 27 (GARZA)

Kristina Renee Garza
1128 Martin Luther King Junior Avenue, Apartment B
Tulare, California 93274
Date of Birth: December 4, 1983
Phone: (559) 759-1590

On August 17, 2010, Investigators Kolter and Nees conducted a recorded interview with Mrs. Kristina Garza, the daughter of Party 2 (Jewett), at the Starbucks on Prosperity Avenue in Tulare, California. The following is a summary of Mrs. Garza's statement.

Mrs. Garza stated Party 2 (Jewett) lived with her for approximately 10 years and that her mother and Party 2 (Jewett) have been separated for the past 14 years. She stated that during the time Party 2 (Jewett) lived with her, she was unaware of any health issues and knew that he received an annual checkup by the "company" doctor. She further advised that Party 2 (Jewett) did not ever consume alcoholic beverages and was not taking any medications.

Mrs. Garza related that Party 2's (Jewett) work schedule consisted of two "trips" per week with Thursdays, Fridays and Saturdays as his days off. She described his daily work schedule as getting up in the evening at 2000 hours, then eating dinner, showering and then leaving the house at 2200 hours. He would drive to the bus terminal in Sacramento and start the trip to Los Angeles. The trip south would be via Interstate 5 and there would be "just a few stops along the way." He would generally arrive in Los Angeles at 0730 hours, then go to bed in the dormitory. He would get about 8 hours of sleep in the dormitory then he would start the trip from Los Angeles to Sacramento at about 1945 hours. The trip north would be via State Route 99 and would have several stops along the way. He would drive all night and get back home at 0600 hours, where he would eat and then go to sleep. He would repeat this schedule once more and then he would have his days off. Mrs. Garza stated that he was accustomed to the schedule and preferred to work at night. She recalled that he tried the "day shift" several years ago and it "didn't work out." She described Party 2 (Jewett) as being happy with his job and he had told her he had no intention of retiring.

Mrs. Garza stated that the last time she remembered Party 2 (Jewett) having any training was in February of 2010 when he had to see a video on one of his days off. She described Party 2 (Jewett) as spending about 6 hours at the training and that he was "not very happy about that."

Mrs. Garza stated that she last spoke to Party 2 (Jewett) when he left her house for work on the Tuesday prior to the collision. She stated that she felt the need to call him on his cell phone at approximately 2245 hours, on the night of the collision but she could not get through because he had his cell phone turned off.

STATEMENTS

WITNESS 28 (ALYAFAIE)

Mohamed Shalwa Alyafaie
3147 North Maroa Avenue
Fresno, California 93704
Date of Birth: February 2, 1965
Phone: (559) 360-4410

On August 31, 2010, at approximately 1400 hours, Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, conducted a recorded interview with Mr. Alyafaie at the Fresno District Office of the Department of Alcoholic Beverage Control. CHP Officer B. Boss, ID 13272, and Chief Deputy District Attorney Greg Anderson were also present and participated in the interview. The following is a summary of Mr. Alyafaie's statement.

Mr. Alyafaie is a corporate licensee for the ABC License to sell alcohol at A-1 Liquors. He was also the clerk on-duty on the evening of July 21, 2010. Mr. Alyafaie stated he viewed the surveillance video several times and he felt really guilty for what happened. Investigator McCullough asked Mr. Alyafaie why he felt guilty. Mr. Alyafaie said because the girls died and that he was involved. Investigator McCullough explained to Mr. Alyafaie he is involved and they need to go over what happened on the night of July 21, 2010. Investigator McCullough explained the surveillance video showed the girls, Witness 2 Cole, Party 1 (Garay), and Passenger Gonzalez enter the store and head to the beer cooler. Party 1 (Garay) and Passenger Gonzalez retrieved four Four Lokos from the cooler and placed them on the counter in front of Mr. Alyafaie. Investigator McCullough asked Mr. Alyafaie if he observed Party 1 (Garay) and Passenger Gonzalez place the Four Lokos on the counter. Mr. Alyafaie said, "No." However, he did observe them with Witness 2 (Cole) during the transaction. Investigator McCullough asked Mr. Alyafaie how he didn't see the girls bring the Four Lokos to the counter since they were right in front of him. Mr. Alyafaie said he observed the three girls enter but did not see who brought the Four Lokos to the counter. Investigator McCullough stated the cans of Four Lokos are very noticeable since they are large and bright purple and pink in color. He asked Mr. Alyafaie how he could have missed that. Mr. Alyafaie again denied seeing the girls bring the alcohol to the counter. Investigator McCullough then stated Cole picked up the alcohol from the counter but before she exited she handed it to Gonzalez. Investigator McCullough asked Mr, Alyafaie if he observed the alcohol being handed from Witness 2 (Cole) to Passenger Gonzalez inside the store. Again, Mr. Alyafaie denied seeing this.

Investigator McCullough asked about the alcoholic drink, Four Loko, and if many young kids are drinking it. He said his younger customers seem to like it and all he knows about Four Loko is it is an energy drink containing a high amount of alcohol.

At this point, Chief Deputy District Attorney Anderson and Officer Boss entered the room. Mr. Anderson asked Mr. Alyafaie if he observed the girls, Party 1 (Garay) and Passenger Gonzalez, with the alcohol at the counter. Mr. Alyafaie said he wasn't paying attention. Mr. Anderson asked if he usually paid attention to who brought alcohol to the counter and Mr. Alyafaie said, "Always." Mr. Anderson asked then why he didn't observe it this time. Mr. Alyafaie said he thought the 21 year old, Witness 2 (Cole), put the alcohol on the counter. Mr. Anderson asked if he wasn't paying attention then how did he know if Witness 2 (Cole) put the alcohol on the counter. Mr. Alyafaie wasn't sure.

STATEMENTS

WITNESS 28 (ALYAFAIE) (continued)

Mr. Anderson asked Mr. Alyafaie if he always checks I.D.'s of people purchasing alcohol. Mr. Alyafaie said, "Yes." Mr. Anderson then asked why he didn't check the other girls at the counter with Witness 2 (Cole). Mr. Alyafaie said he didn't know Party 1 (Garay) and Passenger Gonzalez were with Witness 2 (Cole). Mr. Anderson told Mr. Alyafaie he gave a statement earlier that he saw all the girls, Party 1 (Garay) and Passenger Gonzalez, enter and stand next to Witness 2 (Cole) during the transaction. Mr. Anderson then asked Mr. Alyafaie how would you not believe they were together. Mr. Alyafaie denied any knowledge.

Mr. Anderson asked if Mr. Alyafaie ever sold alcohol to a minor before or after this date and Mr. Alyafaie said, "Yes." Mr. Alyafaie stated the second time he sold to a minor he made a mistake because he was stressed and not paying attention (Mr. Alyafaie was referring to Fresno Police Department report #10-056484 dated August 5, 2010, where he was cited for selling alcohol to a 17 year old Minor Decoy). Mr. Anderson, Officer Boss, and Investigator McCullough told Mr. Alyafaie that because he had changed his story several times, they did not believe he was telling us the truth. Therefore they concluded the interview.

STATEMENTS

WITNESS 29 (LEMIEUX)

Michael Lemieux
833 Fern Avenue
Fresno, California 93728
Date of Birth: September 20, 1963
Phone: (559) 285-6343

On July 22, 2010, Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, conducted an interview with Mr. Lemieux, at The Starline Club, 833 Fern Avenue, Fresno, California. The interview was not recorded. The following is a summary of Mr. Lemieux's statement.

Mr. Lemieux identified himself as The Starline Club Manager. Investigator McCullough explained to Mr. Lemieux he was conducting an investigation on the Greyhound Bus accident. Mr. Lemieux said he knew of the accident Investigator McCullough was speaking of. Mr. Lemieux stated that last night was called "gay dance night" and individuals 18 and over were permitted to enter. Mr. Lemieux stated patrons were asked for identification at the door and were given a different color wristband according to their age. Last night, a patron would have been given a white wristband with blue smiling faces for under 21 and a green wristband for 21 and over.

Investigator McCullough verified the premises had no working surveillance.

STATEMENTS

WITNESS 30 (LIPARI)

Steven Lipari
4750 North Van Ness Boulevard
Fresno, California 93728
Date of Birth: July 2, 1951
Phone: (559) 375-0448

On July 23, 2010, Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, conducted an interview with Mr. Lipari, at the Fresno District Office of the Department of Alcoholic Beverage Control. The interview was not recorded. The following is a summary of Mr. Lipari's statement.

Mr. Lipari is the owner and licensee for the ABC License to sell alcohol at The Starline nightclub. Investigator McCullough explained to Mr. Lipari that he was conducting an investigation on his premises and he stated that he would assist Investigator McCullough with whatever he needed. Mr. Lipari provided Investigator McCullough with a list of all employees working on July 21, 2010, including their position; time worked, and phone numbers. Mr. Lipari also explained that he had a promoter called Queer Networks that night who also had several employees working. These employees are not paid by Mr. Lipari, but were also on the provided list.

Investigator McCullough interviewed a number of employees who worked at The Starline (security, promoters and bartenders) on the evening of July 21, 2010. None of the employees recalled observing any of the parties or passengers involved in the collision consuming alcohol at The Starline.

STATEMENTS

WITNESS 31 (DIAS)

Michael Dias
4529 Eugenia Avenue
Fresno, California 93725
Date of Birth: November 25, 1972
Phone: (559) 312-4544

On July 26, 2010, Alcoholic Beverage Control (ABC) Investigator M. McCullough, ID 740, conducted an interview with Mr. Dias, at Mr. Dias's residence. The interview was not recorded. The following is a summary of Mr. Dias's statement.

Mr. Dias works for Queer Networks. On July 21, 2010, Mr. Dias worked from 2100 hours to 0200 hours at The Starline. Mr. Dias's main job was to patrol the inside of the premises and make sure minors were not consuming alcohol. Investigator McCullough showed Mr. Dias photos of Party 1 (Garay), Passenger Cordoba, and Passenger Gonzalez. Mr. Dias stated he did see all three girls that night but did not see them drinking alcohol. Toward closing time, Mr. Dias observed Party 1 (Garay) exit the club with a red plastic cup. Red cups were used for water but Mr. Dias checked her cup anyways and verified it was filled with water. Mr. Dias has never seen any of the three girls drink inside the premises.

STATEMENTS

WITNESS 32 (TRAYLOR)

Robert Traylor
1033 H Street
Fresno, California 93721
Date of Birth: August 16, 1944
Phone: (559) 237-2145

On April 27, 2011, at approximately 1000 hours, Investigator Shaw responded to the Greyhound Lines, Incorporated, Fresno Terminal and spoke with Fresno Area Operations Manager, Mr. Robert Traylor. The interview was not recorded. The following is a summary of the interview.

Investigator Shaw inquired about a 2006 MCI D4505 bus in regard to the Jacob's engine brake and/or an Allison transmission retarding system. Mr. Traylor related that he had a 2006 MCI D4505 at the terminal. The coach, number 30600, Texas license plate R74-959, Vehicle Identification Number (VIN) 1M86DMPA16P057201 was located in the parking lot of the Fresno Greyhound terminal. This coach's VIN was one number sequentially different than Vehicle 2 (MCI). According to Mr. Traylor, the VIN indicated that this coach would for all intents and purposes be identical to the coach involved in the collision. Mr. Traylor was not certain of the exact operational use of the specific engine and transmission controls of this vehicle. Mr. Traylor referred Investigator Shaw to a driver, Witness 33 (Hansen), who could explain the differences of the two systems and their operations.

When questioned about the speed capabilities of the coach Mr. Traylor stated that all of Greyhound's coaches were governed at 68 miles per hour. Mr. Traylor said the only time a coach could possibly go faster than 68 miles per hour was if the engine had been serviced by Detroit Diesel and the Detroit Diesel Electronic Control (DDEC) unit was reset.

STATEMENTS

WITNESS 33 (HANSEN)

Lee Hansen
1033 H Street
Fresno, California 93721
Date of Birth: October 22, 1954
Phone: (559) 237-2145

On April 27, 2011, at approximately 1030 hours, Investigator Shaw responded to the Greyhound Lines, Incorporated, Fresno terminal and spoke with Greyhound driver Mr. Lee Hansen. The interview was not recorded. The following is a summary of the interview.

Mr. Hansen has been employed as a driver for Greyhound for approximately ten years. Mr. Hansen related that coach 30600 employed a Jacob's engine brake system and did not have a transmission retarder. The Jacob's engine brake utilized a three position rocker style switch located on the left side of the instrument cluster. Mr. Hansen related that he would use the "Jake brake" on a roadway with a sustained downhill grade. When the system is activated, it uses the engine to help the vehicle slow down when the accelerator pedal is released. The "Jake brake" could also shift the transmission into a lower gear, up to two gear selections depending upon the coach's speed. He further stated he deactivates the Jacob's engine brake system when on flat roadways as there is no need for the additional stopping power gained by the use of the system. In the area of northbound State Route 99, south of McKinley Avenue, he would not have had the Jacob's engine brake system activated. Mr. Hansen also related a tell-tale light illuminates on the instrument panel every time the driver applies the brakes when the "Jake brake" was activated. Mr. Hansen was asked if the Jacob's engine brake system could be left on all the time. He related that it could be, however the drivers are instructed to turn it off when it is not needed, as it can prematurely wear out a solenoid in the system that is costly to repair.

STATEMENTS

WITNESS 34 (ARDOIN)

Mike Ardoin
155 Stevenson Street
Reno, Nevada 89503
Date of Birth: September 29, 1959
Phone: (480) 363-4699

On April 27, 2011, at approximately 1118 hours, Investigator Shaw contacted Greyhound Lines, Incorporated, Reno Area Instruction Manager, Mr. Mike Ardoin, via telephone. The interview was not recorded. The following is a summary of the interview.

Investigator Shaw inquired as to the specific training given to drivers regarding collision avoidance maneuvers when faced with an unexpected hazard in the roadway. Investigator Shaw also asked if the drivers were taught to use only certain avoidance maneuvers when presented with unexpected hazards. Mr. Ardoin related that the company can't tell the drivers to always swerve around objects or just hit the brakes, as each circumstance is different. He related it would be wrong to tell the drivers to never swerve around an object as that may be the safest course of action to take. He stated they teach drivers that applying the brakes is the first thing to do, and if the situation calls for an avoidance maneuver, and it is the safe thing to do, the driver should take that action. Mr. Ardoin related that the drivers are taught the many available avoidance options and their possible outcomes, but ultimately the driver has to make the final decision as to which avoidance maneuvers are required and safe.

Investigator Shaw inquired about any training regarding perception/reaction time. Mr. Ardoin related the drivers are instructed to give a six second following distance to other vehicles. Mr. Ardoin stated that Greyhound testing had found that when drivers maintain a six second following distance at any speed, it provides their drivers enough time to react and bring the vehicle to a safe stop.

STATEMENTS

WITNESS 35 (MORENO)

Jorge Moreno
1352 West Olive Avenue
Fresno, California 93775
Date of Birth: April 20, 1976
Phone: (559) 284-0113

On May 2, 2011, at approximately 1330 hours, Investigator Nees responded to the Central Valley Traffic Management Center (TMC) to conduct an interview with Mr. Jorge Moreno. The interview was not recorded. The following is a summary of Mr. Moreno's statement.

Mr. Moreno stated that on the morning of July 22, 2010, he was working in the TMC along with another Caltrans employee, Witness 36 (Cervantes). There was no CHP officer scheduled to work the TMC that night. He first became aware of this incident via the CHP Computer Aided Dispatch (CAD) terminal in the TMC. He activated the changeable message signs (CMS) while Witness 36 (Cervantes) made notifications to other Caltrans employees on the telephone.

He said the TMC usually activates the CMS when there is a credible source on scene, usually CHP or Caltrans. When turning on the changeable message signs he must first determine which sign or signs to turn on then what message to display. Each sign is independently controlled. The first sign he activated was sign 56, which is located on northbound State Route 99 near Cedar Avenue.

When questioned, he stated he was not sure if the video cameras were working that morning or where they were pointed. TMC has the ability to change the camera positions. He added that he did not think the cameras would be useful during darkness.

STATEMENTS

WITNESS 36 (CERVANTES)

Jonathan Cervantes
1352 West Olive Avenue
Fresno, California 93775
Date of Birth: September 14, 1984
Phone: (559) 488-4152

On May 2, 2011, at approximately 2100 hours, Investigator Nees responded to the Central Valley Traffic Management Center (TMC) to conduct an interview with Mr. Jonathan Cervantes. The interview was not recorded. The following is a summary of Mr. Cervantes' statement.

Mr. Cervantes stated that on the morning of July 22, 2010, he was working in the TMC along with another Caltrans employee, Witness 35 (Moreno). There was no CHP officer scheduled to work the TMC that night. He first became aware of this incident on the CHP Computer Aided Dispatch (CAD) terminal in TMC. He "pulled up" the CHP CAD log details to find out further information about this incident. His first priority was to turn on the changeable message signs. At 0234 hours, he activated changeable message sign 56 to display, "ACCIDENT 6 MILES AHEAD PREPARE TO STOP."

He stated he used the Olive Avenue camera to look at the accident scene to get an idea what was happening. He remembered the camera was not zoomed in on the accident so he thought he had to turn it around. He noticed all of the lanes appeared to be blocked by emergency vehicles.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS

Evidence Item 1

Item 1 was a sketch of the collision scene drawn by Witness 20 (Coupland) and collected by Officer D. Alvarado, ID 13696. The sketch was used by Witness 20 (Coupland) to illustrate the placement of vehicles before the impact between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet). The sketch indicated Vehicle 1 (Chevrolet) was blocking the number one and two lanes prior to being struck by Vehicle 2 (MCI).

Evidence Item 2

Item 2 was a 6 ounce stainless steel flask found in Vehicle 1 (Chevrolet) by Officer D. Alvarado, ID 13696. This item was seized to prove the occupants were in possession of an alcoholic beverage while driving. Officer Alvarado used a Preliminary Alcohol Screening (PAS) Device on July 22, 2010, at approximately 1720 hours, to substantiate the presence of alcohol in the container. The serial number of the PAS Device used was 018537, the temperature was 22 degrees Celsius, and the results were 0.014%.

Evidence Item 3

Item 3 was a latent fingerprint taken from the bottom of evidence item 2, by Officer D. Alvarado, ID 13696. The purpose of taking the latent fingerprint was to determine the identity of the person who deposited the fingerprint on evidence item 2. The latent fingerprint was taken to the Fresno County Sheriff's Office for analysis on August 4, 2010. On August 24, 2010, Officer Alvarado received the result report for the flask via e-mail and the results were a negative match to any records in CAFIS (California Fingerprint Identification System). Officer Boss collected the fingerprint cards obtained from the Fresno County Coroner's office from Party 1 (Garay), Passenger Gonzalez and Passenger Cordoba. The latent print from the bottom of the flask was compared to the fingerprint cards. The latent print examiner was unable to obtain a comparative match of the fingerprint cards to the latent print due to a lack of sufficient clear ridge detail for comparative purposes.

Evidence Item 4

Item 4 was a white paper wristband with blue "happy face" circles which was removed from the left wrist of Passenger Cordoba during her autopsy. Item 4 was taken to show her presence at The Starline nightclub. The color of the wristband indicated a Starline patron who was over 18 but under 21 years of age on July 21, 2010.

Evidence Item 5

Item 5 was a white paper wristband with blue "happy face" circles which was removed from the left wrist of Passenger Gonzalez during her autopsy. Item 5 was taken to show her presence at The Starline nightclub. The color of the wristband indicated a Starline patron who was over 18 but under 21 years of age on July 21, 2010.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 6

Item 6 was Party 2's (Jewett) Driver's Daily Log. Item 6 was seized to document the driving activities and hours of service for Party 2 (Jewett) prior to the collision. Refer to Party 2's (Jewett) logbook entries in the Human Factors, Drivers portion of the report.

Evidence Item 7

Item 7 was a blue booklet containing registration and insurance documents for Vehicle 2 (MCI). Item 7 was seized for identification purposes and indicated Vehicle 2 (MCI) was owned by Greyhound Lines, Incorporated.

Evidence Item 8

Item 8 was two compact discs containing 256 digital images of the collision scene taken by Officer Martorana, ID 15903. These items were booked into evidence for safe keeping and scene documentation. Refer to Photo Log for further information.

Evidence Item 9

Item 9 was a compact disc containing 69 digital aerial images of the collision scene taken by Officer Singer, ID 16750. These items were booked into evidence for safe keeping and scene documentation. Refer to Photo Log for further information.

Evidence Item 10

Item 10 was a blue colored Woodfield suitcase found at the collision scene and taken for safekeeping. Item 10 was determined to be property of Passenger Solis. Item 10 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

Evidence Item 11

Item 11 was a beige colored woman's handbag found at the collision scene and taken for safekeeping. Item 11 was determined to be property of Passenger Solis. Item 11 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

Evidence Item 12

Item 12 was a Mexican passport issued to Passenger Solis. Item 12 was determined to be property of Passenger Solis. Item 12 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 13

Item 13 was a California identification card issued to Passenger Solis. Item 13 was determined to be property of Passenger Solis. Item 13 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

Evidence Item 14

Item 14 was Mexican paper currency totaling 1,200 pesos which was taken for safekeeping. Item 14 was determined to be property of Passenger Solis. Item 14 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

Evidence Item 15

Item 15 was United States paper currency totaling 215 dollars which was taken for safekeeping. Item 15 was determined to be property of Passenger Solis. Item 15 was returned by Officer Palacio, ID 12030, on July 22, 2010, to Mr. Eduardo Solis, the husband of Passenger Solis.

Evidence Item 16

Item 16 was Vehicle 1 (Chevrolet) which was impounded pursuant to §22655.5 of the California Vehicle Code. Item 16 was taken for inspection purposes. Refer to the Vehicle Factors section of this report.

Evidence Item 17

Item 17 was Vehicle 3 (Honda) which was impounded pursuant to §22655.5 of the California Vehicle Code. Item 17 was taken for inspection purposes. Refer to the Vehicle Factors section of this report.

Evidence Item 18

Item 18 was a Detroit Diesel Engine Control (DDEC) module removed from Vehicle 2 (MCI) for investigative purposes. Refer to the Vehicle Factors section of this report.

Evidence Item 19

Item 19 was a multiplex module removed from Vehicle 2 (MCI) for investigative purposes. MAIT was unable (did not have access to hardware and/or software) to obtain any information from the multiplex module.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 20

Item 19 was a multiplex module removed from Vehicle 2 (MCI) for investigative purposes. MAIT was unable (did not have access to hardware and/or software) to obtain any information from the multiplex module.

Evidence Item 21

Item 19 was a multiplex module removed from Vehicle 2 (MCI) for investigative purposes. MAIT was unable (did not have access to hardware and/or software) to obtain any information from the multiplex module.

Evidence Item 22

Item 22 were twelve disc brake pads removed from Vehicle 2 (MCI) for investigative purposes. Refer to the Vehicle Factors section of this report.

Evidence Item 23

Item 19 was a multiplex module removed from Vehicle 2 (MCI) for investigative purposes. MAIT was unable (did not have access to hardware and/or software) to obtain any information from the multiplex module.

Evidence Item 24

Item 24 was an Apple iPhone® 4 located at the collision scene by Officer Martorana. It was taken for investigative purposes. Item 24 contained information and digital video showing the pre-collision locations and intoxication of the occupants of Vehicle 1 (Chevrolet). The iPhone was determined to belong to Party 1 (Garay). Officer Watson prepared a search warrant for the iPhone. When a photograph is recorded on an iPhone the GPS coordinates are also recorded. The following information was obtained:

- On July 16, 2010, at 2020 hours, a text message was received from "Stephanie." This was determined to be a text message from Witness 3 (Gonzales) based on the phone number of (559) 375-6992 inside the phone's contacts. The message was:

  Heyy bitch, sooo this Wednesday is the night before my bday && were all getting drunk & going dancing & you HAVE TO COME!!(: This coming Wednesday night. Yeah?!

  Party 1 (Garay) did not respond with a text message to this message.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS

Evidence Item 24 (continued)

- On July 21, 2010, at 2107 hours, a photograph (IMG_0063.JPG) was taken inside Vehicle 1 (Chevrolet). The photograph shows Passenger Gonzalez driving Vehicle 1 (Chevrolet) and Party 1 (Garay) seated in the right front seat. The GPS coordinates where the photograph was taken were 36.76516 / -119.88883, which is near the intersection of West McKinley Avenue and North Polk Avenue, Fresno, California. This location is near the residence of Passenger Cordoba, 5437 West Peralta Way, Fresno, California 93722.

- On July 21, 2010, at 2110 hours, a text message string was initiated by Witness 3 (Gonzalez) to Party 1 (Garay). Within the text string Party 1 (Garay) wrote:
  Were on the way to the liquor store be there in like 4
  Witness 3 (Gonzales) responded:
  Were here

- On July 21, 2010, at 2157 hours, a thirty second video (IMG_0064.MOV) was recorded at Witness 4's (McCullough) apartment. This location was verified based on the images in the video combined with the personal recollections of Officer Boss after conducting interviews with Witness 4 (McCullough) at Witness 4's (McCullough) residence. The video shows a group of young women sitting around a table. At the table are: Party 1 (Garay), Witness 1 (Flores), Witness 3 (Gonzales), Passenger Cordoba and Passenger Gonzalez. The video shows Witness 3 (Gonzales) drinking from an open red colored can of "Four Loko." On the table there was an open green colored can of "Four Loko," a 375 milliliter bottle of green apple Smirnoff vodka (half empty) and two shot glasses. The video also shows Passenger Gonzalez eating cake. Party 1 (Garay) turns her iPhone and video records images of herself. Party 1's (Garay) voice is audible in the video saying, "Stephenie cooked Stephanie a muffin cake."

- On July 21, 2010, at 2227 hours, a text message string was initiated by "Araceli." It was not confirmed by MAIT investigators who "Araceli" was. Within the text string "Araceli" wrote:
  Haha dats luv..... R u drinkin o wat
  Party 1 (Garay) responded:
  Fuck yea lol
  "Araceli" responded:
  Lol hahaha..... Omg im drinking too lets c if we dont drunk txt later
  Party 1 (Garay) responded:
  We for sure will lol

- On July 21, 2010, at 2252 hours, a photograph (IMG_0065.JPG) was taken of the table in Witness 4's (McCullough) apartment. The table in the photograph was recognizable from the video footage (IMG_0064.MOV) recorded previously. The GPS coordinates where the photograph was taken were 36.74266 / -119.80100, which is at 876 Divisadero Street, Fresno, California, Witness 4's (McCullough) residence.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS

Evidence Item 24 (continued)

- On July 21, 2010, at 2253 hours, a five second video (IMG_0066.MOV) was recorded at Witness 4's (McCullough) apartment. This location was verified based on the images in the video combined with the personal recollections of Officer Boss after conducting interviews with Witness 4 (McCullough) at Witness 4's (McCullough) residence. The video shows an open can of Four Loko on a table. An unidentified female voice said, "Are you drunk, are you drunk yet?"

- On July 21, 2010, at 2257 hours, a twenty-seven second video (IMG_0067.MOV) was recorded inside Vehicle 1 (Chevrolet). The video shows Passenger Gonzalez driving, Passenger Cordoba in the rear seating area and Party 1 (Garay) in the right front seat. The following conversation is audible in the video: Party 1 (Garay) said, "I'm recording." Passenger Gonzalez said, "(inaudible) think we're drunk." Party 1 (Garay) said, "Cause I'm recording they are going to think we're drunk." Passenger Gonzalez asked, "Do you have your seatbelt on?" Passenger Cordoba replied, "Yes, I do." Party 1 (Garay) said, "Putting your blinker now that's gonna make it seem like we were drunk." Passenger Gonzalez said, "I was gonna turn."

- On July 21, 2010, at 2306 hours, a text message string was initiated by Party 1 (Garay) to "Rj." It was not confirmed by MAIT investigators who "Rj" was. Within the text string, at 2315 hours, "Rj" wrote:
  Where u at
  Party 1 (Garay) responded:
  Fresno
  "Rj" responded:
  Me too.
  Party 1 (Garay) responded:
  Really
  "Rj" responded:
  Yea where u at
  At 2330 hours, Party 1 (Garay) responded:
  Were walking to the starline it's my friends 20h birthday

- On July 22, 2010, at 0000 hours, a one second video (IMG_0068.MOV) was recorded inside The Starline nightclub. The video shows Witness 6 (Christensen).

- On July 22, 2010, at 0001 hours, a photograph (IMG_0069.JPG) was taken of Party 1 (Garay) and Witness 6 (Christensen). The GPS coordinates where the photograph was taken were 36.75900 / -119.80016, which is at 833 East Fern Avenue, Fresno, California (The Starline nightclub).

- On July 22, 2010, at 0001 hours, a text message string was initiated by "Rj" to Party 1 (Garay). "Rj" wrote:
  Where u staying
  Party 1 (Garay) responded:
  My houseplant
  Party 1 (Garay) reresponded:
  House

ANALYSIS AND OPINION

EVIDENCE ANALYSIS

Evidence Item 24 (continued)

- On July 22, 2010 at 0013 hours, a photograph (IMG_0070.JPG) was taken of Party 1 (Garay) and Passenger Gonzalez. The GPS coordinates where the photograph was taken were 36.75933 / -119.80016, which is at 833 East Fern Avenue, Fresno, California (The Starline nightclub).

- On July 22, 2010, at 0026 hours, a forty-five second video (IMG_0071.MOV) was recorded inside The Starline nightclub. The video shows Witness 2 (Cole) and other young women kissing. Party 1's (Garay) voice is audible in the video. Her verbal acuity, annunciation, and projection changed between IMG_0064.MOV (July 21, 2010, at 2157 hours) and this video, indicated a noticeable increase in Party 1's (Garay) level of intoxication that was reached in a period of approximately 1 hour and 33 minutes.

- On July 22, 2010, at 0131 hours, a text message string was initiated by "Rj" to Party 1 (Garay). This appeared to be a continuation of the text string which was initiated at 0001 hours. "Rj" wrote:
  In dinuba
  Party 1 (Garay) responded:
  What ?

- On July 22, 2010, at 0134 hours, a photograph (IMG_0072.JPG) was taken of Party 1 (Garay), Passenger Cordoba, Witness 6 (Christensen), Witness 3 (Gonzales), Witness 1 (Flores) and Witness 7 (Lopez). The GPS coordinates where the photograph was taken was 36.75866 / -119.80016, which is near 833 East Fern Avenue, Fresno, California (outside The Starline nightclub).

ANALYSIS AND OPINION

EVIDENCE ANALYSIS

Evidence Item 24 (continued)

- On July 22, 2010, at 0135 hours, three photographs (IMG_0073.JPG through IMG_0075.JPG) were taken of the same subjects and location as IMG_0072.JPG.

- On July 22, 2010, at 0159 hours, Party 1 (Garay) accepted an incoming phone call from "Rj" which lasted for one minute and sixteen seconds. This was the last phone call or text sent or received prior to the collision.

- Inspection of Party 1's (Garay) cellular telephone records indicated she was not using her phone at the time of the collision.

Evidence Item 25

Item 25 was the California Department of Justice report and DVD which contained the information contained in Item 24.

Evidence Item 26

Item 26 was the search warrant return on evidence item 24 from AT&T including a compact disc with four files. The files contained recent call and text message information from evidence item 24. The last phone call listed in the records prior to the collision was on July 22, 2010, at 0200 hours. The "recents" call log within item 24 listed the time of this same phone call as 0159 hours. It was determined, based on the records, Party 1 (Garay) was not utilizing her wireless telephone at the time of the collision.

Evidence Item 27

Item 27 was a white, Sony/Ericsson W350a cellular telephone obtained by Mr. Harold Thomas of Oliver, Thomas and Caeton Investigations. The phone was originally located at the collision scene by Tongva Yang, manager, Greyhound Lines, Incorporated. Based upon information provided by the Jewett family, evidence item 27 was Party 2's (Jewett) personal cellular telephone. The cellular telephone was booked into evidence by Fresno Area CHP Officer Ramirez, ID 10871. The last text message sent and/or received on the telephone was on July 13, 2010, at 1519 hours. The last phone call made and/or received on the telephone was on July 21, 2010, at 1847 hours. This information indicated Party 2 (Jewett) was not utilizing this wireless telephone at the time of the collision.

Evidence Item 28

Item 28 was a black, Nokia cellular telephone obtained by Mr. Harold Thomas of Oliver, Thomas and Caeton Investigations. The phone was originally located at the collision scene by Tongva Yang, manager, Greyhound Lines, Incorporated. The owner of item 28 was not identified. The cellular telephone was booked into evidence by Fresno Area CHP Officer Ramirez, ID 10871.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 29

Item 29 was a compact disc containing a photograph of three cellular telephones. The photograph shows item 27, item 28, and Party 2's (Jewett) Greyhound issued cellular telephone. The photograph was taken by Tongva Yang, manager, Greyhound Lines, Incorporated. The compact disc was booked into evidence by Officer Alvarado.

Evidence Item 30

Item 30 was a photocopy of a vehicle smog check inspection. This item was given to Officer Alvarado by Mr. Victor Garay, father of Party 1 (Garay) and the husband of the registered owner of Vehicle 1 (Chevrolet). The smog check inspection certificate was booked into evidence by Officer Alvarado. The certificate indicated Vehicle 1 (Chevrolet) was currently smogged at the time of the collision.

Evidence Item 31

Item 31 was a color photocopy of a traffic citation issued by Dinuba Police Department. The citation was issued to Party 1 (Garay) on July 12, 2010, who was operating Vehicle 1 (Chevrolet) at the time. The citation was located inside Vehicle 1 (Chevrolet) after the collision. Information from the citation was used to complete Party 1's (Garay) driver profile.

Evidence Item 32

Item 32 was a photocopy of a handwritten note referencing wireless phones. The note states in essence: two wireless phones were found at the scene of the collision. The phones were in the possession of Tom Frias, City Manager, Greyhound Lines, Incorporated. On August 13, 2010, the phones were released to Harold Thomas of Oliver, Thomas & Caeton Investigations. The wireless phones were subsequently booked into evidence items 27 and 28. Item 32 was booked into evidence by Officer Alvarado.

Evidence Item 33

Item 33 was a copy of a two page handwritten inventory list. The list was compiled by Geri Fegley, a Greyhound manager from San Francisco. Item 33 contained a list of property which had been on Vehicle 2 (MCI) at the time of the collision. The list detailed who the property was released to. The inventory list was booked into evidence by Officer Alvarado.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 34

Item 34 was a compact disc containing a copy of the audio recording from the interview of Witness 28 (Alyafaie) by ABC Investigator M. McCullough, ID 740. This item was retained as the source for the summarized statement of Witness 28 (Alyafaie) in this investigation. The original audio recording was booked into evidence at the Fresno Alcoholic Beverage Control Office, under evidence number 10-06-094. A copy was booked into evidence at the Fresno Area CHP Office by Investigator Nees.

Evidence Item 35

Item 35 was a compact disc containing a copy of the A-1 Liquor surveillance video (which has multiple camera angles) from July 21, 2010. This item was seized by ABC Investigator M. McCullough, ID 740. The video shows Party 1 (Garay) 18 years old, Passenger Cordoba 20 years old, Passenger Gonzalez 19 years old and Witness 2 (Cole) 21 years old, enter A-1 Liquor. The video shows Passenger Gonzalez removing three Four Lokos and Party 1 (Garay) removing one Four Loko from a cooler. The video shows Party 1 (Garay) and Passenger Gonzalez setting the Four Lokos on the counter in front of Witness 28 (Alyafaie), the corporate licensee and on-duty clerk of A-1 Liquor. The video shows Witness 2 (Cole) showing her identification and purchasing alcoholic beverages (four 23.5 ounce cans of Four Loko, one 375 milliliter bottle of green apple Smirnoff vodka and one 750 milliliter bottle of raspberry Smirnoff vodka) from Witness 28 (Alyafaie) in the presence of Party 1 (Garay) and Passenger Gonzalez. Passenger Cordoba was not present during the transaction at the counter. The video shows the Witness 2 (Cole) picking up a single plastic bag containing the purchased alcoholic beverages from the counter. The video shows Passenger Gonzalez carrying the bag out of the A-1 Liquor store exit. The original compact disc was booked into evidence at the Fresno Alcoholic Beverage Control Office, under evidence number 10-06-094. A copy of the compact disc was booked into evidence at the Fresno Area CHP Office by Investigator Nees.

Evidence Item 36

Item 36 was a 750 milliliter bottle of raspberry Smirnoff vodka seized by ABC Investigator M. McCullough, ID 740, on July 23, 2010, from the residence of Witness 3 (Gonzales). The bottle was determined to be the bottle of raspberry Smirnoff vodka purchased at A-1 Liquor by Witness 2 (Cole) from Witness 28 (Alyafaie) by the statement of Witness 3 (Gonzales). The bottle of raspberry Smirnoff vodka still contained approximately half of its original contents. Item 36 was booked into evidence at the Fresno Alcoholic Beverage Control Office, under evidence number 10-06-094.

Evidence Item 37

Item 37 was the Fresno Communications Center Computer Aided Dispatch (CAD) Log 87D0722. This CAD log was obtained by Investigator Lawson and was used to analyze the notification and response of CHP units to the collision scene. Refer to the Analysis and Opinion Response section of this report.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 38

Item 38 was a compact disc containing a copy of the CHP Fresno Communication Center recorded telephone lines on July 22, 2010, around the time of this collision. The recorded telephone lines were used to analyze the notification and response of CHP units to the collision scene. Refer to the Analysis and Opinion, Response section of this report.

Evidence Item 39

Item 39 was a compact disc containing a copy of the CHP Fresno Communication Center radio traffic on July 22, 2010, around the time of this collision. The recorded radio traffic was used to analyze the notification and response of CHP units to the collision scene. Refer to the Analysis and Opinion, Response section of this report.

Evidence Item 40

Item 40 was forty-five compact discs containing the digital images of photographs taken by MAIT investigators throughout this investigation. These items were booked into evidence. Refer to the Photo Log for further information.

Evidence Item 41

Item 41 was one compact disc containing digital recordings of the interviews with involved parties and witnesses. This item was booked into evidence. Refer to the Audio Log for further information.

Evidence Item 42

Item 42 was the Caltrans District 6 Incident Report 20100722-001. The incident log was obtained by Investigator Nees. The incident log was used to analyze the notification and response of Central Valley TMC personnel to this incident. Refer to the Analysis and Opinion, Response section of this report.

Evidence Item 43

Item 43 was the Fresno Communication Center Operator Statistics for Position 63 (TMC CAD) for July 21, 2010, at 0000 hours, to July 22, 2010, at 2359 hours. The operator statistics were used to analyze the notification and response of Central Valley TMC personnel to this incident. Refer to the Analysis and Opinion, Response section of this report.

ANALYSIS AND OPINION

EVIDENCE ANALYSIS (continued)

Evidence Item 44

Item 44 was the "ON Lock Off Report for FRCC." This report is a record from the Fresno CHP Communications Center. The report details the individuals that have signed onto position 63, in the Central Valley TMC, during the period of July 1, 2010, through July 22, 2010. Officer K. Arnold, ID 14985, signed onto position 63 at 0453 hours on July 3, 2010, and did not sign off until sometime after the collision. This provided access to the CAD system by any personnel that had access to the Central Valley TMC during that timeframe. This allowed Witness 35 (Moreno) and Witness 36 (Cervantes) to access the CAD system at the time of the collision.

Evidence Item 45

Item 45 was a compact disc containing DDEC report from Vehicle 2 (MCI). Refer to the Vehicle Factors section of this report.

Evidence Item 46

Item 46 was the search warrant return for the records from the Greyhound issued wireless telephone in possession of Party 2 (Jewett) at the time of the collision, mobile phone number (214) 470-8207. The last mobile phone call made from this mobile wireless phone was July 6, 2010. It was determined, based upon the records, that Party 2 (Jewett) was not utilizing the telephone at the time of the collision.

Evidence Item 47

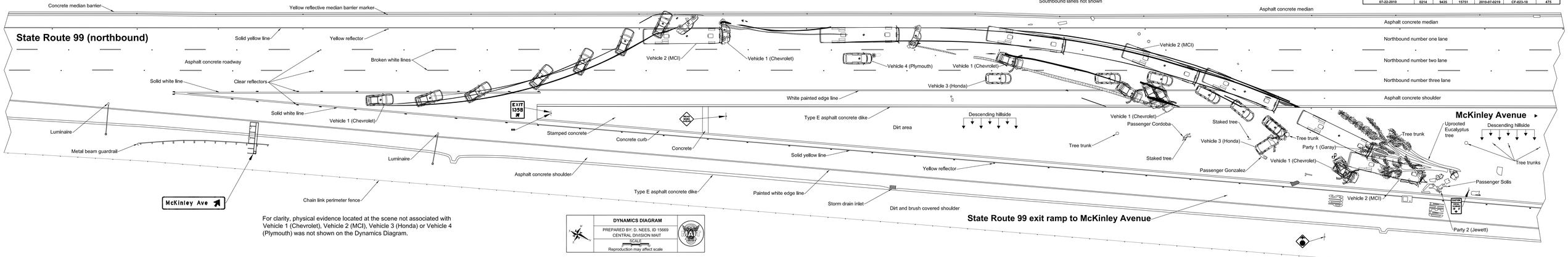
Item 47 was the search warrant return for the records from the personal wireless telephone, evidence item 27, in possession of Party 2 (Jewett) at the time of the collision, mobile phone number (916) 996-7957. The last mobile phone call made from this mobile wireless phone was July 21, 2010, at 1848 hours. It was determined, based upon the records, that Party 2 (Jewett) was not utilizing the telephone at the time of the collision.

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM

CHP 555D (Rev. 9-08) OPI 065 (MAIT use only)

DATE OF COLLISION (MONTH/DAY/YEAR)	TIME (2400)	BEAT	OFFICER I.D.	NUMBER	MAIT CASE NUMBER	PAGE
07-22-2010	0214	9435	15751	2010-07-0219	CF-023-10	4TS



For clarity, physical evidence located at the scene not associated with Vehicle 1 (Chevrolet), Vehicle 2 (MCI), Vehicle 3 (Honda) or Vehicle 4 (Plymouth) was not shown on the Dynamics Diagram.

DYNAMICS DIAGRAM

PREPARED BY: D. NEES, ID 15669
CENTRAL DIVISION MAIT

SCALE
Reproduction may affect scale

ANALYSIS AND OPINION

CALCULATIONS

INTRODUCTION

The following calculations were performed in order to determine the velocity of Vehicle 1 (Chevrolet) at the time it deposited the beginning of physical evidence items 3, 4, and 5 (tire friction marks).

Calculations to determine Vehicle 1's (Chevrolet) speed were based on Uniform Circular Motion, which states that in order to make an object move in a circle, a force must act on it that is directed toward the center of the circle. The force directing the object toward the center of the circle is called centripetal force. In the case of a vehicle driving through a curve, the centripetal force is the friction between the vehicle's tires and the roadway surface. When the friction of the roadway is known (from testing) and the radius the vehicle is traveling is known (from measuring the critical speed scuff marks) the velocity of the vehicle can be calculated.

Physical evidence (tire friction marks) were measured at the collision scene and were plotted to scale on the Physical Evidence and Dynamics Diagrams.

The beginning of physical evidence items 3, 4, and 5 were determined to be critical speed scuff marks based on:

- The darker outside edge of the marks.
- The striations in the marks.
- The curvilinear shape of the marks.
- The heading angle and path of travel of Vehicle 1 (Chevrolet).

The path of travel of the center mass of Vehicle 1 (Chevrolet) was plotted on the Dynamics Diagram as the vehicle's tires deposited the beginning of physical evidence items 3, 4, and 5 until the vehicle's heading angle exceeded 20 degrees. A chord length was measured in reference to the center mass plot from the first vehicle position to the vehicle position just prior to the heading angle reaching 20 degrees. A mid-ordinate was measured perpendicular to the chord's mid point. These lengths were used to calculate the radius of the curve the center mass of Vehicle 1 (Chevrolet) traversed. Friction factors were obtained from field tests conducted at the scene.

ANALYSIS AND OPINION

CALCULATIONS

SYMBOLS AND EQUATIONS

Symbols

C	=	chord (feet)
d	=	distance (feet)
f	=	coefficient of friction (unitless) / drag factor
fps	=	feet per second
g	=	gravity (32.2 feet per second²)
m	=	mid-ordinate (feet)
mph	=	miles per hour
R	=	radius (feet)
V_{fps}	=	velocity (feet per second)
V_{mph}	=	velocity (miles per hour)

Equations

1. Radius of an arc (feet)

$$R = \frac{C^2}{8m} + \frac{m}{2}$$

2. Velocity from critical speed scuff mark (feet per second)

$$V = \sqrt{gRf}$$

3. Drag factor from velocity and distance (unitless)

$$f = \frac{v^2}{2gd}$$

4. Distance from speed and drag factor (feet)

$$d = \frac{v^2}{2gf}$$

ANALYSIS AND OPINION

CALCULATIONS

CALCULATION DATA

Friction Factors

Friction tests for the asphalt concrete roadway of the northbound State Route 99 to the McKinley Avenue exit ramp were conducted utilizing a Verizon VC 3000 performance computer on July 29, 2010, at the scene of the collision by MAIT Investigators Krider and Nees. The roadway was inspected and was determined to be free of any contaminates. The Vericom VC 3000 was installed in a State of California owned 2008 Ford Crown Victoria, vehicle identification number 2FAHP71V48X171869. The vehicle was a marked patrol vehicle outfitted with P235/55R17 Firestone Firehawk GT tires. The tires were inflated to 35 pounds per square inch. All of the tests were conducted on the northbound State Route 99 exit ramp to McKinley Avenue in the direction of the striations that were located in physical evidence items 3, 4, and 5.

A series of nine tests were conducted. The first three tests (tests 1 through 3) were conducted with the anti-lock brake system (ABS) of the test vehicle activated. Tests 4 through 6 were conducted with the ABS of the test vehicle deactivated. Tests 4 through 6 were conducted in the vicinity of the northbound State Route 99 to McKinley Avenue exit ramp. Tests 7 through 9 were conducted with the ABS of the test vehicle deactivated. Tests 7 through 9 were conducted in the travel lanes of northbound State Route 99 south of McKinley Avenue.

The friction values utilized for the analysis of Vehicle 1 (Chevrolet) leaving critical speed scuff marks at physical evidence items 3, 4, and 5 (in the gore area of the northbound State Route 99 exit ramp to McKinley Avenue) were taken from tests 4 through 6 which were conducted in the same vicinity as the physical evidence. Additionally, tests 4 through 6 were utilized because those tests were conducted with the ABS system deactivated which is consistent with the dynamic movement of Vehicle 1 (Chevrolet) as it deposited the marks.

ANALYSIS AND OPINION

CALCULATIONS

CALCULATION DATA

Friction Factors (continued)

The table below illustrates the results of tests 1 through 3:

DATA FROM VERICOM VC 3000						
DATE	TIME	RUN NUMBER	TIME	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
07-29-2010	12:49 p.m.	1	2.78	-0.861	52.535	107.037
07-29-2010	12:56 p.m.	2	2.90	-0.858	54.570	116.282
07-29-2010	01:00 p.m.	3	2.85	-0.875	54.707	115.398

The table below illustrates the results of tests 4 through 6:

DATA FROM VERICOM VC 3000						
DATE	TIME	RUN NUMBER	TIME	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
07-29-2010	01:11 p.m.	4	3.15	-0.674	46.543	108.548
07-29-2010	01:15 p.m.	5	3.27	-0.671	48.116	116.840
07-29-2010	01:20 p.m.	6	3.12	-0.683	46.738	107.414

The table below illustrates the results of tests 7 through 9:

DATA FROM VERICOM VC 3000						
DATE	TIME	RUN NUMBER	TIME	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
07-29-2010	01:33 p.m.	7	3.11	-0.678	46.273	103.466
07-29-2010	01:40 p.m.	8	3.33	-0.676	49.374	120.328
07-29-2010	01:45 p.m.	9	3.10	-0.684	46.537	103.500

Note: The dates and times recorded in the Vericom VC 3000 were not the actual dates and times of the tests. The internal clock for the Vericom VC 3000 was not properly set. The testing was conducted on July 30, 2010, between approximately 0100 hours and 0200 hours.

The results from the friction tests 4 through 6 were averaged. The average friction value for a braking vehicle without ABS on the asphalt concrete roadway for tests 4 through 6 was determined to be 0.676.

$$f = 0.676$$

ANALYSIS AND OPINION

CALCULATIONS

CALCULATION DATA

Radius

Physical evidence items 3, 4, and 5 were measured at the collision scene and were plotted to scale on the Physical Evidence and Dynamics Diagrams. Physical evidence items 3, 4, and 5 were determined to be critical speed scuff marks based upon the darker outside edges, the striations in the tire marks and the curvilinear nature of the tire friction marks.

The path of travel of the center mass of Vehicle 1 (Chevrolet) was plotted on the Dynamics Diagram as the vehicle's tires deposited the beginning of physical evidence items 3, 4, and 5 until the vehicle's heading angle exceeded 20 degrees. A chord length (C) was measured in reference to the center mass plot from the first vehicle position to the vehicle position just prior to the heading angle reaching 20 degrees. A mid-ordinate (m) was measured perpendicular to the chord's mid point. These lengths were used to calculate the radius of the curve the center mass of Vehicle 1 (Chevrolet) traversed.

C = 56.40 feet
m = 1.26 feet

The radius of the arc was calculated using the equation for radius of an arc:

$$R = \frac{C^2}{8m} + \frac{m}{2}$$

$$R = \frac{(56.40)^2}{8(1.26)} + \frac{(1.26)}{2}$$

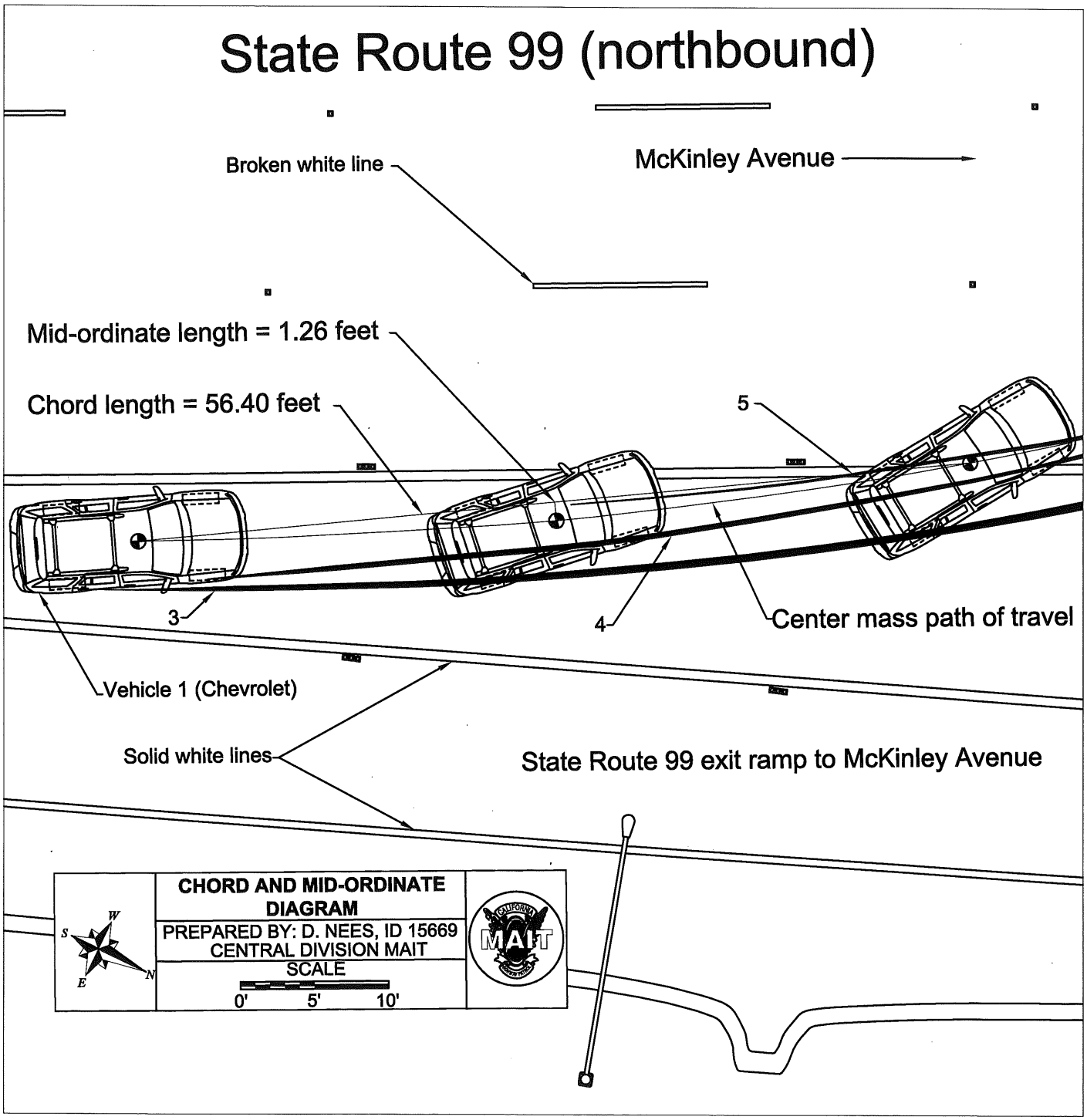
R = 316.20 feet

ANALYSIS AND OPINION

CALCULATIONS

CALCULATION DATA

Radius (continued)



ANALYSIS AND OPINION

CALCULATIONS

CALCULATIONS

Velocity

The velocity of Vehicle 1 (Chevrolet) was calculated using the radius of the arc (316.20 feet) and the coefficient of friction of the roadway (f = 0.676):

$$V = \sqrt{gRf}$$

$$V = \sqrt{(32.2)(316.20)(0.676)}$$

V = 82.96 feet per second

The velocity of Vehicle 1 (Chevrolet) was converted to miles per hour using the unit conversion equation from feet per second to miles per hour:

$$\text{Feet per second} \left(\frac{3{,}600 \text{ seconds/ hour}}{5{,}280 \text{ feet/mile}} \right) = \text{miles per hour}$$

$$82.96 \text{ feet per second} \left(\frac{3{,}600 \text{ seconds/ hour}}{5{,}280 \text{ feet/mile}} \right) = 56.56 \text{ miles per hour}$$

Vehicle 1 (Chevrolet) was traveling at an average speed of approximately 56 miles per hour as it deposited the critical speed scuff marks on the roadway.

ANALYSIS AND OPINION

CALCULATIONS

CALCULATIONS

Velocity (continued)

Vehicle 1's (Chevrolet) Sensing and Diagnostic Module (SDM) recorded the following pre-crash speeds:

SECONDS BEFORE AE	VEHICLE SPEED (MPH)
-5	67
-4	65
-3	62
-2	55
-1	40

The calculated speed of 56 miles per hour is consistent with the SDM imaged pre-crash speeds.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Introduction

Vehicle 1 (Chevrolet) rolled over into the number one lane after the vehicle struck the concrete median barrier. The impact with the concrete median barrier damaged the electrical system which turned off all lamps on the vehicle. Vehicle 1 (Chevrolet) came to rest on its right side, blocking the number one lane of northbound State Route 99 south of McKinley Avenue and was subsequently struck by Vehicle 2 (MCI). The controlled testing was conducted at the scene to determine if Party 2 (Jewett) had the ability to see and recognize the hazard on the roadway in front of him while leaving him enough time that he could react and safely avoid Vehicle 1 (Chevrolet) by stopping Vehicle 2 (MCI).

Witness Statements

The necessity for this controlled testing became apparent after interviewing numerous witnesses from the scene of the collision. From the interviews, it was noted that witnesses who were near Vehicle 1 (Chevrolet) prior to, or during, the initial loss of control and its subsequent impact with the concrete median barrier saw the tail lamps of Vehicle 1 (Chevrolet) as it was losing control; or they saw the brake lamps of vehicles in front of them. Some of these witnesses who observed the collision, Witness 17 (Helmuth), Witness 18 (Harris) and Witness 19 (Thao), pulled over to the east shoulder.

During the investigation there was not a single witness interviewed by MAIT investigators who encountered the collision scene, while driving in the northbound lanes of State Route 99 after Vehicle 1 (Chevrolet) lost its lights and came to rest on its side, who stated they recognized the hazard in the number one lane and could have avoided it without first being alerted to the hazard by another vehicle's brake lights. During the investigation, MAIT investigators did not find any witnesses, without the visual aid of other vehicles slowing, that were driving in the number one lane and saw Vehicle 1 (Chevrolet) blocking the lane who either changed lanes or braked to come to a stop to avoid the hazard. Witness 20 (Coupland), the taxi driver who was in the number three lane just ahead of Vehicle 2 (MCI), stated he suddenly saw Vehicle 1 (Chevrolet) when it was two car lengths ahead of him and the driver of Vehicle 2 (MCI) would not have had time to brake before impact. Based on the witness statements, it appeared Vehicle 1 (Chevrolet) was too difficult to see at its point of rest and would not be something a driver would be able to perceive early enough to leave time to react and avoid a collision.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Environmental Factors

The layout of the roadway was considered while evaluating the visibility issues in this case. State Route 99 northbound, south of the scene of the collision has numerous horizontal and vertical curves as the freeway traverses the city of Fresno (as detailed in the environmental section of this report). The horizontal curve nearest the collision scene was a right hand curve for northbound State Route 99 between Belmont Avenue and Olive Avenue. The nearest vertical curve (or hill) while approaching the collision scene was at the Olive Avenue overcrossing, where the freeway dips down below Olive Avenue. The dimensions of the vertical curves as a vehicle travels northbound on State Route 99, approaching the collision scene, are the following: the roadway follows an 800 foot long vertical sag curve that goes under the Olive Avenue overcrossing, then the roadway goes into an 800 foot long vertical crest curve, then a 350 foot long vertical tangent section (uphill), and is in a 400 foot long vertical sag curve where Vehicle 1 (Chevrolet) struck the median barrier. These horizontal and vertical curves made it so motorists traveling northbound on State Route 99 south of the scene of the collision, near Olive Avenue, wouldn't have the opportunity to see Vehicle 1 (Chevrolet) during the initial collision or the brake lights from vehicles south of McKinley Avenue slowing or pulling over to the shoulder in response to Vehicle 1's (Chevrolet) collision. Only the motorists near the immediate area of the collision would be able to view the impact. The visibility for northbound traffic on State Route 99 was within requirements per Caltrans and for highway design, however due to the topography and layout of the freeway it did not give drivers unlimited sight distance as they drove northbound on State Route 99 south of the scene of the collision.

North of the collision scene, at the McKinley Avenue undercrossing State Route 99 rises to go over McKinley Avenue. This rise and fall in the roadway made the headlamps of vehicles traveling southbound on State Route 99 over the McKinley Avenue undercrossing visible to northbound drivers. When the freeway is flat, the 3.0 foot high concrete median barrier blocks most of the headlamp glare from the opposing side of the freeway. Drivers traveling northbound on State Route 99 south of McKinley Avenue had their vision affected by the glare of the headlamps from southbound traffic as southbound traffic went over the McKinley Avenue undercrossing. Headlamp glare can hinder a motorist's vision (it can impair the capability of the eye to perceive small changes in contrast), however people driving on two lane roads have their vision obscured by oncoming traffic headlamps during darkness on a nightly basis. Driving on northbound State Route 99, a driver could still see the tail lamps or brake lamps of a vehicle ahead of them regardless of the headlamp glare from southbound traffic. Where the southbound headlamps made a difference was in the ability of a driver traveling northbound State Route 99 south of McKinley Avenue to see a dark unreflective object against a dark background.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Roadway Hazard

To better understand the sight distance available to Party 2 (Jewett) in reference to being able to discern Vehicle 1 (Chevrolet) as it sat as a hazard in the roadway, controlled testing was conducted at the scene under similar conditions.

The first step in the controlled testing was to determine the point of rest location of Vehicle 1 (Chevrolet) after the rollover and the vehicle's orientation to northbound traffic prior to being struck by Vehicle 2 (MCI). Based on the dynamics analysis, the damage to the undercarriage of Vehicle 1 (Chevrolet), the statement of Witness 18 (Harris) and the physical evidence at the scene, it was determined Vehicle 1 (Chevrolet) was positioned on its right side, with the undercarriage of the vehicle facing the number one lane of northbound State Route 99, 906 feet south of the south edge of McKinley Avenue as measured along the east edge line of northbound State Route 99. Based on the frontal damage from the impact with the median barrier, the damage to the battery and electrical system, the lamp analysis on Vehicle 1 (Chevrolet), and from witness statements (they did not see any vehicle lights) it was determined that the lights on Vehicle 1 (Chevrolet) were not functioning at the vehicle's point of rest after the rollover. Due to the orientation of Vehicle 1 (Chevrolet) to northbound traffic (with the undercarriage facing approaching vehicles) none of the vehicle's front, side or rear reflectors were in a position to reflect light from approaching headlamps.

During the investigation, Vehicle 1 (Chevrolet) was kept in evidence. For the controlled testing the vehicle was towed to the scene and placed into its original point of rest position (on its right side facing west in the number 1 lane). Vehicle 1 (Chevrolet) was taken to the scene by Action Towing & Dive Team and placed into position (906 feet south of the McKinley Avenue under crossing) under the direction of Central Division MAIT. This position was verified as the correct location of Vehicle 1 (Chevrolet) by Witness 18 (Harris) who was present during the controlled testing.

Lighting

Once the location of Vehicle 1 (Chevrolet) at its initial point of rest was determined, the location and effect of the environmental lighting was analyzed. All of the roadway lighting at the scene of the collision was functional on the night of the collision. The nearest luminaire (in place for the exit ramp for McKinley Avenue) was on the east shoulder of northbound State Route 99, 172 feet southeast of the point of rest of Vehicle 1 (Chevrolet). The point of rest position of Vehicle 1 (Chevrolet) was beyond the sphere of influence of the nearest luminaire.

The night/morning of the controlled testing, October 19/20. 2010, the luminaires on State Route 99 were functioning the same as they were at the time of the collision.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Weather and Moon

The initial collision occurred at 0214 hours on a weekday (Thursday morning) during the hours of darkness. The sky was clear with visibility greater than 10 miles. Ninety percent of the Moon's disk was visible. The air temperature was at 70 degrees Fahrenheit. Testing was conducted on the night/morning of October 19/20, 2010, a weekday (Tuesday night/Wednesday morning), with similar lighting, moon and weather conditions. The moon's disk was ninety percent visible, the skies were clear and the weather was similar.

Traffic Patterns

For the controlled testing, traffic for northbound State Route 99 was diverted off at Olive Avenue for the safety of the motoring public and the personnel conducting the test. Traffic for southbound State Route 99 was left open, so the headlamps of moving southbound vehicles would be similar and as random as they were on the weekday night/morning of the collision.

Parked Vehicles

Based on the witness statements, in order to create a similar setting, three vehicles were parked at the scene with their headlamps on or off based on the witness' recollection of how they parked their vehicles. Witness 18 (Harris) brought his vehicle, a 2001 Mercedes-Benz 430S, to the scene the night of the controlled testing and parked it in the same location he did the night of the collision. He parked on the right shoulder of the McKinley Avenue exit ramp approximately a quarter of the way down the ramp, north of the point of rest of Vehicle 1 (Chevrolet). Witness 18 (Harris) parked with his vehicle's headlamps activated. While Witness 18 (Harris) was at the scene for the controlled testing he was asked if he thought Central Division MAIT placed Vehicle 1 (Chevrolet) at the correct location and in the correct orientation. Witness 18 (Harris) indicated MAIT had placed the vehicle exactly where it was prior to Vehicle 2 (MCI) colliding with it. He also indicated MAIT placed the other witness vehicles in their correct locations.

Witness 17 (Helmuth) stated his sport utility vehicle, a 2004 Buick Rendezvous, was parked with its lights off on the right shoulder of the McKinley Avenue exit ramp. Central Division MAIT parked a 2002 white Dodge Caravan with its lights off behind the 2001 Mercedes-Benz 430S of Witness 18 (Harris). Witness 19 (Thao) stated that he parked his mid-sized sedan, a 1998 Chevrolet Cavalier, on the right shoulder of State Route 99 just south of the McKinley Avenue undercrossing with its lights on, 30 yards north of the point of rest of Vehicle 1 (Chevrolet). Central Division MAIT parked a mid-sized sedan, a 2007 Dodge Charger, with its lights on at the same location.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Vehicle 2 (MCI) Exemplar Test Vehicles

The night of the collision, Party 2 (Jewett) was driving Vehicle 2 (MCI), a 2006 MCI D4505 motor coach owned by Greyhound Lines, Incorporated. For the controlled testing, Greyhound Lines, Incorporated, did not supply an exemplar bus. Central Division MAIT acquired two coaches from Golden Eagle Charter, Incorporated, in Fresno, California.

Golden Eagle Charter, Incorporated
4133 West Alamos Avenue
Fresno, California 93722
(559) 275-2910

The first coach utilized was a 2002 MCI G4500 (Golden Eagle Charter Coach #24), which had the same driver's seat, windshield and headlamp configuration as Vehicle 2 (MCI). The headlamps were inspected prior to the test and were found in working order. During the testing, this bus was used to transport a number of test subjects northbound on State Route 99 so MAIT could measure the location where the test subjects could recognize a hazard in the road ahead, that hazard being Vehicle 1 (Chevrolet) blocking the number one lane. A bus operator with a commercial driver's license, Golden Eagle Charter, Incorporated, employee Mr. Sergio Barrera, was utilized to drive the bus northbound on State Route 99 for the first portion of the controlled testing.

For the secondary portion of the controlled testing, a 1999 MCI J4500 (Golden Eagle Charter Bus #20) was utilized for the stopping distance testing. This bus had the same engine (Detroit 60 Series), braking system (Meritor WABCO Air Actuated ABS disc brakes) and number 3 axle configuration (self-steering tag axle) as Vehicle 2 (MCI). Prior to the braking tests, the braking system and tires of the test bus were inspected and found to be in good working order. The only major difference between the MCI J4500 and Vehicle 2 (MCI) was the transmission. The MCI J4500 supplied by Golden Eagle Charter, Incorporated, was equipped with an Allison B500-R transmission while Vehicle 2 (MCI) had an Allison B500. The Allison B500-R was equipped with a transmission retarder which had different settings, zero (off) through 5 (maximum retarding), that could be used to slow the vehicle. The transmission retarder could be turned off, solely utilizing the vehicle's brakes to stop, which would be similar to Vehicle 2 (MCI) which was not equipped with this optional transmission feature.

During the mechanical inspection of Vehicle 2 (MCI) the right inboard brake pad of axle 2 was located by MAIT investigators with portions of the friction material cracked and another portion of the same pad separated from the backing plate. The cracked pad was determined to be a preexisting condition of Vehicle 2 (MCI) and was a violation of California Vehicle Code section 26453 (Condition of Brakes). However, due to the design of the disc brakes, when the brakes were applied and the brake calipers squeezed the brake pads onto the spinning rotors, the brake pad's friction material, even while cracked and/or separated from the backing plate would press against the spinning rotor and slow the moving vehicle. For this reason, MAIT investigators did not try to reproduce the cracked brake pad on the test vehicle. The cracked pad should not have significantly changed the overall stopping distance of Vehicle 2 (MCI).

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Vehicle 2 (MCI) Exemplar Test Vehicles (continued)

The driver of the bus for the braking tests was Golden Eagle Charter, Incorporated, employee Mr. Walter Meeks. Mr. Meeks had seven years experience operating commercial vehicles (five years with 18 wheelers and 2 years with buses).

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

First Point of Perception Distance

Ten test subjects traveled northbound State Route 99 south of McKinley Avenue in the 2002 MCI G4500 to determine when they could see the hazard blocking the number one lane. Sergeant Krider proctored the tests. The first test subject was the driver of the bus, Mr. Barrera. He drove the bus with its low beam headlamps illuminated. The low beam headlamps were utilized based on the statement of Witness 20 (Coupland). During the controlled test Mr. Barrera drove the bus at less than 10 miles per hour. This low speed was utilized to minimize the distance traveled during the time of the perception/response of the test subject and the length of the stopping distance of the bus during the test. Since the test subjects knew they were nearing a hazard on the roadway, the perception/response time would be quicker than a driver responding to an unknown and unexpected stimulus. The test driver drove with his foot covering the brake pedal to minimize the overall response and stopping distance.

While driving northbound on State Route 99, once Mr. Barrera recognized the number one lane was blocked by Vehicle 1 (Chevrolet) he stopped the bus. The distance from the front of the stopped bus to the undercarriage of Vehicle 1 (Chevrolet) was measured with a DigiRoller™ Plus II digital measuring wheel at 311 feet. After Mr. Barrera completed his test and the distance was measured, the bus was moved south of the scene again and nine more test subjects took the same test. Due to the bus requiring a commercial driver's license to operate, Mr. Barrera continued to drive the bus. The remaining test subjects rode on the bus in the seat just behind the driver. The test takers were instructed to position their head at the same level as the driver to attempt to get the same point of view as the driver during the test. Sergeant Krider proctored all ten tests and explained to the test subjects that they were to tell Mr. Barrera to stop the bus immediately after they recognized a hazard in the roadway. From those ten tests the following data was obtained:

TEST	NAME	AGE	CORRECTIVE LENSES	SOUTHBOUND TRAFFIC VOLUME	DISTANCE
1	Mr. S. Barrera	44	No	Medium	311 feet
2	Investigator J. Lawson	50	No	Light	310 feet
3	Investigator D. Nees	36	No	Heavy	234 feet
4	Mr. W. Meeks	48	Yes	Light	425 feet
5	Officer B. Boss	48	No	Medium	361 feet
6	Officer S. Esmay	41	No	None	616 feet
7	Officer D. Alvarado	41	No	None	476 feet
8	Officer J. Watson	39	No	Medium	338 feet
9	Captain N. Norton	49	No	Medium	528 feet
10	Investigator J. Kolter	47	Yes	Heavy	247 feet

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

First Point of Perception Distance (continued)

The ten distances from the test were averaged with the mean distance being 384.6 feet.

$$\frac{311+310+234+425+361+616+476+338+528+247}{10} = 384.6 \text{ feet}$$

Analysis of First Point of Perception Location

During the testing Sergeant Krider, who was on the motor coach for each test, noticed that the test subjects which had the bus stop the shortest distance from the hazard were affected by headlamps from heavier southbound traffic. The test subjects that had the bus stop farther from the hazard didn't have as much southbound traffic during their test (less headlamp glare affecting their vision) and were able to discern the hazard from a greater distance. When southbound traffic was light, the subjects observed Vehicle 1 (Chevrolet) sooner than those whose eyesight was affected by heavy southbound traffic. Southbound traffic was left open and was random, and thus the test results were as random as the traffic. Each test subject utilized their own terms but all of them described Vehicle 1 (Chevrolet) as essentially "difficult to see."

It is recognized that the distances where the bus actually stopped during the test would be less than the distance where the test subject first recognized the hazard due to the response time for Mr. Barrera to hear to the command to stop the bus and for him to depress the brake pedal (approximately 0.75 seconds, 11 feet), plus the bus's stopping distance from approximately 10 miles per hour (approximately 8 feet). This approximate 19 foot distance (which would be covered in less than two tenths of a second by a vehicle traveling at 65 miles per hour) was considered negligible to the overall calculation to determine if the collision was avoidable. This was due to the fact that each test subject was riding on the bus completely focused on the number one lane waiting to recognize something dark in the roadway that was blocking the lane. Therefore, the test subjects would see the object, as they were expecting too, sooner than the driver of a vehicle who had a reasonable expectation that the freeway was clear and that anything in the roadway would have brake lamps, tail lamps, and reflectors visible, which Vehicle 1 (Chevrolet) did not have at its point of rest configuration to northbound traffic.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Analysis of First Point of Perception Location (continued)

The biggest difference between the controlled test and the real life situation would be the expectancy. A cautious driver should always be aware of the roadway ahead of him or her, but a person expecting a hazard to appear (the situation given to the test subjects) versus a person being surprised by a difficult to recognize hazard on a freeway would have different locations for their first point of perception. The opinion is that the test subjects saw Vehicle 1 (Chevrolet) sooner than Party 2 (Jewett) or Witness 20 (Coupland) due to Party 2 (Jewett) and Witness 20 (Coupland) having a lack of expectancy. Additionally, a driver traveling on the freeway who observes the tail lamps or rear red reflectors of three vehicles parked on the shoulder will divert their eyesight and attention to the right shoulder where the vehicles are parked. The dark hazard was in the number one lane, while the lighted parked cars were on the shoulder possibly momentarily diverting the eyesight of Party 2 (Jewett) as he approached the scene of the collision.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Vehicle Speed

Due to the complex nature of this collision the exact pre-impact speed of Vehicle 2 (MCI) was unable to be determined. A number of factors were investigated to determine what the speed of Vehicle 2 (MCI) was at the time of the crash. The speed limit on northbound State Route 99 at the scene of the collision is 65 miles per hour.

Witness 19 (Thao), who witnessed Vehicle 2 (MCI) collide with Vehicle 1 (Chevrolet), saw Vehicle 2 (MCI) approach the area of impact and estimated the speed of Vehicle 2 (MCI) at 65 miles per hour. Witness 20 (Coupland) stated his vehicle's cruise control was set at 65 and he estimated the speed of Vehicle 2 (MCI), which was behind him, at no more than 70 miles per hour. Passengers Gibson, Stewart, Long and Valdez, who were riding in Vehicle 2 (MCI) estimated the speed of the bus between 50 and 70 miles per hour. Passenger Gee stated the bus was traveling at 85-90 miles per hour. Passenger Mazur estimated 75-80 miles per hour and Passenger Ponce estimated 80 miles per hour. Passenger Jandi stated he stood up and stood in the aisle of the bus and looked at the speedometer which read 75-80 miles per hour. Passenger Jandi also said he was standing in the aisle near the driver at the time of the impacts, which was unlikely due to the fact the occupants who were seated in the front of the bus were severely injured or sustained fatal injuries, including Party 2 (Jewett) who was wearing a seatbelt. Without being seated on the bus Passenger Jandi would not have benefited from the compartmentalization (the movement of an occupant of a bus being restrained by the back of a seat in front of them) and most likely would have been ejected and seriously injured from the two frontal collisions Vehicle 2 (MCI) endured. Passenger Jandi stated that he was ejected. Passenger Jandi only suffered minor injuries from the collision, therefore his claim that he was standing and viewing the speedometer at the time of the collision is questionable.

The Detroit Diesel 60 DDEC® V Engine Control Unit was accessed on the day of the collision by MAIT investigators in conjunction with Mr. Thomas F. Fugger, Jr., P.E., of Accident Research and Biomechanics, Incorporated. From the printed Detroit Diesel Electronic Control Reports – Last Stop Record from Vehicle 2 (MCI), the pre-impact speed of Vehicle 2 (MCI) was reported to be between 36.5 miles per hour (1 minute 17 seconds prior to collision) and 2 miles per hour (1 second prior to the collision). The data retrieved from the DDEC® was inconsistent with statements and evidence at the scene, and therefore could not be relied upon for a pre-impact speed of Vehicle 2 (MCI). Witness 22 (Ross) and Witness 31 (Traylor) both indicated that all Greyhound buses have a speed limiter set at 68 miles per hour. The DDEC® report indicated the vehicle set speed limit was "N/A" for not being set. Additionally, the Detroit Diesel Electronic Control Reports revealed that Vehicle 2 (MCI) had been driven at speeds higher than 65 miles per hour on previous dates (79 miles per hour on July 7, 2010, 88 miles per hour on June 26, 2010, and 97 miles per hour on August 11, 2006). The log books from Party 2 (Jewett) indicated he had not driven Vehicle 2 (MCI) prior to the date of the collision. Therefore, there was no evidence from the DDEC® report that Party 2 (Jewett) had been driving over the speed limit in Vehicle 2 (MCI).

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Vehicle Speed (continued)

The post impact evidence at the scene (tire friction marks, positions of rest of the involved vehicles) did not indicate a speed for Vehicle 2 (MCI) that was grossly over the speed limit. Party 2 (Jewett), had an exemplary driving record with no record of citations for moving violations.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Vehicle Speed (continued)

Based on the evidence, a pre-impact vehicle speed of 65 miles per hour (the speed limit) was utilized for calculating the perception/response distance for the purposes of the testing.

Perception/Response Distance

Based on data from the book written by Paul L. Olsen and Eugene Farber, *Forensic Aspects of Driver Perception and Response,* a time of 1.5 seconds was utilized for perception/response. This time is an average for drivers intersecting with an unexpected standard emergency situation during daylight hours, once they have reached the first point of perception (they can see the hazard), to evaluate what the hazard is, make a decision to react and to begin that reaction (move their foot and begin to depress the brake pedal). The 1.5 seconds would be the shortest time considered for this event due to the complexity of the perception and decision making time for this collision. Due to the difficulty to discern Vehicle 1 (Chevrolet) because of a lack of contrast of the vehicle to its background, the lack of expectancy for a driver to encounter a dark object on the freeway, the fact that this collision occurred at night, and the probability of Party 2 (Jewett) looking at the parked vehicles on the shoulder, this was not a standard emergency situation. This was a complex situation which would involve a longer perception and decision making process. This extended amount of time (2.5 to 3.0 seconds according to the book *Forensic Aspects of Driver Perception and Response*) would create a longer perception/response distance thus shortening the available stopping distance.

The distance a vehicle would travel at freeway speeds during the minimum 1.5 seconds of perception/response time was calculated.

First miles per hour would need to be converted to feet per second.

$$\text{Feet per second} \left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}} \right) = \text{miles per hour}$$

$$65 \text{ miles per hour} \left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}} \right) = 95.33 \text{ feet per second}$$

A vehicle traveling 65 miles per hour would be traveling 95.33 feet per second.

Speed x time = distance

95.33 feet per second x 1.5 seconds = 143.00 feet

A vehicle traveling at 95.33 feet per second for the 1.5 seconds of minimum perception/response time would travel 143.00 feet.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Available Stopping Distance

In order to determine if there was enough distance for Vehicle 2 (MCI) to come to a stop prior to colliding with Vehicle 1 (Chevrolet) the available stopping distance for Vehicle 2 (MCI) was calculated. To determine the available stopping distance, the location of the average first point of perception for Party 2 (Jewett) was utilized, 384.6 feet south of the initial point of rest of Vehicle 1 (Chevrolet). Then the distance Vehicle 2 (MCI) would travel at the speed limit during the 1.5 seconds of minimum perception/response for Party 2 (Jewett) was used, 143.00 feet. Subtracting the 143.00 feet traveled during perception/response from the distance between the average first point of perception for Party 2 (Jewett) and Vehicle 1 (Chevrolet) at its initial point of rest, 384.6 feet, would provide the distance available for Vehicle 2 (MCI) to come to a stop.

384.6 feet - 143.00 feet = 241.6 feet

It was determined that Vehicle 2 (MCI) only had 241.6 feet for the vehicle to come to a stop. The next portion of the testing was to determine if Vehicle 2 (MCI), while traveling at 65 miles per hour, could stop within 241.6 feet.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Stopping Distance

For the stopping distance tests, two cones were placed adjacent to the number two lane of State Route 99 northbound, 241.6 feet south of the initial point of rest of Vehicle 1 (Chevrolet). These two cones represented the end of the perception/response distance traveled for Party 2 (Jewett) and the beginning of braking. On the night of the collision any actual braking by Vehicle 2 (MCI) would have occurred in the number one lane; however, the tests were conducted in the number two lane for safety (center of the three lanes, a good distance away from the concrete median barrier and shoulder). For additional safety, Vehicle 1 (Chevrolet) was removed from the scene and placed back into evidence. The surface of the roadway was unchanged from the date of the collision to the date of the controlled testing (Caltrans had not resurfaced the roadway).

The second bus used for testing (Golden Eagle Charter Bus #20) had the same engine, brake system (ABS air disc brakes), and rear tag axle as Vehicle 2 (MCI). MAIT investigators performed a mechanical inspection on the brakes, wheels and tires of the test vehicle. The vehicle was found to be in proper working order. The vehicle was driven by Golden Eagle Charter, Incorporated, employee, Mr. Walter Meeks. A Vericom VC 3000 accelerometer was attached to the interior of the front windshield of the bus, which was utilized to measure stopping distances and acceleration. Acceleration can be positive (increasing speed) or negative (slowing down). The acceleration measured by the Vericom VC 3000 for these tests was negative acceleration.

To ensure the suspension system on the MCI did not cause any erroneous data for the Vericom VC 3000 a secondary method was also utilized to determine the stopping distance and acceleration for the test vehicle. A bumper gun was attached to the front bumper of the test vehicle. The bumper gun was wired to a pressure switch on the brake pedal and would shoot a small piece of chalk onto the ground when the driver's foot touched the brake pedal. This would help MAIT investigators know where the bus was located when the test driver first applied the brakes. A hand held radar unit was used (Stalker II unit number 137622 by Officer S. Esmay, ID 13265) to measure the speed of the bus during the test. A DigiRoller™ Plus II digital measuring wheel was utilized to measure the distance between the chalk on the ground from the bumper gun and the stopped position of the test vehicle. The two measuring methodologies would be compared during the tests to ensure consistency.

Mr. Meeks backed up the test vehicle as far as possible (limited by the freeway traffic which was being diverted off of northbound State Route 99 at Olive Avenue for the controlled testing). Mr. Meeks accelerated the test vehicle at its maximum capability. When he neared the two cones placed on the roadway, he applied the service brakes of the test vehicle as hard as possible. Due to the limited acceleration distance available, the test vehicle was only able to attain approximately 60 miles per hour for the tests. Since Vehicle 2 (MCI) was not equipped with an Allison B500-R transmission with a transmission retarder, the first three tests were conducted with the transmission retarder set at zero (the transmission retarder had 6 settings, from "0" to "5").

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Stopping Distance (continued)

TEST 1

DATA FROM VERICOM VC 3000						
DATE	TIME	TEST #	SECONDS	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
10/20/2010	02:26 a.m.	1	6.29	-0.429	59.25	253.97

Drag factor for MCI motor coach = 0.429

DATA FROM BUMPER GUN / MEASUREMENTS / RADAR / CALCULATION		
MEASURED DISTANCE (FEET)	SPEED FROM RADAR (MPH)	CALCULATED ACCELERATION (GRAVITY)
289	61	-0.43

The equation to convert miles per hour to feet per second:

$$\text{Miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = \text{feet per second}$$

$$61 \text{ miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = 89.47 \text{ feet per second}$$

The equation to calculate acceleration when velocity and distance are known:

$$f = \frac{v^2}{2gd}$$

Where: f = friction (unitless) – acceleration (drag factor)
d = distance (feet)
g = gravity (32.2 feet per second^2)
v = velocity (feet per second)

$$f = \frac{(89.47)^2}{2(32.2)(289)}$$

$$f = 0.43$$

The acceleration measured from the Vericom VC 3000 was 0.429 g's, and the acceleration calculated from the bumper gun and radar testing was 0.43 g's. The two methods correlated and it was determined to be a good test.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Stopping Distance (continued)

TEST 2

DATA FROM VERICOM VC 3000						
DATE	TIME	TEST #	SECONDS	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
10/20/2010	02:40 a.m.	2	6.69	-0.394	57.86	276.66

Drag factor for MCI motor coach = 0.394

DATA FROM BUMPER GUN / MEASUREMENTS / RADAR / CALCULATION		
MEASURED DISTANCE (FEET)	SPEED FROM RADAR (MPH)	CALCULATED ACCELERATION (GRAVITY)
316	60	-0.38

The equation to convert miles per hour to feet per second:

$$\text{Miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = \text{feet per second}$$

$$60 \text{ miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = 88.00 \text{ feet per second}$$

The equation to calculate acceleration when velocity and distance are known:

$$f = \frac{v^2}{2gd}$$

Where: f = friction (unitless) –acceleration (drag factor)
d = distance (feet)
g = gravity (32.2 feet per second^2)
v = velocity (feet per second)

$$f = \frac{(88.00)^2}{2(32.2)(316)}$$

$$f = 0.38$$

The acceleration measured from the Vericom VC 3000 was 0.394 g's, and the acceleration calculated from the bumper gun and radar testing was 0.38 g's. The two methods correlated and it was determined to be a good test.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Stopping Distance (continued)

TEST 3

DATA FROM VERICOM VC 3000						
DATE	TIME	TEST #	SECONDS	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
10/20/2010	02:50 a.m.	3	5.61	-0.473	58.26	234.53

Drag factor for MCI motor coach = 0.473

DATA FROM BUMPER GUN / MEASUREMENTS / RADAR / CALCULATION		
MEASURED DISTANCE (FEET)	SPEED FROM RADAR (MPH)	CALCULATED ACCELERATION (GRAVITY)
268	61	-0.46

The equation to convert miles per hour to feet per second:

$$\text{Miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = \text{feet per second}$$

$$61 \text{ miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = 89.47 \text{ feet per second}$$

The equation to calculate acceleration when velocity and distance are known:

$$f = \frac{v^2}{2gd}$$

Where: f = friction (unitless) –acceleration (drag factor)
d = distance (feet)
g = gravity (32.2 feet per second^2)
v = velocity (feet per second)

$$f = \frac{(89.47)^2}{2(32.2)(268)}$$

$$f = 0.46$$

The acceleration measured from the Vericom VC 3000 was 0.473 g's, and the acceleration calculated from the bumper gun and radar testing was 0.46 g's. The two methods correlated and it was determined to be a good test.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Stopping Distance (continued)

AVERAGES

The average acceleration from the three tests using the data from the Vericom VC 3000 was 0.432 g's.

$$\frac{0.429 + 0.394 + 0.473}{3} = 0.432$$

The average acceleration calculated from the three tests using the bumper gun and radar was 0.42 g's.

$$\frac{0.43 + 0.38 + 0.46}{3} = 0.42$$

The two different values obtained from the two different methods of measuring accelerations were nearly identical from the testing. Due to the fact that the radar gun display rounds the mile per hour reading to a whole number, the Vericom VC 3000 data was determined to be a more accurate method for measuring drag factor during these tests. Therefore the average Vericom VC 3000 drag factor of 0.432 g's was utilized for the next calculation.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING

Stopping Distance (continued)

The following calculations were made to determine the stopping distance for the bus traveling at 65 miles per hour (utilizing the average drag factor measured from Vericom VC 3000 tests 1 through 3) using ABS air disc brakes ($f = 0.432$).

The equation to convert miles per hour to feet per second:

$$\text{Miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = \text{feet per second}$$

$$65 \text{ miles per hour}\left(\frac{5{,}280 \text{ feet/mile}}{3{,}600 \text{ seconds/hour}}\right) = 95.33 \text{ feet per second}$$

The equation utilized to calculate the stopping distance when the speed and acceleration are known:

$$d = \frac{v^2}{2gf}$$

Where: f = friction (unitless) –acceleration (drag factor)
d = distance (feet)
g = gravity (32.2 feet per second^2)
v = velocity (feet per second)

$$d = \frac{(95.33)^2}{2(32.2)(0.432)}$$

$$d = 326.66 \text{ feet}$$

Based on the above calculation, Vehicle 2 (MCI) at a speed of 65 miles per hour, at the scene of the collision, with the beginning of braking starting 241.6 feet south of the initial point of rest of Vehicle 1 (Chevrolet), Vehicle 2 (MCI), using ABS braking, required a distance of 326.66 feet to stop.

The fact that it would take 326.66 feet to stop Vehicle 2 (MCI) traveling the speed limit, with only 241.6 feet of available stopping distance after perception/response, indicated this was an unavoidable collision.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Stopping Distance (continued)

To determine if an Allison Transmission retarder would make any difference in the overall stopping distance three additional brake tests were conducted at the scene with the Allison transmission retarder set at the highest setting (5).

DATA FROM VERICOM VC 3000						
DATE	TIME	TEST #	SECONDS	ACCELERATION (GRAVITY)	SPEED (MPH)	DISTANCE (FEET)
10/20/2010	03:00 a.m.	4	4.47	-0.600	58.83	190.70
10/20/2010	03:09 a.m.	5	4.70	-0.576	59.43	201.43
10/20/2010	03:16 a.m.	6	4.18	-0.654	59.92	184.63

The data acquired from the bumper gun/radar/measurement method indicated all three tests were consistent.

$$\frac{0.600 + 0.576 + 0.654}{3} = 0.610$$

The average acceleration from the three tests using the data from the Vericom VC 3000 was 0.610.

The testing revealed that with an Allison transmission retarder set at the maximum level the overall braking distance was shortened for the test vehicle. However, due to the fact Vehicle 2 (MCI) was not equipped with an Allison transmission retarder the last three tests and the associated acceleration values obtained were not used for this investigation.

Instead of an Allison transmission retarder, Vehicle 2 (MCI) was equipped with a Jacobs Vehicle Equipment Company Engine Brake, otherwise known as a "Jake Brake" (the test vehicle did not have this system). The engine braking system was controlled by a three position rocker switch on the dash. The system could be set to the first position (turned off), set to the second position (to retard two engine cylinders) or set to the third position (to retard all six engine cylinders). The "Jake Brake" could be utilized by drivers to decelerate the bus with the engine instead of using the vehicle's service brakes. This is generally utilized while driving down a negative grade.

Due to the severe damage to the front of Vehicle 2 (MCI), MAIT investigators were unable to determine if the "Jake Brake" was powered on or what setting the engine brake was set to during the collision (off, one or two). Additionally, if Party 2 (Jewett) had set the cruise control, it would have disengaged the engine brake regardless of the engine brake power or settings. Due to the severe damage to the front of Vehicle 2 (MCI), MAIT investigators were unable to determine if the cruise control was set at the time of the collision.

ANALYSIS AND OPINION

CONTROLLED TESTING

PERCEPTION/RESPONSE AND STOPPING DISTANCE CONTROLLED TESTING (continued)

Stopping Distance (continued)

Witness 32 (Hansen), a ten year veteran Greyhound bus driver, indicated Greyhound drivers were instructed to turn the "Jake Brake" system off when it was not needed. Mr. Hansen stated while driving on northbound State Route 99 in the area of the collision, he would not have the "Jake Brake" activated.

During the testing Sergeant Krider spoke with Mr. Meeks, the Golden Eagle Charter, Incorporated, employee who drove during the stopping distance brake tests, about the use of engine braking. Mr. Meeks indicated he would not use a "Jake Brake" or a transmission retarder (depending on how a bus is equipped) while driving on northbound State Route 99. Mr. Meeks related that if he was to let his foot off of the accelerator pedal, the engine brake would jar the passengers. Mr. Meeks stated when he drives an MCI bus on a relatively flat roadway like State Route 99 he will have the engine brake off to give the passengers a smoother ride.

Based on the layout of the scene and the statements of bus drivers it was determined that Party 2 (Jewett) would not have had the "Jake Brake" activated when he was driving northbound on State Route 99 just south of the collision scene. Therefore, no additional controlled testing was needed and the drag factor values obtained from the first three tests were appropriate to determine that there was insufficient distance to perceive/respond and stop Vehicle 2 (MCI) from colliding with Vehicle 1 (Chevrolet) on the night of the collision.

Conclusions

Based on the witness statements, the layout of the roadway, the mechanical inspection on Vehicle 2 (MCI), the damage to the involved vehicles, the position of rest of Vehicle 1 (Chevrolet), the lighting conditions, the complexity of the perception/response scenario and the calculations, it was determined that the collision between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) was unavoidable.

ANALYSIS AND OPINION

RESPONSE

INTRODUCTION

The following narrative is an analysis of the response to this incident by the Fresno Area CHP's patrol officers, the Fresno Communications Center (FCC) personnel and the Central Valley Traffic Management Center (TMC) personnel. To forensically determine the flow of information beginning with a witness reporting an incident until the arrival of a patrol officer on scene involved an inspection of the data recorded by the Computer Aided Dispatch (CAD) system, and recordings of telephone calls and radio transmissions by the Voice Print audio logging system.

Fresno Communications Center (FCC) Staffing

The FCC personnel on-duty in the communications center from 1800 hours, on July 21, 2010, to 0600 hours, on July 22, 2010, are shown in the table below.

NAME	ID NUMBER	POSITION NUMBER	DESCRIPTION
Joanna Amador	A13887	7	Service Desk Operator [1]
Jennifer Re	A14814	6	Radio Dispatcher (Silver)
Jill Lozano	A14294	9 and 5	Service Desk Operator and Radio Dispatcher (Pink) [2]
Debra Tommila	A14125	8	Service Desk Operator
Tara Santos	A11457	4	Service Desk Trainer
Sonia Swank	A15398	4	Service Desk Trainee
Dara Pirozzi	A15187	7	Service Desk Operator
Sara Barcus	A15155	3	Service Desk Operator [3]

[1] Ms. Amador worked at position 7 from 1800 hours, until she went off-duty at 0200 hours.

[2] Ms. Lozano worked at position 9 from 1800 hours, until she moved to the Pink radio dispatch position at 0200 hours.

[3] Ms. Barcus worked at position 3 from 1800 hours, until she went off-duty at 0200 hours. She did not "sign off" from her workstation which was subsequently used by Ms. Swank. Ms. Swank did not "sign on" with her own identification number.

Central Valley Traffic Management Center (TMC) Staffing

The Central Valley TMC is an urban transportation management center which is staffed primarily for managing the local transportation system. The TMC's responsibilities include but are not limited to: managing recurrent and nonrecurring congestion, coordinating maintenance and construction based on real-time traffic management activities including lane closures, and facilitating the CHP and Caltrans communications center activities including dispatching. The Central Valley TMC is staffed by both Caltrans employees and CHP officers during regular business hours and during periods other than regular business hours based on the availability of personnel and/or emergencies and other unusual situations.

ANALYSIS AND OPINION

RESPONSE

INTRODUCTION

Central Valley TMC Staffing (continued)

On July 21, 2010, the Central Valley TMC was staffed with two Caltrans employees; Witness 35 (Moreno) and Witness 36 (Cervantes), from 2100 hours, until the end of their shift on July 22, 2010, at 0500 hours.

There are two CHP CAD system workstations available to CHP officers in the TMC which are identified as, position 63 and position 84. Position 63 is primarily associated with the FCC and position 84 is primarily associated with the Bakersfield CHP Communications Center. In addition to the two CAD positions, there are video cameras located at numerous locations along State Route 99.

It could not be determined if position 84 was active, or "signed on," due to the absence of any CAD transactions on July 22, 2010, between the hours of 00:00:01 and 03:00:00. Position 63 was active and had been "signed on" by Officer K. Arnold, ID 14985, on July 3, 2010, at 0453 hours. Officer Arnold did not sign off or "lock" the workstation at position 63 when he completed his shift on July 3, 2010, at 1730 hours. A search of the CAD system records showed that Officer Arnold remained "signed on" to position 63 from July 3, 2010, until at least July 22, 2010, at 23:59:59 hours. Officer Arnold's last work shift prior to the collision was July 10, 2010, from 0500 to 1730 hours and he did not report back to duty until July 22, 2010, at 0500 hours. The CHP CAD system was available to the Caltrans employees on duty from July 21, 2010, at 2100 hours until July 22, 2010, at 0500 hours.

There were two cameras located in the area of this collision that would possibly have a view of the collision scene and surrounding environment. One camera was located on the Olive Avenue overcrossing and the other was located on the Clinton Avenue overcrossing. The Olive Avenue camera was installed on December 11, 2009, and the Clinton Avenue camera was installed on December 7, 2009. The Caltrans "Work Ticket System" was checked for any repair requests made regarding these two cameras, none were located from the time they were installed through May 3, 2011. The lack of a work ticket request only indicated there had not been any observed or noted problems with the cameras but did not denote their functional status at the time of the collision.

A Caltrans employee on duty in the TMC has the capability to remotely manipulate either of these cameras to view the roadway and surrounding environment should the need arise. There is no record kept of remote manipulation and there were no video recordings made from these two cameras. During the course of their duties, staff in the TMC can view one of the 72 cameras from a specific location on one of the 12 video monitors. Because there is no function to historically record which video monitors were showing a video feed from the many cameras available, MAIT investigators were unable to determine if either of the two cameras in question were being monitored at the time of the collision.

ANALYSIS AND OPINION

RESPONSE

INTRODUCTION (continued)

Computer Aided Dispatch (CAD) System

The CAD system is a resource data storage system link which allows communications center personnel to provide real-time information to and from other communications center personnel, field units, Mobile Digital Computers (MDC), allied agencies, news media and other Departmental entities. The CHP's statewide CAD system provides a method of documenting emergency and non-emergency information received from the public, allied agencies and CHP field personnel. The CAD system is utilized for the assignment and tracking of all CHP mobile field units responding to reports of incidents, crimes and other events which arise during the course of their duties.

The analysis of the data recorded by the Fresno Communications Center's CAD system relating to this incident primarily included, but is not limited to, an inspection of the CAD System's incident log number 0087 for July 22, 2010, (Log 87D0722). Log 87D0722 was formatted into the following sections: Detail, Units Assigned, Unit History, Tow, Witness, Services and Comprehensive Detail. This analysis focused on the Comprehensive Detail section of log 87D0722.

The Comprehensive Detail section contained data transmitted to the CAD system by FCC Public Safety Dispatchers (PSD) during the course of their duties either at the radio console or at a service desk. Each workstation, including the radio console, has a "position number" assigned to it. Each PSD is assigned an identification number when they are employed, and each PSD is required to "log in" to their respective workstation utilizing their identification number prior to beginning their duties at that workstation. The data that is transmitted to the CAD system is in the form of CAD software function codes, departmentally recognized abbreviations, as well as plain text.

Each service desk workstation has a CAD computer keyboard and a CAD monitor (computer screen). The radio dispatcher's workstation has a CAD computer keyboard and two CAD monitors (computer screens). The CAD system is accessed by FCC personnel through a CAD system computer keyboard. On March 16, 2011, Investigator Lawson contacted Mr. Kurt Wallner, ID A11773, Associate Governmental Program Analyst for the CHP Communications Centers Support Section. Mr. Wallner advised that the time stamp function of the CAD system is automatically initiated when an operator of a CAD system workstation "transmits" information to the CAD system.

ANALYSIS AND OPINION

RESPONSE

INTRODUCTION

Computer Aided Dispatch (CAD) System (continued)

The CAD system automatically time stamps data entries made by the PSD when it is transmitted to the CAD system by depressing the "Command Line Transmit" or "Screen Transmit" function keys on the CAD system keyboard at each workstation. For example, the first entry in the comprehensive detail of log 87D0722 is shown below:

Pos	ID #	Time	Detail
008	A14125	02:14:48	**.NI.L/NB 99 JNO OLIVE.T/1183**[.P/2][.Z/Y][.DSP/A14814][GEO.GL/NB SR99 JNO OLIVE AV.TBM/ 124 3B.XY/6318581:2159912.CROSS ST1/OLIVE.CROSS ST2/MCKINLEY.CITY/FRES.CNTY/FRCO.B/65-105][.IST/0087D0722,I]

The text in red print was typed by the service desk operator at position 8 (Tommila), who is identified by the identification number of "A14125." The "Command Line Transmit" or "Screen Transmit" key was depressed at 14 minutes and 48 seconds after 2 a.m. (02:14:48). The remaining text in the detail section (in brackets) was placed into the log automatically by the CAD system's software and relates to the geographical data base which allows the CAD system to automatically recognize a location as belonging to a specific patrol "sector."

Upon the transmission of a new incident by the originating workstation, the CAD system's software will automatically determine which patrol sector is involved and which mobile field unit is responsible for the incident. The CAD system will also automatically route the new incident to the radio dispatcher's work station. The radio dispatcher's CAD monitor will show a "cue alert." The radio dispatcher uses a function key on the workstation's keyboard to "bring up" the next cue. The next cue would then be visible on the CAD monitor.

Detail entries can be transmitted or "routed" through the CAD system at the discretion of the PSD that initiated the entry, or by another PSD only after the data has been initially transmitted into the CAD system memory. For instance: a PSD working at a service desk who receives a 911 telephone call reporting an incident will initiate a new incident log in the CAD system. Once a new log is initiated, the CAD software assigns the log a sequential number for the current date and sends the new log to the radio dispatcher. The call is then dispatched through the dispatcher via radio to a field unit. The PSD may make subsequent detail entries which "update" the log. The PSD will then "route" the log updates to the radio dispatcher. Each "update" or new detail entry into the log is time stamped when the PSD (radio or service desk) depresses the "Command Line Transmit" function key or the "Screen Transmit" function key.

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INTRODUCTION

Computer Aided Dispatch (CAD) System (continued)

During the course of their duties, FCC personnel at the service desk workstations will receive numerous 911 telephone calls from witnesses and passersby regarding a single traffic collision. Pertinent information received by the service desk operators during these calls are transmitted to the CAD system and routed to the FCC dispatcher's workstation. The radio dispatcher is alerted to the presence of the newly added information through a "cue alert" system on the radio dispatcher's CAD monitor. When alerted, the radio dispatcher is required to depress a function key on the CAD system's keyboard which brings the newly added information onto the CAD monitor where it can be read and handled appropriately.

There will often be a significant number of telephone reports that duplicate the information already received and transmitted to the CAD system. When this occurs, the service desk operators will transmit the information to the CAD system utilizing the "route nowhere" function. This will produce a historical record of the call into the appropriate incident log, but will not increase the workload of the radio dispatcher by creating a "cue alert." The radio dispatcher will not be aware of the entirety of the duplicate and non-pertinent information that is being transmitted to the CAD system unless an "inquire incident" is requested by the radio dispatcher.

An "inquire incident" command provides a means to "bring up" or view the entirety of a specific incident's CAD log on a workstation's CAD screen. Shown below is the text in red type that the service desk operator at position 7 (Pirozzi), who is identified by her identification number of "A15187," entered on her workstation's keyboard to "inquire incident" of log 0087 on July 22, 2010.

Pos	ID #	Time	Detail
007	A15187	02:14:55	**.II.0087D0722**

The service desk operator (Pirozzi) depressed the "Command Line Transmit" function key at 02:14:55 hours and would have received a "cue alert" shortly thereafter which, when viewed, would have provided the entirety of log 0087.

On January 26, 2011, Investigator Lawson contacted Mr. Bob Gammel, Senior Telecommunications Technician for the Fresno area's Public Safety Communications Office, which is under the auspices of the California Technology Agency. The Public Safety Communications Office is tasked with (in addition to other responsibilities) system design, engineering, maintenance, and installation of communication equipment for the CHP. Mr. Gammel's responsibilities include the maintenance of the Fresno Communications Center's radio system and related components. Mr. Gammel advised that he had not adjusted the internal CAD system's clock since an upgrade to the FCC's CAD system was performed in 2007.

ANALYSIS AND OPINION

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INTRODUCTION (continued)

Voice Print Audio Logging System

Based on the information provided by Mr. Gammel, it was determined that the FCC's CAD system clock had not been adjusted since the date of this collision. The CAD system clock was compared to actual Pacific Daylight Time and found to be accurate within one second. The time stamps contained in log 87D0722 were used in this investigation as the basis for the response chronology and subsequent analysis.

On March 16, 2011, Investigator Lawson contacted Mr. Patrick Vadnais, Associate Telecommunications Engineer for the Public Safety Communications Office, Console Engineering Unit. Mr. Vadnais advised that the Voice Print Audio Logging System (Voice Print system) digitally records specified channels when the sound level exceeds negative 35 decibels and will continue to record for 5 seconds after the sound level drops below the negative 35 decibel threshold. A recorded channel refers to telephone lines and radio transmission/reception equipment. Each incoming and outgoing telephone call, and all radio traffic is recorded by the Voice Print system. The Voice Print system digitally time stamps each recording and is capable of recording all of the channels simultaneously.

Mr. Vadnais further advised that the Voice Print system is comprised of a Microsoft Windows 2003® based server platform in addition to one or more stand alone Windows XP Professional® based desk top computers. The Voice Print server is not part of a network and is not connected to the Internet. The desk top computer(s) are not connected to the Internet but are connected to the Voice Print server and are used to gain access to the recordings.

Mr. Vadnais explained that the time stamp function of the Voice Print system is based on the configuration of the Voice Print server's basic input/output system (BIOS). BIOS software is stored on a non-volatile "read only memory" (ROM) chip on the mother board of the computer and dictates certain operational parameters in the operating system of Microsoft Windows 2003®. The timing accuracy would be susceptible to a certain amount of "creep" (either slower or faster) over time in relation to a Global Positioning Satellite based time system. According to Mr. Vadnais, because the "creep" would be consistent and would be measurable in milliseconds, any time disparity discovered now, would be the same disparity that existed at the time of the collision.

On January 27, 2011, Investigator Lawson contacted Telecommunications Systems Analyst II, Ms. Pam Greeley, ID A14902, in the CHP Communications Centers Support Section at CHP Headquarters. Ms. Greeley confirmed that there were no Departmental records of the Voice Print system in the FCC receiving upgrades or adjustments of any kind since 2005. Based on the information from Mr. Gammel, Mr. Vadnais and Ms. Greeley, it was determined that the time stamp mechanisms for the CAD system and the Voice Print system had not been changed or adjusted since the time of the collision and a comparative analysis of the time stamps could be accomplished.

ANALYSIS AND OPINION

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INTRODUCTION (continued)

Voice Print Audio Logging System

During the investigation, Investigator Lawson noted a disparity between the CAD system's time stamps and the Voice Print server's time stamps. To determine the timing differential, Investigator Lawson requested FCC Supervisor Ms. Janet Dunlap, ID A09179, test the two systems by initiating a CAD log while at the same time initiating a Voice Print recording. The testing was done on January 26, 2011, at the FCC. The Voice Print time stamp was determined to be 36 seconds ahead of the CAD system's time stamp.

To align the time stamps from the Voice Print recordings to the CAD system timing, 36 seconds were subtracted from each Voice Print audio recording's time stamp.

ANALYSIS AND OPINION

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INTRODUCTION (continued)

Deployment of Field Personnel

On the evening of July 21, 2010, the Fresno Area CHP deployed four CHP mobile field units. Each unit was comprised of two officers. The Fresno Area CHP is divided into four sectors: Sector 10, 20, 30 and 40. The primary sector boundaries include, but are not limited to, State Route 99 as the east/west boundary and State Route 180 as the north/south boundary. Each mobile field unit was assigned a sector for patrol responsibility and a radio call sign that coincided with the assigned sector. The radio call signs of the mobile field units deployed on July 21, 2010, were: 65-11C, 65-21C, 65-37C and 65-46C. Unit 65-S9 was the shift supervisor, unit 65-11C was responsible for the northwest sector, unit 65-21C was responsible for the northeast sector, unit 65-37C was responsible for the southeast sector and unit 65-46C was responsible for the southwest sector.

Data obtained from the FCC was used to determine the deployment of the Fresno Area CHP units prior to the initial report of Vehicle 1's (Chevrolet) impact with the concrete median barrier. The Fresno Area CHP units were deployed as follows.

CHP UNIT CALL SIGN	OFFICERS ASSIGNED	LOCATION / DUTIES	TIME ASSIGNED AND/OR TIME ARRIVED
65-S9	Sergeant J. Bianchi, ID 15535	Fresno Area CHP Office working on administrative duties.	1900 hours
65-11C	M. Halvorson, ID 15751 R. Matyshock, ID 15735	Arresting, transporting and booking a custodial arrestee from East Gettysburg Avenue at North 5th Street to the Fresno County Jail, 1225 M Street.	0148 hours
65-46C	D. Saldona, ID 16870 E. Lopez, ID 19032	Dispatched to make contact with an occupied disabled vehicle on State Route 41, just south of East American Avenue. Upon arrival the vehicle was determined to be stolen.	0116 hours
65-37C	A. Perez, ID 15949 D. Vitucci, ID 18226	Transporting three subjects from State Route 41, just south of East American Avenue, to the area of Fresno Street at E Street.	0118 hours
65-21C	C. Martorana, ID 15903 C. Zamora, ID 17166	Responding to assist 65-46C with an occupied stolen vehicle at State Route 41 just south of East American Avenue.	0122 hours

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Deployment of Field Personnel (continued)

The diagram below is a graphical representation of the Fresno Area CHP units' pre-collision locations at approximately 0207 hours.

Source: Google Maps

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Pre-Collision

Based on the CAD system's data, it was determined that unit 65-11C had made a custodial arrest and were transporting their arrestee from East Gettysburg Avenue and North 5th Street to the Fresno County Jail located at 1225 M Street.

Unit 65-46C was completing their arrest of a vehicle theft suspect at State Route 41 and East American Avenue with the assistance of 65-37C and 65-21C.

Sergeant Bianchi (65-S9) was sitting at his assigned desk in the sergeant's office of the Fresno Area CHP Office reviewing arrest reports.

The following pre-collision chronology was based on the CAD system's data from the unit histories of 65-11C and 65-37C, and the associated Voice Print recordings. The times are to the nearest second as recorded by the CAD system and Voice Print Audio Logging system's adjusted time stamps.

TIME	DESCRIPTION
02:07:43	Unit 65-11C radioed to the FCC that they were en route to the Fresno County Jail.
02:07:47	Dispatcher Re radioed her acknowledgment of 65-11C's change in status.
02:07:53	Unit 65-37C radioed to the FCC that they were going to provide transportation for three occupants of the stolen vehicle that was recovered by Unit 65-46C, and that their destination was Fresno Street just north of State Route 99 and their beginning mileage was "73.8."
02:08:18	Dispatcher Re radioed her acknowledgement of 65-37C's change in status.
02:08:55	Dispatcher Re changed the status of 65-37C to "11-48X" with a destination of "FRESNO JNO99."
02:13:45	Unit 65-37C radioed to FCC that they had arrived at their destination, their ending mileage was "79.4" and they were "10-98." which is aural brevity code for "completed assignment."
02:13:51	Dispatcher Re radioed her acknowledgment of 65-37C's radio traffic.
02:14:14	Dispatcher Re changed the status of 65-37C from "11-48X" to "10-98."

Investigator Lawson contacted Officer A. Perez, ID 15949, who was the passenger officer and radio operator of Unit 65-37C on July 22, 2010. Officer Perez stated that he and his partner arrived at the southwest corner of Fresno Street and E Street where they assisted three subjects in exiting their patrol vehicle. Once the three subjects and their belongings were removed from the patrol vehicle, Officer D. Vitucci, ID 18226, drove the patrol vehicle east on Fresno Street toward the Van Ness Avenue intersection at 25 to 30 miles per hour. Officer Perez notified the FCC by radio of the ending mileage as they drove away from the curb.

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CHRONOLOGY

At-Collision

The following chronology documents the flow of information from witnesses through the FCC and to the Fresno Area CHP field units from the first report of the overturn of Vehicle 1 (Chevrolet).

TIME	DESCRIPTION
02:14:21	The service desk operator at position 8 (Tommila) in the FCC received a cellular 911 call from Witness 9 (Dean). Service desk operator Tommila began to collect information from Witness 9 (Dean) regarding the details of the incident he was reporting. Witness 9 (Dean) was driving southbound on State Route 99 as he reported a collision on northbound State Route 99. Witness 9 (Dean) continued to drive southbound State Route 99 as he spoke with PSD Tommila. This phone call lasted approximately 1 minute and 5 seconds.
02:14:25	The service desk operator at position 7 (Pirozzi) in the FCC received a cellular 911 call from Witness 11 (Smith). Service desk operator Pirozzi began to collect information from Witness 11 (Smith) regarding the details of the incident he was reporting. Witness 11 (Smith) pulled over to the right shoulder of northbound State Route 99 south of Clinton Avenue, and did not exit his vehicle as he reported the collision that had occurred behind him. This phone call lasted approximately 1 minute and 8 seconds.
02:14:36	Unit 65-11C radioed to the FCC that they had arrived at the Fresno County Jail.
02:14:48	Dispatcher Re radioed her acknowledgement of 65-11C's radio traffic. Simultaneously, the service desk operator at position 8 (Tommila), while continuing her conversation with Witness 9 (Dean) and continuing to collect further information from him, created and transmitted the following entry into the CAD system: .NI.L/NB 99 JNO OLIVE.T/1183[.P2] The plain text translation of this is: New Incident. Location/Northbound 99, Just North Of Olive. The "type" of incident is "11-83" (aural brevity code for "Traffic collision – unknown injury"). The nomenclature contained in the brackets is produced by the CAD system's software.
02:14:50	Dispatcher Re received the "new incident" on her computer screen and radioed to 65-11C, "Sixty-five eleven charles, Fresno."

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CHRONOLOGY

At-Collision (continued)

TIME	DESCRIPTION
02:14:55	65-11C responded to Dispatcher Re, "Eleven charles, go ahead." Simultaneously, the service desk operator at position 7 (Pirozzi), while continuing to speak to Witness 11 (Smith), checked the CAD system to see if there were any newly reported incidents. She located log 87D0722 created by service desk operator Tommila. Service desk operator Pirozzi then typed the following into the CAD system: .II.0087D0722 The plain text translation of this is: "Inquire Incident of log 87 on July 22."
02:14:57	Dispatcher Re radioed to 65-11C, "I'll have a pending 11-83 for you when you clear. Northbound 99 north of Olive."
02:14:58	The service desk operator at position 8 (Tommila) typed the following into the CAD system from the information she acquired from Witness 9 (Dean): .UI.87.D/1:SOLO VEH RO[.RL/6] The plain text translation of this is: "Update Incident. Detail line 1: Solo Vehicle Roll Over. Route to position 6." By routing to position 6 this created a cue alert for the dispatcher at position 6, the console for Dispatcher (Re).
02:15:04	65-11C, still at the Fresno County Jail, acknowledged the radio assignment. "Ten four, be en route when we clear." (10-4 is the aural brevity code for "Message received")
02:15:24	Dispatcher Re updated the status of 65-11C and updated log 87D0722 by typing in the following: .UI.0087D0722.D/2:1039 11C 106 LOG 71. The plain text translation of this CAD entry is: "Update Incident 87 on July 22. Detail line 2: Message delivered (the radio call was dispatched) to 65-11C who was busy on their previous arrest assignment which was log 71D0722. (10-39 is the aural brevity code for "Message or item delivered")
02:15:37	The service desk operator at position 8 (Tommila) had received a hang-up cellular 911 call. Service desk operator Pirozzi dialed the number which had just hung up on her and spoke with a witness. It was not confirmed but MAIT investigators believe this was Witness 16 (Zavala), reporting the collision. This phone call lasted approximately 47 seconds. Service desk operator Tommila determined the call was in reference to log 87D0722. She did not update the CAD because it was duplicate information from previous callers and the caller was not a witness to the collision.

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At-Collision (continued)

TIME	DESCRIPTION
02:15:45	The service desk operator at position 8 (Tommila) typed the following entry into the CAD system from the information she acquired from Witness 9 (Dean): .UI.0087D0722.D3:1125.D/4:UNKN TYPE VEH, POSS SEDAN.N/559-999-9237.W/JERRY DEAN.A/WITNESS.R/N. The plain text translation of this CAD entry is: Update Incident 87 on July 22. Detail line 3: "11-25" (the aural brevity code for "Traffic hazard"). Detail line 4: Unknown type vehicle, possibly a sedan. Telephone number of the witness 559-999-9237. Witness's name was Jerry Dean. He was a witness to the incident. Route "Nowhere." The routing to "Nowhere" allows the log to be updated but does not alert any CAD position including the service desk, radio or field unit positions.
02:15:46	The service desk operator at position 7 (Pirozzi) typed the following into the CAD system from the information she acquired from Witness 11 (Smith): .UI.87.N/697-8857.W/JAY SMITH.A/PSBY.R/N. The plain text translation of this CAD entry is: Update Incident 87 on July 22. Telephone number of the witness 697-8857. Witness's name was Jay Smith. He was not a witness but a passerby. Route "Nowhere." The routing to "Nowhere" allows the log to be updated but does not alert any CAD position including the service desk, radio or field unit positions.
02:15:48	The service desk operator at position 7 (Pirozzi) received another cellular 911 call regarding the incident. This phone call lasted approximately 13 seconds. Service desk operator Pirozzi determined the call was in reference to log 87D0722. She did not update the CAD because it was duplicate information from previous callers and the caller was not a witness to the collision.
02:16:15	The service desk operator at position 7 (Pirozzi) received another cellular 911 call reporting the incident. The caller stated he "saw something flickering on the vehicle." This phone call lasted approximately 38 seconds. Service desk operator Pirozzi determined the call was in reference to log 87D0722. She did not update the CAD because it was duplicate information from previous callers and the caller was not a witness to the collision. At the conclusion of the phone call, service desk operator Pirozzi, using the information in this phone call that there was "something flickering on the vehicle" requested Fresno City Fire Department at 02:17:00 hours.

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CHRONOLOGY

At-Collision (continued)

TIME	DESCRIPTION
02:16:21	The service desk operator at position 8 (Tommila) typed the following into the CAD system from the information she acquired from Witness 9 (Dean): .UI.87.D/5:RP #1 ADVISED BAD| .R/N. The routing to "Nowhere" allows the log to be updated but does not alert any CAD position including the service desk, radio or field unit positions. The solid vertical line after the word "bad" is symbol typed by the service desk operator and is a symbol that instructs the CAD system to prevent release to non CAD system monitors (CHP Internet Web site).
02:16:28	The service desk operators at position 4 (Santos and Swank) received a cellular 911 call regarding the incident. This phone call lasted approximately 32 seconds. Simultaneously, the service desk operator at position 8 (Tommila) requested an Inquire Incident of log 87D0722 by typing the following: .II.0087D0722. This request brought up the entire list of details contained in log 87D0722.
02:16:52	As service desk operators at position 4 (Santos and Swank) spoke with a 911 caller, they requested an Inquire Incident of log 87D0722 by typing the following: .II.0087D0722. This request brought up the entire list of details contained in log 87D0722. They did not update the CAD because it was duplicate information from previous callers and the caller was not a witness to the collision.
02:16:55	The service desk operator at position 8 (Tommila) received a cellular 911 call from Witness 18 (Harris) who was reporting the collision between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI). This phone call lasted approximately 46 seconds.

Additional 911 calls were received by the FCC regarding this incident.

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CHRONOLOGY

At-Collision (continued)

TIME	DESCRIPTION
02:17:17	Dispatcher Re requested an Inquire Incident of log 87D0722 by typing the following: .II.0087D0722. This request brought up the entire list of details contained in log 87D0722. At this time Dispatcher Re was updated with the totality of the information in side the log including the fact that the incident was "11-25."
02:18:34	Dispatcher Re telephoned the Fresno Area CHP Office to speak with 65-S9, Sergeant Bianchi. Sergeant Bianchi directed Dispatcher Re to send a clear unit to the scene. This phone call lasted approximately 46 seconds.
02:19:37	Dispatcher Re broadcasted a request over the radio for any available unit to respond to an, "11-83 northbound 99 north of Olive."
02:19:47	Unit 65-37C responded to Dispatcher Re, "Fresno, 37 charles."
02:19:51	Dispatcher Re broadcasted, "37 charles northbound 99 north of Olive originally a solo vehicle that overturned now it is 11-25 possible Greyhound bus and two other vehicles involved."
02:20:07	Unit 65-37C replied, "37 charles 10-4 from northbound 99 at Belmont."
02:20:55	Unit 65-37C broadcasted, "Fresno 37 charles it looks like we have multiple vehicles in lanes…can we get another unit for breaks."
02:24:10	Inside the Central Valley TMC, Witness 35 (Cervantes) depressed the "Next Que" function key on the keyboard of position 63. This brought into view, on the position's CAD monitor, the entirety of log 087D0722. Prior to this time, there had been no activity of any kind on position 63 since July 21, 2010, at 21:29:47 hours.
02:34	Witness 35 (Moreno) activated Fixed Changeable Message Sign number 56 (northbound State Route 99 at Cedar Avenue). The message displayed, "ACCIDENT SIX MILES AHEAD PREPARE TO STOP." This message was logged as message 151.

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CONTROLLED TESTING

Introduction

There were several factors involved in the analysis of the Fresno Area CHP's response to this collision. With the chronology of events determined, it was necessary to attempt to determine if the impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) could have been prevented.

The chronology shows that the radio dispatcher Re assigned and notified unit 65-11C by radio at 02:14:57 hours that, "I'll have a pending 11-83 for you when you clear. Northbound 99 north of Olive." Unit 65-11C had arrived at the Fresno County Jail with an arrestee that required booking and would not be able to respond to the incident for an extended period of time. Unit 65-37C however, was available and was eastbound Fresno Street between State Route 99 and Van Ness Avenue.

Unit 65-37C was clear and available to respond. The capability of unit 65-37C to respond and prevent the incident if they had been dispatched at 02:14:57 hours was the subject of the following analysis. The service desk operator at position 8 (Tommila) received the cellular 911 telephone call from Witness 18 (Harris) that Vehicle 1 (Chevrolet) had been struck by Vehicle 2 (MCI) at 02:16:55 hours.

The elapsed time between when dispatcher Re notified unit 65-11C by radio of the 11-83 (02:14:57) and the time when service desk operator Tommila received a cellular 911 phone call from Witness 18 (Harris) reporting the impact between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) (02:16:55) was 1 minute and 58 seconds.

MAIT investigators conducted controlled testing on Wednesday, February 2, 2011, between the hours of 0100 hours and 0330 hours to determine the following:

- The elapsed time for a Greyhound bus to depart the Fresno Greyhound bus terminal and reach the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI).
- The probable location of unit 65-37C at 02:14:57 on July 22, 2010.
- The elapsed time for a marked CHP patrol vehicle to travel from the previously determined probable location of unit 65-37C on July 22, 2010, enter the northbound lanes of State Route 99 and conduct a traffic break up to the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI).

ANALYSIS AND OPINION

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Bus Travel from Greyhound Terminal to the Area of Impact

Two Greyhound buses were surreptitiously followed by MAIT investigators and timed from the Fresno Greyhound terminal to the location of the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI). The timing began when the buses pulled out of the driveway of the Greyhound terminal. The distance from the Greyhound terminal to the location of the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) was determined to be approximately 3.5 miles. During the observations of both buses, MAIT investigators noted that neither of the buses exceeded the 65 mile per hour speed limit while on State Route 99.

The first test was conducted on a Greyhound bus traveling from Fresno to Sacramento. This bus departed the Fresno Greyhound terminal at 0133 hours, and was stopped by a red traffic signal at the intersection of Broadway Plaza and Fresno Street. The bus arrived at the area of impact of Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) 5 minutes and 26 seconds after it left the terminal.

The second test was conducted on a Greyhound bus traveling from Fresno to Sacramento. This bus departed the Fresno Greyhound terminal at 0240 hours, was stopped by a red traffic signal at the intersection of Mariposa Street and H Street, and another red traffic signal at the intersection of Broadway Plaza and Fresno Street. The bus arrived at the area of impact of Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) 5 minutes and 45 seconds after it left the terminal.

Based on the testing, it would have taken Vehicle 2 (MCI) an average of 5 minutes and 36 seconds to reach the area of impact after departure from the Fresno Greyhound terminal.

Based on the chronology, the impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) occurred at 02:16:55 hours. Based on the testing, Vehicle 2 (MCI) would have to have departed the Fresno Greyhound terminal at approximately 02:11:19. Party 2 (Jewett) notated in his log book that he left the Fresno Greyhound terminal at 0200 hours which is consistent with the above time due to the fact that log books are recorded in 15 minute increments.

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CONTROLLED TESTING (continued)

Patrol Vehicle Response

PROBABLE LOCATION OF UNIT 65-37C ON JULY 22, 2010, AT 02:14:57 HOURS

Based on the chronology, 65-37C was at the southwest corner of Fresno Street and E Street at 02:13:45 hours. According to the statements of the officers in 65-37C, they drove east on Fresno Street at 25 to 30 miles per hour until they were stopped by a red traffic signal at the intersection of Fresno Street and Van Ness Avenue. When the traffic signal turned green, they continued east on Fresno Street toward East Belmont Avenue.

The chronology shows that the radio dispatcher Re assigned and notified unit 65-11C by radio at 02:14:57 hours of the incident involving Vehicle 1 (Chevrolet). Based on the chronology, unit 65-37C would have been traveling eastbound on Fresno Street from E Street for 1 minute and 12 seconds.

On February 2, 2011, at approximately 0300 hours, Investigator Shaw drove a CHP patrol vehicle eastbound on Fresno Street at 25 to 30 miles per hour from the southwest corner of Fresno Street and E Street with Investigator Nees taking notes. MAIT investigators found themselves stopped at a red traffic signal at the intersection of Fresno Street and Van Ness Avenue after 1 minute and 12 seconds.

RESPONSE TESTING

With the probable location of unit 65-37C determined, it was possible for MAIT investigators to conduct response tests. If unit 65-37C had been dispatched to the initial call at 02:14:57, the officers would not have been aware of anything more than what they had heard over the radio, "…an accident-no details, northbound 99 north of Olive." This radio call did not require an emergency response based on the information known to the officers. However, MAIT investigators wanted to determine the elapsed time for an emergency response by the officers had they elected to respond in that manner.

MAIT investigators conducted an emergency response test from a stopped position at the intersection of eastbound Fresno Street and Van Ness Avenue to the location of the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) via two different routes. The first route of response was to make a U-turn at Van Ness Avenue and drive westbound on Fresno Street to the northbound State Route 99 entrance ramp. The second route of response was to make a left turn onto northbound Van Ness Avenue, then a left turn onto westbound Stanislaus Street to the northbound State Route 99 entrance ramp.

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CONTROLLED TESTING

Patrol Vehicle Response

RESPONSE TESTING (continued)

To conduct the first test, Investigator Shaw drove a marked CHP patrol vehicle similar to that driven by the officers comprising unit 65-37C on the night of the collision. Investigator Nees was in the passenger seat of the patrol vehicle and conducted the timing. The timing began when Investigator Shaw activated the overhead emergency lights, siren and wig-wag headlamps of the patrol vehicle, made a U-turn to westbound Fresno Street and entered northbound State Route 99 via the northbound State Route 99 on-ramp. They continued on the freeway, initiated a traffic break north of State Route 180 and proceeded to the location of the area of impact.

In order to prevent secondary collisions from occurring, a responding unit would have to conduct a traffic break upon entering the freeway. A traffic break is performed by positioning a moving patrol vehicle ahead of traffic moving in the same direction, and through the use of the patrol vehicle's emergency and warning lights, and weaving the patrol vehicle from side to side, traffic is prevented from overtaking the patrol vehicle. Once traffic has been warned, the patrol vehicle is operated at an appropriate speed which allows the officer to either stop the flow of traffic or divert the traffic away from a specific hazard. Due to the fact that there are horizontal and vertical curves on State Route 99 between Fresno Street and the area of impact, there would be several locations along the route where northbound traffic ahead of a responding unit would not be visible. The appropriate traffic break methodology would be to enter the northbound lanes at or near a "natural" break in the traffic and collect all of the approaching vehicles. The amount of time/distance required for a marked patrol vehicle to conduct a traffic break safely is largely contingent upon the speed and volume of the traffic.

For the first response test, the elapsed time to reach the location of the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) was 2 minutes and 46 seconds and the distance traveled was 3.3 miles.

To conduct the second test, Investigator Shaw drove a marked CHP patrol vehicle and Investigator Nees was in the passenger seat of the patrol vehicle to conduct the timing.

The timing began when Investigator Shaw activated the overhead emergency lights, siren and wig-wag headlamps of the patrol vehicle, made a left turn to northbound Van Ness Avenue, a left turn to westbound Stanislaus Street and entered northbound State Route 99 via the northbound State Route 99 on-ramp. They continued on the freeway, initiated a traffic break north of State Route 180 and proceeded to the location of the area of impact.

For the second test, the elapsed time to reach the location of the area of impact between Vehicle 1 (Chevrolet) and Vehicle 2 (MCI) was 3 minutes and 20 seconds and the distance traveled was 3.4 miles.

The average time for the two tests was 3 minutes and 3 seconds however; the most rapid response route resulted in an elapsed time of 2 minutes and 46 seconds.

ANALYSIS AND OPINION

RESPONSE

ANALYSIS

Conclusions

The following conclusions were based on the chronology and the controlled testing:

- At approximately 0211 hours, Vehicle 2 (MCI) departed the Fresno Greyhound terminal via westbound Fresno Street.

- At 02:13:45, CHP Fresno Area's unit 65-37C began driving eastbound on Fresno Street from E Street.

- At approximately 0214 hours, Vehicle 1 (Chevrolet) overturned in the northbound lanes of State Route 99 south of McKinley Avenue.

- At 02:14:21, the service desk operator at position 8 (Tommila) received a cellular 911 telephone call from Witness 9 (Dean) who was reporting Vehicle 1's (Chevrolet) impact into the concrete median barrier and overturned.

- At 02:14:48, the radio dispatcher Re received a "new incident" on her CAD system's computer screen to dispatch an "Traffic collision – unknown injuries" call in the area of northbound State Route 99, north of Olive Avenue.

- At 02:14:57, the radio dispatcher Re notified 65-11C, the unit responsible for that geographical location of the Fresno Area CHP of the traffic collision involving Vehicle 1 (Chevrolet). Had the radio dispatcher notified/assigned unit 65-37C (the only available unit), they would have responded from the intersection of Fresno Street and Van Ness Avenue.

- At 02:16:55, the service desk operator at position 8 (Tommila) received the cellular 911 call from Witness 18 (Harris) that Vehicle 1 (Chevrolet) had been struck by Vehicle 2 (MCI).

- At 02:17:43, (based on the controlled testing) unit 65-37C, if they had been assigned, would have arrived at the area of impact, approximately 48 seconds after the collision between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet).

Testing conducted by MAIT investigators showed that an emergency response from the shortest route to the area of impact and initiating a traffic break into the scene would take 2 minutes and 46 seconds and would have resulted in the responding unit arriving approximately 48 seconds after the cellular 911 telephone call from Witness 18 (Harris). The impact between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) therefore, could not have been mitigated or prevented by a Fresno Area CHP mobile field unit.

ANALYSIS AND OPINION

RESPONSE

CONTROLLED TESTING

Supervisor Response

California Highway Patrol sergeants are uniformed members of the Department, assigned with the task of supervising officers on their shift, reviewing required documents, and managing resources. Sergeants may respond to incidents; however, their primary role is to assign and supervise the response of their field units.

In the analysis of the CHP's response to this incident, and due to the location the Fresno Area CHP Office (located on Olive Avenue just east of State Route 99) in proximity to the location of the collision (State Route 99 south of McKinley Avenue), the ability for Sergeant Bianchi to respond from his desk, get into a marked patrol vehicle, and respond to the scene was examined.

Sergeant Bianchi was contacted by Sergeant Krider and Sergeant Bianchi outlined the details of his location on the evening of July 22, 2010. Sergeant Bianchi indicated he was in uniform, sitting at his desk reviewing arrest reports. He could hear radio traffic between dispatch and his field units via a speaker inside the sergeant's office. His patrol vehicle was parked in the covered parking behind the gate in the back parking lot of the Fresno Area CHP Office. He had the vehicle keys on his belt.

Sergeant Krider timed how long it would take Sergeant Bianchi to respond from his desk inside the Fresno Area CHP Office to the area where Vehicle 1 (Chevrolet) was blocking the number one lane of northbound State Route 99 south of McKinley Avenue. Sergeant Bianchi's response would have required the following steps (the totality was timed by Sergeant Krider): he would hear the initial radio call, stand up from his desk, grab an extender radio from the charger in the sergeant's office, briskly walk out of the side door of the Fresno Area CHP Office, activate the automatic gate opener on his key fob (the gate automatically opens and closes), continue his brisk walk to the car located in the covered parking, unlock the car, get into the car, turn on the car's ignition, put on his seatbelt, back the car out of the parking stall, put the car into drive and move toward the gate, wait for the position of the car to automatically open the gate, then drive out of the Fresno Area CHP Office parking lot, make a right turn onto westbound Olive Avenue, make a right turn on the entrance ramp to northbound State Route 99, and drive quickly to the area where Vehicle 1 (Chevrolet) came to rest blocking the number one lane of State Route 99 northbound. The time to complete the required actions to respond from Sergeant Bianchi's desk in the CHP office to the scene of the collision was 3 minutes 13 seconds.

At 2:14:57, Dispatcher Re notified unit 65-11C of the "traffic collision – unknown injury" which was the initial impact where Vehicle 1 (Chevrolet) struck the concrete median barrier. If Sergeant Bianchi had responded from the office immediately after hearing the "traffic collision – unknown injury" call, he would have arrived 3 minutes and 13 seconds later, at 2:18:10. He would have arrived 1 minute 15 seconds after Witness 18 (Harris) called 911 to report that Vehicle 2 (MCI) had collided with Vehicle 1 (Chevrolet) at 2:16:55.

The above analysis indicated that Sergeant Bianchi could not have prevented Vehicle 2 (MCI) from colliding with Vehicle 1 (Chevrolet).

ANALYSIS AND OPINION

COLLISION SEQUENCE

PRE-CRASH

Vehicle 1 (Chevrolet)

On Wednesday July 21, 2010, at approximately 1930 hours, Party 1 (Garay) departed her residence, 1225 East Whittaker Way, Dinuba, California 93618, in Vehicle 1 (Chevrolet) and traveled to Fresno, California where she planned to celebrate a friend's birthday, Witness 3 (Gonzales). At approximately 2000 hours, Party 1 (Garay) arrived at the residence of Passenger Gonzalez, 3473 West Shields Avenue, Fresno, California 93722. Party 1 (Garay) and Passenger Gonzalez departed at approximately 2100 hours in Vehicle 1 (Chevrolet). Passenger Gonzalez was driving, since she knew her way around Fresno better than Party 1 (Garay). They were en route to Passenger Cordoba's residence. At 2110 hours, Party 1 (Garay) sent a text message to Witness 3 (Gonzales) that they were on their way to the liquor store. At approximately 2115 hours, they arrived at Passenger Cordoba's residence, 5437 West Peralta Way, Fresno, California 93722. Shortly thereafter, Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba departed from Passenger Cordoba's residence in Vehicle 1 (Chevrolet) and traveled to A-1 Liquor, 3147 North Maroa Avenue, Fresno, California 93704.

At approximately 2125 hours, Witness 2 (Cole) arrived at A-1 Liquor in her own vehicle, Vehicle 1 (Chevrolet) also arrived. Party 1 (Garay), Passenger Cordoba and Passenger Gonzalez, accompanied Witness 2 (Cole) into A-1 Liquor. Witness 2 (Cole) was the only member of the group who was 21 years of age or older. Passenger Gonzalez removed three Four Loko alcoholic beverages from a cooler and Party 1 (Garay) removed one Four Loko. Party 1 (Garay) carried one can of Four Loko and Passenger Gonzalez carried three cans of Four Loko to the checkout counter. Passenger Cordoba was not present during the transaction at the counter. Witness 28 (Alyafaie) was the corporate licensee and on-duty clerk of A-1 Liquor. While at the checkout counter, Witness 2 (Cole) requested two bottles of vodka. Witness 2 (Cole) showed her California identification and purchased the alcoholic beverages from Witness 28 (Alyafaie). In total, Witness 2 (Cole) purchased: four 23.5 ounce cans of Four Loko, one 375 milliliter bottle of green apple Smirnoff vodka and one 750 milliliter bottle of raspberry Smirnoff vodka. Witness 2 (Cole) picked up the single plastic bag containing the purchased alcoholic beverages from the counter and walked toward the exit. Passenger Gonzalez carried the bag out of the exit of A-1 Liquor. After purchasing the alcoholic beverages, both vehicles traveled to Witness 4's (McCullough) residence.

At approximately 2140 hours, Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba arrived in Vehicle 1 (Chevrolet) at Witness 4's (McCullough) residence, 876 Divisadero Street, Fresno, California 93721. Witness 2 (Cole), Witness 1 (Flores) and Witness 3 (Gonzales) arrived in Witness 2's (Cole) vehicle to the same residence. Present at the apartment was Witness 4 (McCullough) and Witness 5 (Godoy). Witness 4 (McCullough) was 21 years of age and allowed the girls to consume alcoholic beverages at his residence. Witness 4 (McCullough) retrieved a couple of shot glasses for his guests. Video footage was recorded on Party 1's (Garay) cellular telephone showing Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 1 (Flores) and Witness 3 (Gonzales) celebrating at Witness 4's (McCullough) residence. Video footage recorded images of the alcoholic beverages purchased at A-1 Liquor. While at Witness 4's (McCullough) residence the girls including Party 1 (Garay) consumed alcoholic beverages.

ANALYSIS AND OPINION

COLLISION SEQUENCE

PRE-CRASH

Vehicle 1 (Chevrolet) (continued)

At approximately 2227 hours, Party 1 (Garay) received a text message asking if she was drinking. Party 1 (Garay) replied, "Fuck yea lol [*sic*]".

At approximately 2253 hours, video footage was recorded on Party 1's (Garay) cellular telephone. The images in the video show the interior of Witness 4's (McCullough) residence and an open can of Four Loko on a table. In the audio of the video an unidentified female voice asks, "Are you drunk, are you drunk yet?"

Party 1 (Garay) was observed by Witness 1 (Flores) drinking one to two shots of vodka and an unspecified amount of Four Loko.

At approximately 2255 hours, Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba departed Witness 4's (McCullough) residence in Vehicle 1 (Chevrolet) for the residence of Witness 3 (Gonzales). Video footage was recorded on Party 1's (Garay) cellular telephone which showed Passenger Gonzalez driving Vehicle 1 (Chevrolet). Party 1 (Garay) was seated in the right front seat and Passenger Cordoba was seated in the rear seating area.

At approximately 2300 hours, Party 1 (Garay), Passenger Gonzalez, and Passenger Cordoba arrived at the residence of Witness 3 (Gonzales), 1102 East Elizabeth Street, Fresno, California 93728. Vehicle 1 (Chevrolet) was parked near Witness 3's (Gonzales) residence.

At approximately 2310 hours, Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 1 (Flores), Witness 2 (Cole), Witness 3 (Gonzales) and Witness 6 (Christensen) walked to The Starline nightclub, 833 East Fern Avenue, Fresno, California 93728. At 2330 hours, Party 1 (Garay) sent a text message saying she was walking to The Starline for her friend's 20th birthday party. The Starline is an eighteen and over club where different colored wristbands were issued to indicate age. On the evening of July 21, 2010, white wristbands with blue "happy face" circles were issued to customers who were under twenty-one and green wristbands were issued to customers twenty-one and over. The girls arrived at The Starline.

After midnight, Thursday, July 22, 2010, at 0026 hours, video footage was recorded on Party 1's (Garay) cellular telephone which showed several of the girls celebrating at The Starline nightclub. In the video there is a noticeable increase in Party 1's (Garay) level of intoxication compared to the video taken at Witness 4's (McCullough) residence. There was no evidence in the video or from witness statements indicating Party 1 (Garay) consumed any alcohol while at The Starline.

At 0134 hours, four photographs were taken with Party 1's (Garay) cellular telephone outside The Starline nightclub. Visible in the photograph were Party 1 (Garay), Passenger Cordoba, Witness 6 (Christensen), Witness 1 (Flores), Witness 3 (Gonzales), and Witness 7 (Lopez).

ANALYSIS AND OPINION

COLLISION SEQUENCE

PRE-CRASH

Vehicle 1 (Chevrolet) (continued)

At approximately 0145 hours, Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 1 (Flores), Witness 3 (Gonzales), and Witness 6 (Christensen) walked back to Witness 3's (Gonzales) residence and arrived before 0200 hours. Witness 4 (McCullough), Witness 5 (Godoy), and Witness 2 (Cole) arrived at Witness 3's (Gonzales) residence in Witness 4's (McCullough) vehicle.

At approximately 0159 hours, Party 1 (Garay) received a mobile phone call which lasted approximately one minute and sixteen seconds.

After arriving at Witness 3's (Gonzales) residence, at approximately 0200 hours, Passenger Gonzalez retrieved some clothing from inside. After retrieving the clothing, Passenger Gonzalez met Witness 3 (Gonzales) outside of Vehicle 1 (Chevrolet). Witness 3 (Gonzales) observed Party 1 (Garay) sitting in the driver's seat and Passenger Cordoba sitting in the middle rear seat. Witness 3 (Gonzales) gave Passenger Gonzalez a hug and kiss and watched Passenger Gonzalez sit in the right front seat of Vehicle 1 (Chevrolet). Witness 3 (Gonzales) shut the right front door of Vehicle 1 (Chevrolet). Witness 4 (McCullough) observed Vehicle 1 (Chevrolet) depart and observed Party 1 (Garay) was driving when it left. Witness 5 (Godoy) also observed Vehicle 1 (Chevrolet) and observed Party 1 (Garay) driving.

Party 1 (Garay) was wearing her seatbelt driving Vehicle 1 (Chevrolet). Passenger Gonzalez was seated in the right front seat wearing her seatbelt. Passenger Cordoba was seated in the middle rear seat wearing her seatbelt. Party 1 (Garay) planned on dropping off her passengers then driving back to her home in Dinuba. Party 1 (Garay) was driving towards Passenger Cordoba's residence near Polk Avenue and McKinley Avenue.

At approximately 0214 hours, Party 1 (Garay) was driving under the influence of alcohol. Party 1 (Garay) was driving Vehicle 1 (Chevrolet) northbound on State Route 99 in the number two lane south of McKinley Avenue at 67 miles per hour. The high beam headlamps of Vehicle 1 (Chevrolet) were illuminated. Party 1 (Garay) was not utilizing her wireless phone while driving.

ANALYSIS AND OPINION

COLLISION SEQUENCE

PRE-CRASH

Vehicle 2 (MCI)

On Wednesday July 21, 2010, at 1930 hours, Party 2 (Jewett) reported for duty at the Los Angeles Greyhound bus terminal, 1716 East 7th Street, Los Angeles, California 90021. He departed the Los Angeles Greyhound bus terminal at 2030 hours, in Vehicle 2 (MCI). Vehicle 2 (MCI) was en route to Sacramento, California, via Interstate 5 and State Route 99. At approximately 2330 hours, Vehicle 2 (MCI) arrived at the Bakersfield Greyhound bus station, 1820 18th Street, Bakersfield, California 93301. Vehicle 2 (MCI) stayed at the Bakersfield, Greyhound bus station for 15 minutes, departed at approximately 2345 hours and was headed to Fresno. On Thursday July 22, 2010, at approximately 0145 hours, Vehicle 2 (MCI) arrived at the Fresno Greyhound bus terminal, 1033 H Street, Fresno, California 93721.

At approximately 0211 hours, Party 2 (Jewett) drove Vehicle 2 (MCI) from the Fresno Greyhound bus station with 32 passengers onboard. Vehicle 2 (MCI) was headed to Sacramento, California, via State Route 99.

Vehicle 2 (MCI) proceeded north on State Route 99 from Fresno Street. Vehicle 2 (MCI) had been traveling in the number two lane, shortly after passing the Olive Avenue over crossing. Vehicle 2 (MCI) moved to the number one lane to pass Witness 20 (Coupland). Vehicle 2 (MCI) was traveling north on State Route 99 south of McKinley Avenue in the number one lane at approximately 65 miles per hour. Party 2 (Jewett) was wearing his seatbelt. The headlamps on Vehicle 2 (MCI) were illuminated. Party 2 (Jewett) was not utilizing either of his wireless phones while driving.

Vehicle 3 (Honda)

On July 22, 2010, at approximately 0200 hours, Party 3 (Giorgis) ended her shift at Food Safety Net Services, 186 South West Avenue, Suite 104, Fresno, California 93706. She departed for her residence, 6602 West Dovewood Lane, Fresno, California 93723, and was driving Vehicle 3 (Honda). Party 3 (Giorgis) entered northbound State Route 99 at Belmont Avenue. Party 3 (Giorgis) was wearing her seatbelt. The headlamps on Vehicle 3 (Honda) were illuminated. Vehicle 3 (Honda) was traveling north on State Route 99 south of McKinley Avenue in the number three lane at a stated speed of 60 to 65 miles per hour.

Vehicle 4 (Plymouth)

On July 21, 2010, at approximately 2030 hours, Party 4 (Hughes) departed his residence, 90 North Coast Highway 101, Apartment 214, Encinitas, California 92024. He was traveling to Modesto, California, and was driving Vehicle 4 (Plymouth). Party 4 (Hughes) was wearing his seatbelt. The headlamps on Vehicle 4 (Plymouth) were illuminated. Vehicle 4 (Plymouth) was traveling north on State Route 99 south of McKinley Avenue in the number two lane at a stated speed of 60 miles per hour.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH

Impact 1

PRE-IMPACT

Vehicle 1 (Chevrolet) was being driven by Party 1 (Garay) north on State Route 99 south of McKinley Avenue in the number two lane at 67 miles per hour. As part of her route, Party 1 (Garay) intended to exit McKinley Avenue. Due to her intoxication, Party 1 (Garay) made an aggressive turning movement to the right as she approached the exit ramp for McKinley Avenue. Witness 13 (Harper) described this movement as missing her exit. Party 1 (Garay) overcorrected and steered Vehicle 1 (Chevrolet) hard to the left as she approached the gore. Vehicle 1 (Chevrolet) deposited physical evidence items 3, 4, and 5 as the vehicle traversed the gore between the McKinley Avenue exit ramp and the number three lane. Vehicle 1's (Chevrolet) speed at this point was calculated to be 56 miles per hour. Vehicle 1 (Chevrolet) continued northwest across all three lanes of northbound State Route 99.

AT-IMPACT

The front of Vehicle 1 (Chevrolet) collided with the concrete median barrier of State Route 99 south of McKinley Avenue (area of impact 1). Vehicle 1 (Chevrolet) deposited physical evidence item 16 (tire friction mark) on the median barrier and damaged the concrete median barrier creating physical evidence items 15 and 17.

POST-IMPACT

Vehicle 1 (Chevrolet) traveled north on State Route 99 rolling onto its right side. Vehicle 1 (Chevrolet) came to rest on its right side within the number one lane and median of northbound State Route 99 south of McKinley Avenue. The undercarriage of Vehicle 1 (Chevrolet) was facing the number 1 lane of northbound State Route 99. The electrical system of Vehicle 1 (Chevrolet) was damaged from the impact with the concrete median barrier rendering the lamps inoperable. Due to the orientation of Vehicle 1 (Chevrolet) to northbound traffic (with the undercarriage facing approaching vehicles) none of Vehicle 1's (Chevrolet) front, side or rear reflectors were in a position to reflect approaching headlamps.

Party 1 (Garay), Passenger Gonzalez and Passenger Cordoba, who were utilizing their restraints at the time of the collision survived the impact. The occupants of Vehicle 1 (Chevrolet) removed their restraints in an attempt to egress the vehicle. Due to the vehicle being on its right side it was difficult to exit.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH (continued)

Impact 2

PRE-IMPACT

Party 1 (Garay) began to climb out of the left rear passenger door broken window. Vehicle 1 (Chevrolet) was difficult to see for drivers traveling northbound on State Route 99.

After Vehicle 1 (Chevrolet) came to rest within the number one lane of northbound State Route 99 south of McKinley Avenue, Vehicle 2 (MCI) was being driven by Party 2 (Jewett) north in the number one lane approaching Vehicle 1 (Chevrolet). Based upon the controlled testing conducted by Central Division MAIT, Party 2 (Jewett) was unable to recognize Vehicle 1 (Chevrolet) as a hazard in the roadway until moments before impact. Party 2 (Jewett) did not have time to take evasive action and the collision between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) was unavoidable.

AT-IMPACT

The front of Vehicle 2 (MCI) collided with the undercarriage of Vehicle 1 (Chevrolet) in the number one lane of northbound State Route 99 south of McKinley Avenue. This collision occurred approximately two and a half minutes after impact 1.

POST-IMPACT

After being struck by Vehicle 2 (MCI) the underbody-mounted spare tire detached from Vehicle 1 (Chevrolet) and traveled in a northeasterly direction toward the number two lane of northbound State Route 99. Vehicle 1 (Chevrolet) was pushed by Vehicle 2 (MCI) north on State Route 99 for approximately 100 feet. Vehicle 1 (Chevrolet) then separated from Vehicle 2 (MCI). Party 1 (Garay) was ejected from Vehicle 1 (Chevrolet). Vehicle 1 (Chevrolet) rotated as it proceeded in a northeasterly direction, toward the east side of northbound State Route 99. As Vehicle 1 (Chevrolet) was rotating Passenger Gonzalez and Passenger Cordoba were ejected from Vehicle 1 (Chevrolet).

Party 1 (Garay) struck the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue. Party 1 (Garay) proceeded in a northeasterly direction down the embankment, and came to rest in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue. Party 1 (Garay) died as a result of her injuries.

Passenger Gonzalez came to rest in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue. Passenger Gonzalez died as a result of her injuries.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH (continued)

Impact 2

POST-IMPACT (continued)

Passenger Cordoba struck the asphalt concrete shoulder of northbound State Route 99 south of McKinley Avenue and proceeded in a northeasterly direction down the embankment, and came to rest against a staked tree in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue. Passenger Cordoba died as a result of her injuries.

Vehicle 1 (Chevrolet) continued in its northeasterly post impact travel toward impact 3.

After colliding with Vehicle 1 (Chevrolet), Vehicle 2 (MCI) turned to the right. Vehicle 2 (MCI) began to yaw in a clockwise direction as it traversed all three northbound traffic lanes. Vehicle 2 (MCI) traveled in a northeast direction, depositing physical evidence Items 28, 35, 44, 45, and 46 (tire friction marks), towards impact 4.

Impact 3

PRE-IMPACT

Vehicle 1 (Chevrolet) was continuing its post impact movement from impact 2 and was traversing the northbound traffic lanes of State Route 99.

Vehicle 3 (Honda) was being driven by Party 3 (Giorgis) north on State Route 99 south of McKinley Avenue in the number three lane at a stated speed of 60 to 65 miles per hour.

AT-IMPACT

As Vehicle 1 (Chevrolet) was traversing, in a northeasterly direction, the number three lane of northbound State Route 99, the right front of Vehicle 3 (Honda) collided with the left rear of Vehicle 1 (Chevrolet) in the number three lane of northbound State Route 99 south of McKinley Avenue.

POST-IMPACT

Vehicle 1 (Chevrolet) rotated clockwise and proceeded across the east shoulder of northbound State Route 99, toward impact 7.

Vehicle 3 (Honda) began to rotate clockwise after colliding with Vehicle 1 (Chevrolet) and continued in a northerly direction in the number three lane, toward impact 4.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH (continued)

Impact 4

PRE-IMPACT

Vehicle 2 (MCI) was continuing its post impact travel from impact 2 and was traversing, in a northeasterly direction, the northbound traffic lanes of State Route 99.

Vehicle 3 (Honda) was continuing its post impact travel from impact 3.

AT-IMPACT

The right side of Vehicle 2 (MCI) struck the left front of Vehicle 3 (Honda) in the number three lane of northbound State Route 99 south of McKinley Avenue.

POST-IMPACT

Vehicle 2 (MCI) traveled northeast through the number three lane and across the east shoulder of northbound State Route 99, toward impact 6.

Vehicle 3 (Honda) was redirected toward the east and traveled across the shoulder of northbound State Route 99, toward impact 5.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH (continued)

Impact 5

PRE-IMPACT

Vehicle 3 (Honda) was continuing its post impact movement from impact 4 and traveled in a northeasterly direction off the shoulder of northbound State Route 99 down the dirt embankment toward a Eucalyptus tree which was located 24 feet east of the edge of the roadway.

AT-IMPACT

The front of Vehicle 3 (Honda) collided with a eucalyptus tree in the dirt area east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue.

POST-IMPACT

Vehicle 3 (Honda) rotated counterclockwise and came to rest in the dirt area east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue. Vehicle 3 (Honda) came to rest on its wheels facing in a northwesterly direction. The rear portion of Vehicle 3 (Honda), rearward of the right rear tire, was partially on top of Passenger Gonzalez. Party 3 (Giorgis) was injured as a result of the collision.

The Eucalyptus tree remained in its original position.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH

Impact 6

PRE-IMPACT

Vehicle 2 (MCI) was continuing its post impact movement in a northeasterly direction across the east shoulder of northbound State Route 99 from impact 4 and proceeded off the shoulder and down the embankment toward a eucalyptus tree which was located 34 feet east of the edge of the roadway.

AT-IMPACT

The left front of Vehicle 2 (MCI) collided with a Eucalyptus tree in the dirt area east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue. The trunk of the Eucalyptus tree intruded into the interior of Vehicle 2 (MCI) approximately 9 feet. The base of the tree was broken and the trunk was uprooted. Party 2 (Jewett), Passenger Solis, Passenger Contreras, and Passenger Luis Perez were ejected from the front of Vehicle 2 (MCI). Passenger Arreola was partially ejected from Vehicle 2 (MCI).

POST-IMPACT

Vehicle 2 (MCI) came to rest on its wheels facing in a northerly direction in the dirt area west of the northbound State Route 99 exit ramp to McKinley Avenue and east of the asphalt concrete shoulder of northbound State Route 99.

Party 2 (Jewett) came to rest on the ground in a supine position to the front of Vehicle 2 (MCI). Party 2 (Jewett) died as a result of his injuries from the collision. Passenger Solis came to rest on the ground in a prone position to the front of Vehicle 2 (MCI). Passenger Solis died as a result of her injuries from the collision. Passenger Contreras came to rest on the ground to the front of Vehicle 2 (MCI). Passenger Contreras died at Community Regional Medical Center as a result of his injuries from the collision. Passenger Perez came to the rest on the ground in a prone position to the front of Vehicle 2 (MCI). Passenger Arreola came to rest pinned between damaged components of the front of Vehicle 2 (MCI). Twenty-one passengers from Vehicle 2 (MCI) were injured as a result of the collision.

The Eucalyptus tree was split into two major sections. The base of the tree was uprooted and displaced in a northeasterly direction. The remainder of the tree was displaced in a northeasterly direction and fell in a southwesterly direction landing partially on top of Vehicle 2 (MCI) and Party 1 (Garay).

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH

Impact 7

PRE-IMPACT

Vehicle 1 (Chevrolet) was continuing its post impact movement from impact 3 and moved northeasterly across the shoulder. Vehicle 1 (Chevrolet) traversed down the embankment and overturned in the dirt area east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue.

Vehicle 2 (MCI) was at or near its point of rest facing in a northerly direction in the dirt area west of the northbound State Route 99 exit ramp to McKinley Avenue and east of the asphalt concrete shoulder of northbound State Route 99.

AT-IMPACT

The left side of Vehicle 1 (Chevrolet) collided with the right rear of Vehicle 2 (MCI) in the dirt area west of the northbound State Route 99 exit ramp to McKinley Avenue and east of the asphalt concrete shoulder of northbound State Route 99.

POST-IMPACT

Vehicle 1 (Chevrolet) came to rest on its wheels facing in a northeasterly direction in the dirt area west of the northbound State Route 99 exit ramp to McKinley Avenue and east of the asphalt concrete shoulder of northbound State Route 99.

Vehicle 2 (MCI) remained at its position of rest.

ANALYSIS AND OPINION

COLLISION SEQUENCE

AT-CRASH

Impact 8

PRE-IMPACT

Vehicle 4 (Plymouth) was being driven by Party 4 (Hughes) north on State Route 99 in the number two lane at a stated speed of 60 miles per hour. Party 4 (Hughes) observed Vehicle 1's (Chevrolet) detached spare tire moving from the left in the traffic lane in front of him. He swerved to the right in an attempt to avoid colliding with the tire.

AT-IMPACT

The front bumper and undercarriage of Vehicle 4 (Plymouth) struck the detached spare tire of Vehicle 1 (Chevrolet) in the number two lane of State Route 99 south of McKinley Avenue.

POST-IMPACT

Vehicle 4 (Plymouth) became disabled as a result of colliding with the detached spare tire from Vehicle 1 (Chevrolet). Vehicle 4 (Plymouth) was parked in the number three lane of northbound State Route 99 south of McKinley Avenue.

ANALYSIS AND OPINION

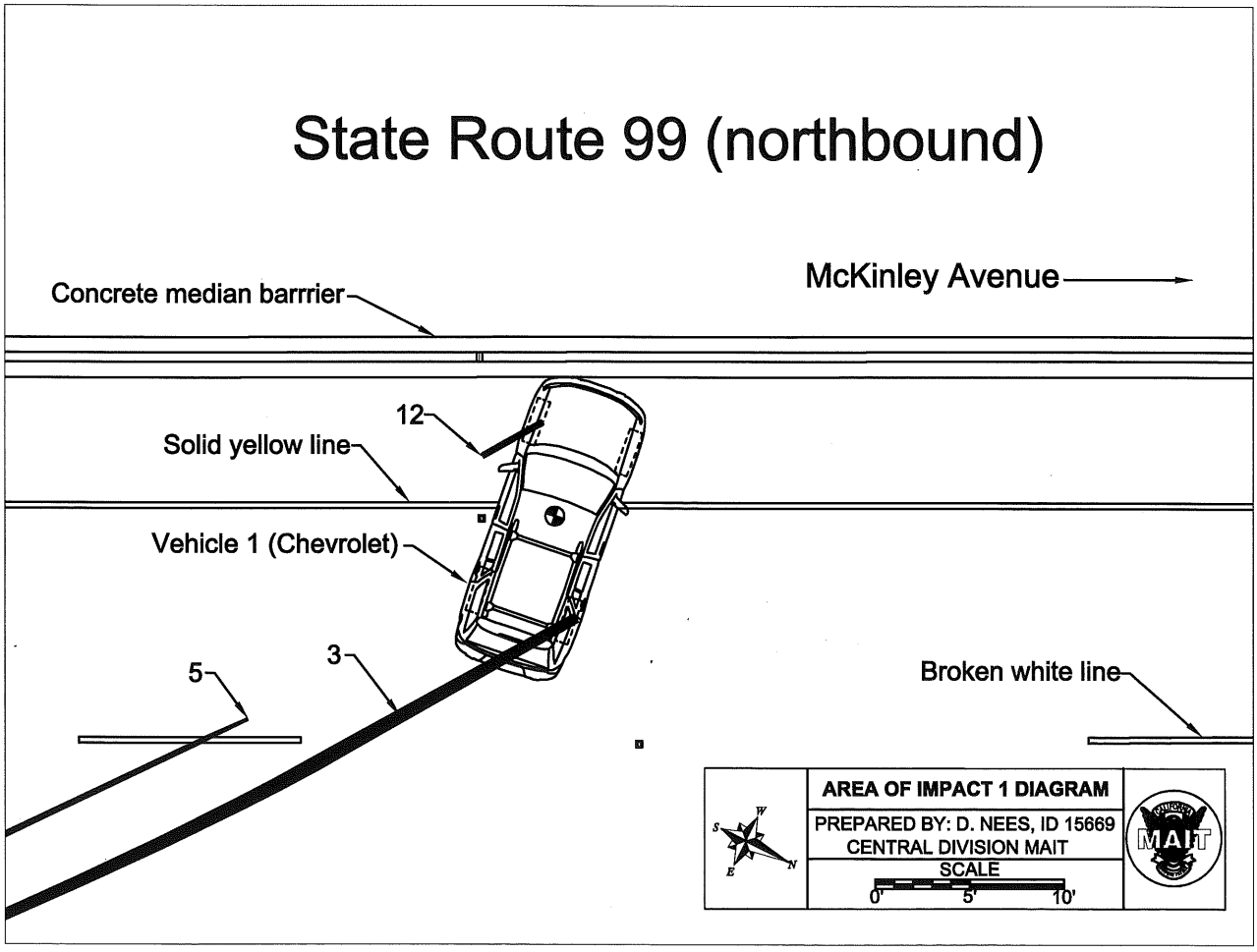
AREAS OF IMPACT

Area of Impact 1: Vehicle 1 (Chevrolet) versus concrete median barrier

The area where the left front of Vehicle 1 (Chevrolet) struck the concrete median barrier of State Route 99 was located approximately 43 feet west of the east roadway edge of northbound State Route 99 and 63 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -64.3958 East and 123.8743 North.

The area of impact was determined by the following:

1. The damage to Vehicle 1 (Chevrolet).
2. The tire friction marks (physical evidence items 3, 5, and 12).
3. The marks on the median barrier (physical evidence item 16).
4. The damaged median barrier (physical evidence items 15 and 17).
5. The dynamics analysis.



ANALYSIS AND OPINION

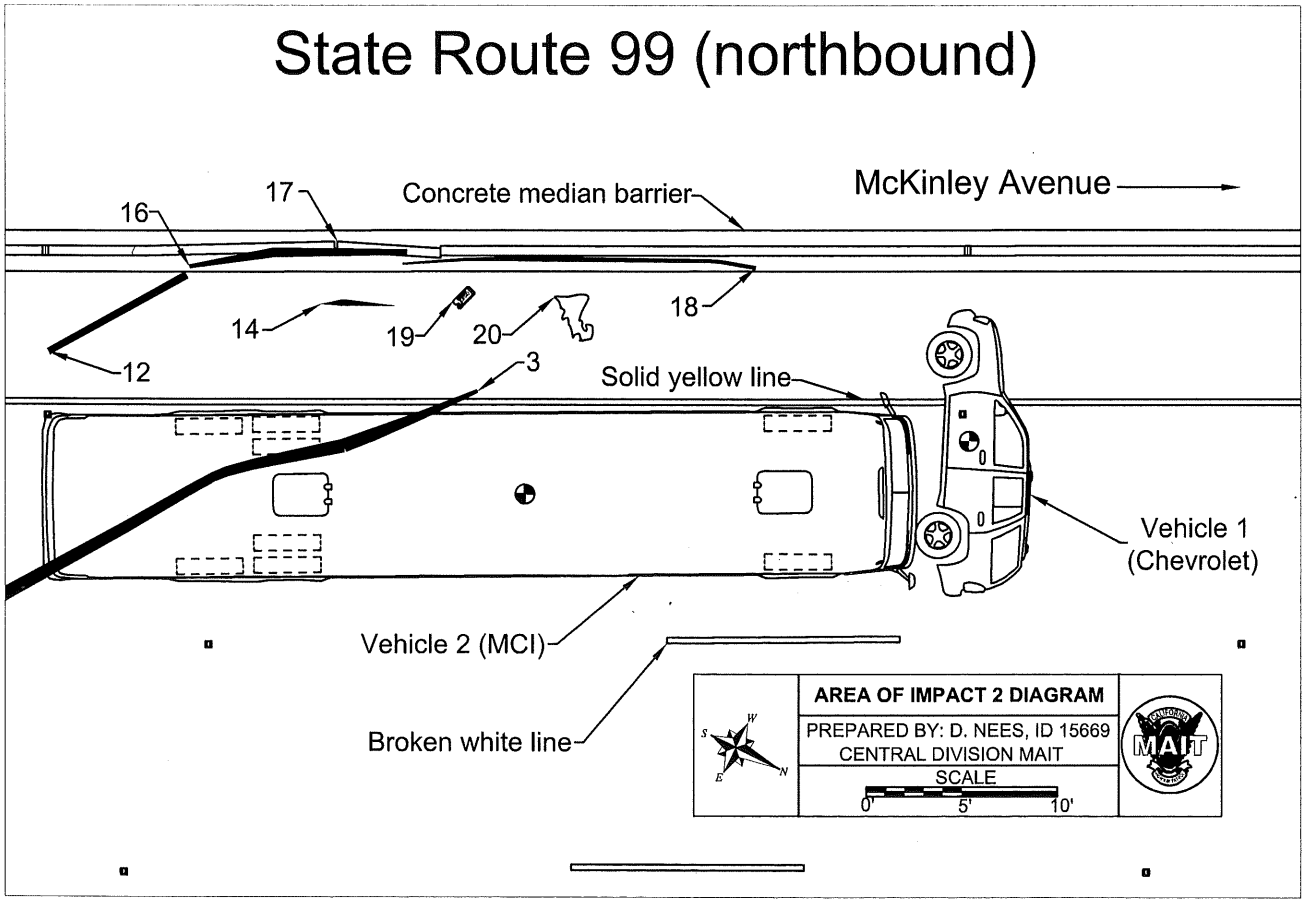
AREAS OF IMPACT

Area of Impact 2: Vehicle 2 (MCI) versus Vehicle 1 (Chevrolet)

The area where the front of Vehicle 2 (MCI) struck the undercarriage of Vehicle 1 (Chevrolet) occurred within the northbound number one lane of State Route 99, and was located approximately 29 feet west of the east roadway edge of northbound State Route 99 and 104 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -59.3263 East and 166.3838 North.

The area of impact was determined by the following:

1. The damage to Vehicle 1 (Chevrolet).
2. The damage to Vehicle 2 (MCI).
3. The tire friction mark (physical evidence item 22).
4. The blue paint scrapes (physical evidence items 23, 25, and 26).
5. The dynamics analysis.



ANALYSIS AND OPINION

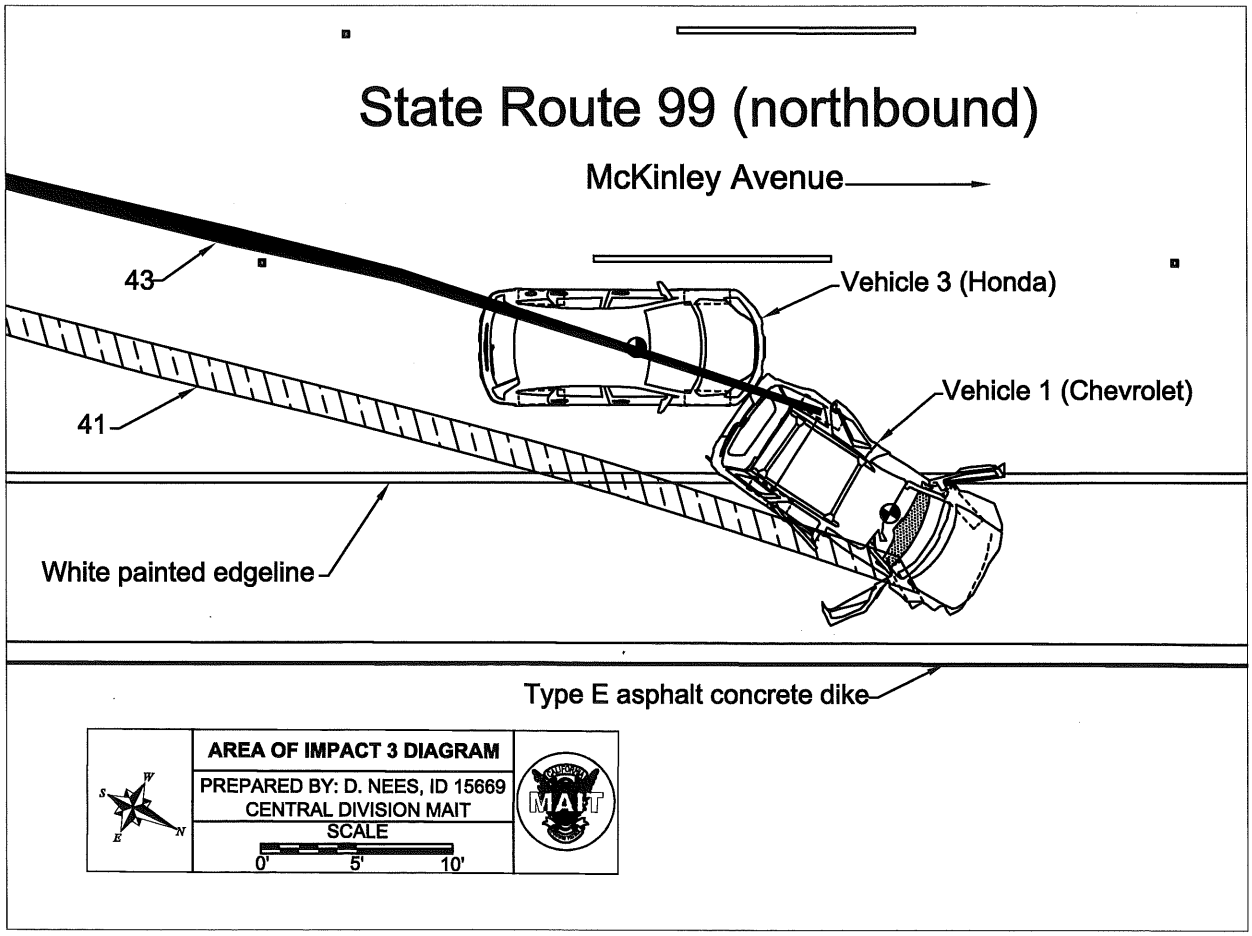
AREAS OF IMPACT

Area of Impact 3: Vehicle 3 (Honda) versus Vehicle 1 (Chevrolet)

The area where the right front of Vehicle 3 (Honda) struck the left rear of Vehicle 1 (Chevrolet) occurred within the number three lane of northbound State Route 99 and was located approximately 5 feet west of the east roadway edge line of northbound State Route 99 and 333 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. This area of impact corresponds with Total Station Survey System coordinates -82.3829 East and 395.9412 North.

The area of impact was determined by the following:

1. The damage to the right front of Vehicle 3 (Honda).
2. The damage to the left rear of Vehicle 1 (Chevrolet).
3. Physical evidence item 43 (tire friction mark).
4. Physical evidence item 41 (scrapes).
5. The dynamics analysis.



ANALYSIS AND OPINION

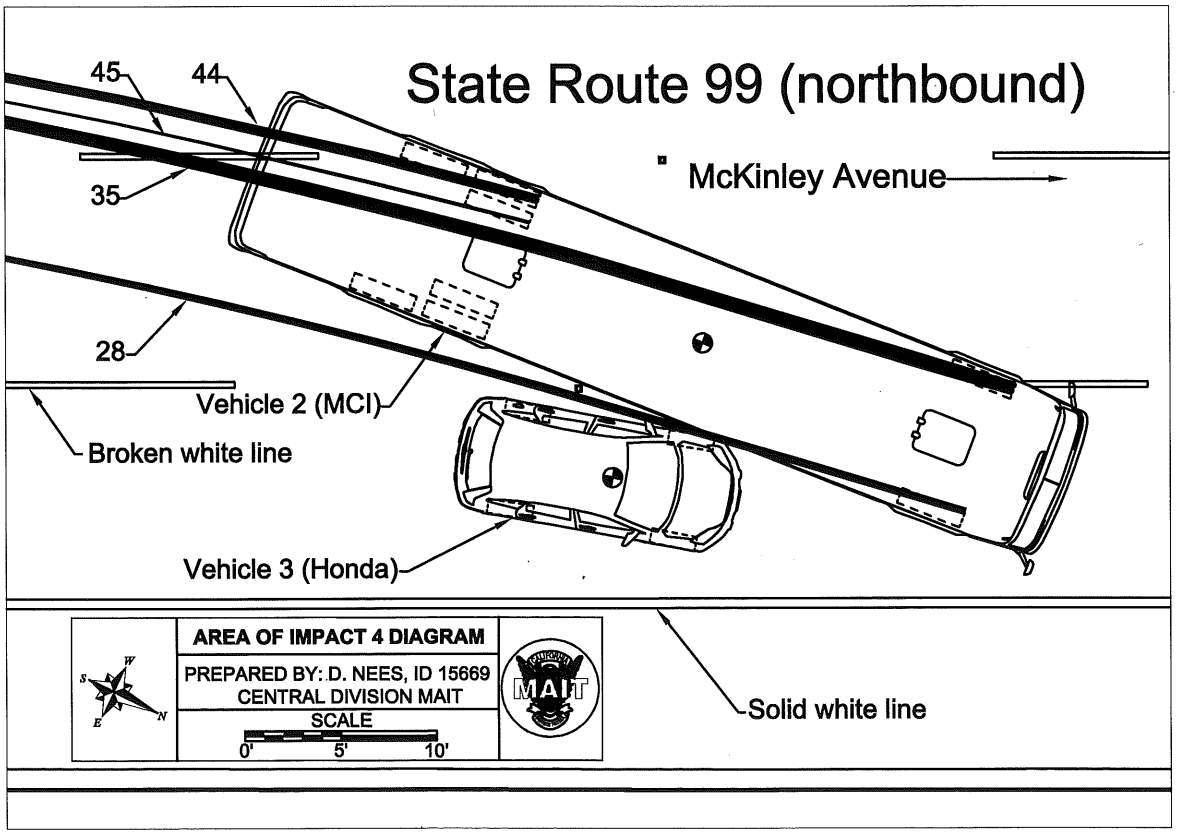
AREAS OF IMPACT

Area of Impact 4: Vehicle 2 (MCI) versus Vehicle 3 (Honda)

The area where the right side of Vehicle 2 (MCI) struck the left front of Vehicle 3 (Honda) occurred within northbound number three lane of northbound State Route 99, and was located approximately 8 feet west of the east roadway edge of northbound State Route 99 and 362 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -91.7557 East and 423.7670 North.

The area of impact was determined by the following:

1. The damage to the right side of Vehicle 2 (MCI).
2. The damage to the left side of Vehicle 3 (Honda).
3. The dynamics analysis.



ANALYSIS AND OPINION

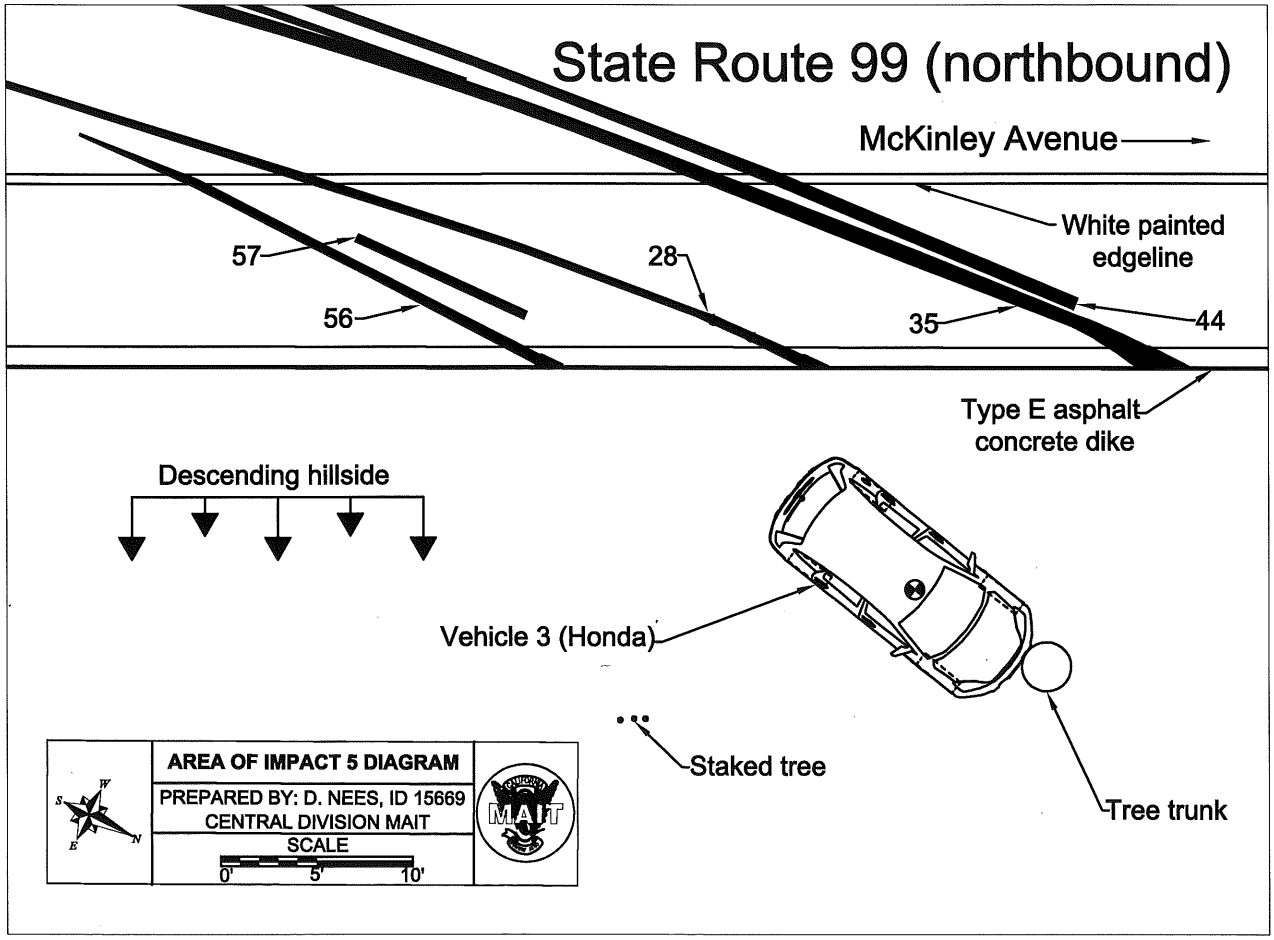
AREAS OF IMPACT

Area of Impact 5: Vehicle 3 (Honda) versus Tree

The area where the left front of Vehicle 3 (Honda) struck the trunk of a eucalyptus tree occurred in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue, and was located approximately 24 feet east of the east roadway edge of northbound State Route 99 and 428 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -73.1290 East and 494.5326 North.

The area of impact was determined by the following:

1. The damage to Vehicle 3 (Honda).
2. Vehicle 3's (Honda) point of rest.
3. The damage and location of the tree.
4. The dynamics analysis.



ANALYSIS AND OPINION

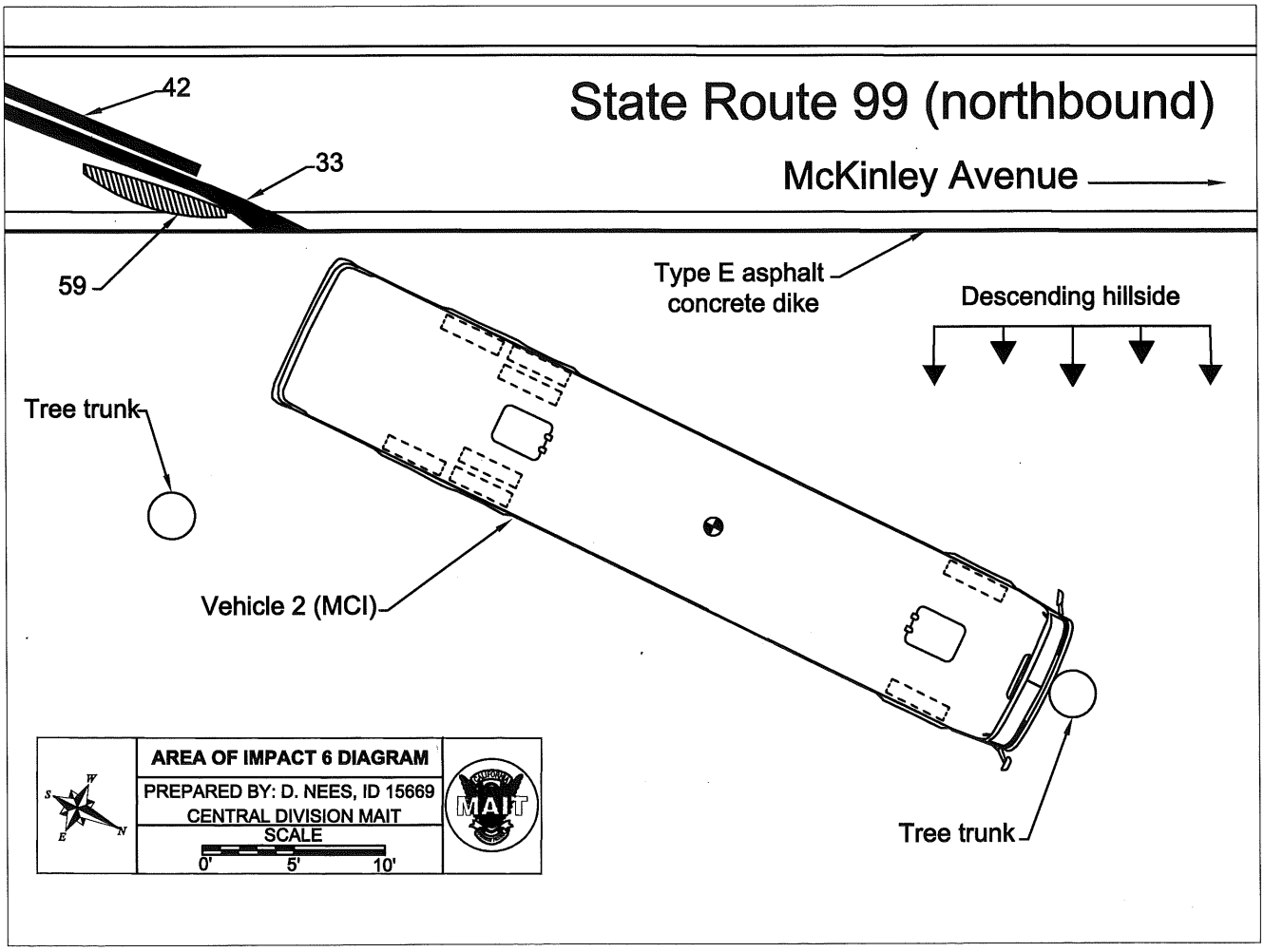
AREAS OF IMPACT

Area of Impact 6: Vehicle 2 (MCI) versus Tree

The area where the left front of Vehicle 2 (MCI) struck the trunk of a eucalyptus tree occurred in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue, and was located approximately 34 feet east of the east roadway edge of northbound State Route and 477 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -73.1831 East and 544.7155 North.

The area of impact was determined by the following:

1. The damage to Vehicle 2 (MCI).
2. The original position of the uprooted eucalyptus tree.
3. The dynamics analysis.



ANALYSIS AND OPINION

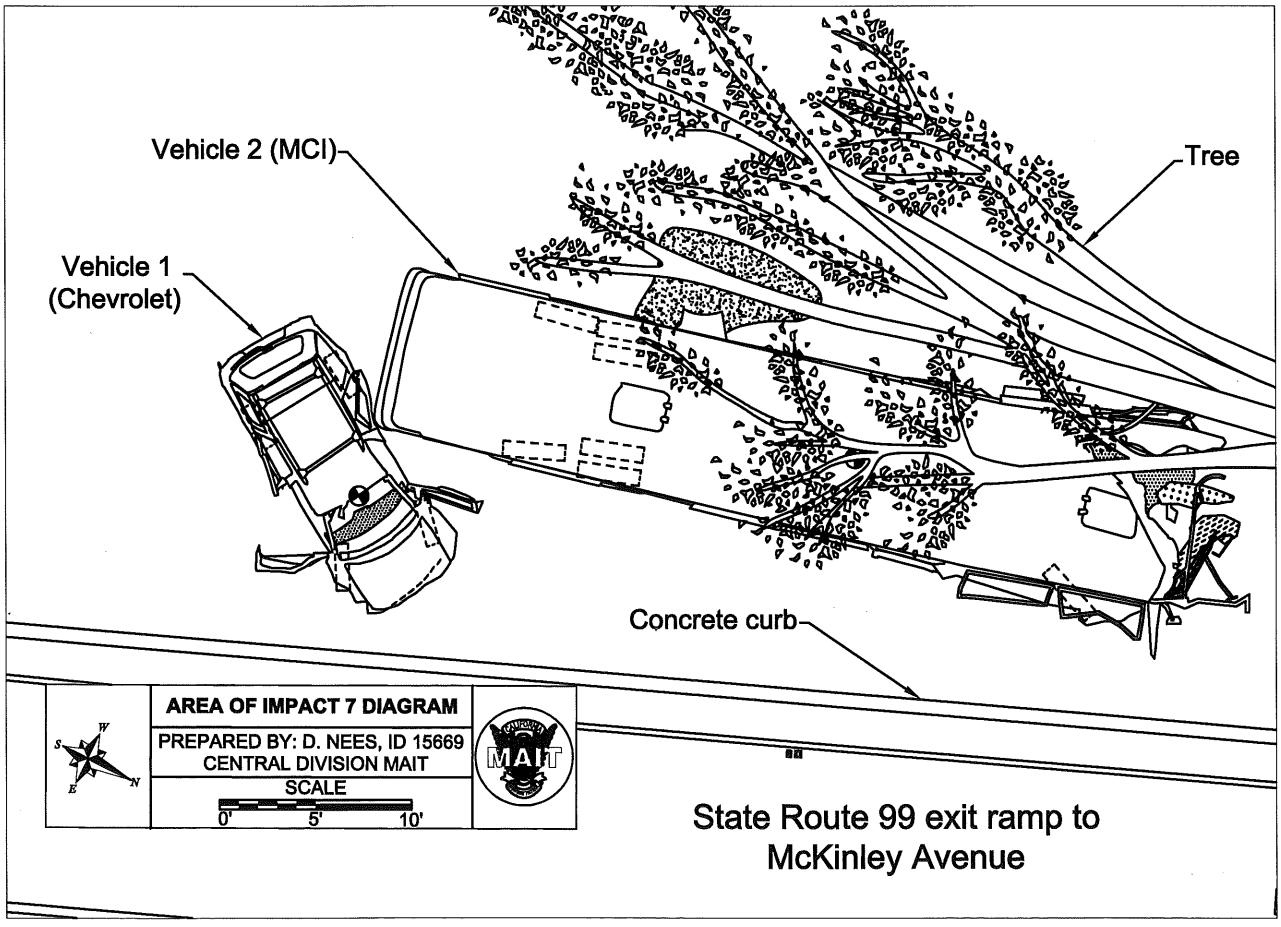
AREAS OF IMPACT

Area of Impact 7: Vehicle 1 (Chevrolet) versus Vehicle 2 (MCI)

The area where the left side of Vehicle 1 (Chevrolet) struck the right rear of Vehicle 2 (MCI) occurred in the dirt, east of the asphalt concrete shoulder of northbound State Route 99 and west of the northbound State Route 99 exit ramp to McKinley Avenue, and was located approximately 43 feet east of the east roadway edge of northbound State Route 99 and 463 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -61.8554 East and 533.0592 North.

The area of impact was determined by the following:

1. The damage to Vehicle 1 (Chevrolet).
2. The point of rest of Vehicle 1 (Chevrolet).
3. The damage to Vehicle 2 (MCI).
4. The point of rest of Vehicle 2 (MCI),
5. The dynamics analysis.



ANALYSIS AND OPINION

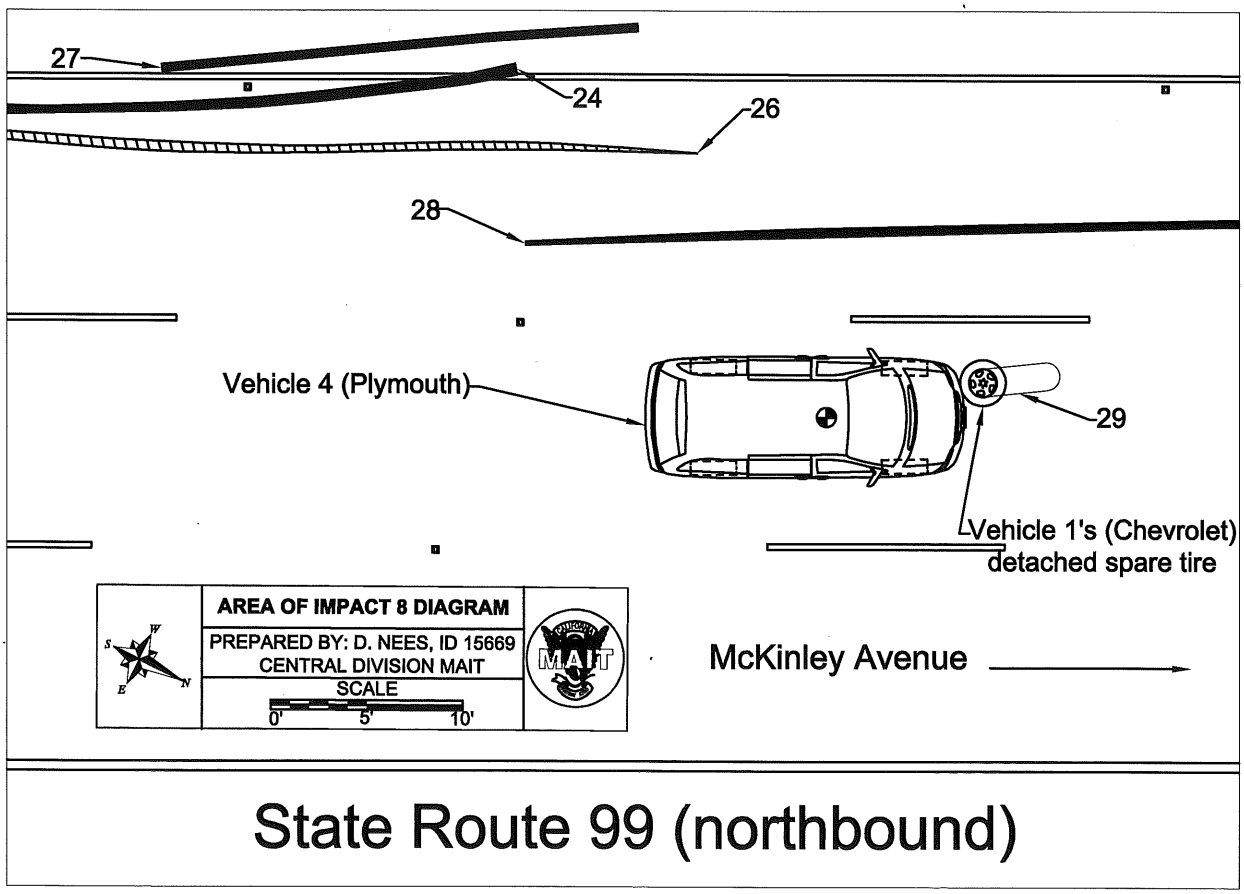
AREAS OF IMPACT

Area of Impact 8: Vehicle 4 (Plymouth) versus Vehicle 1's (Chevrolet) detached spare tire

The area where the front of Vehicle 4 (Plymouth) struck Vehicle 1's (Chevrolet) detached spare tire occurred within the northbound number two lane of State Route 99, and was located approximately 20 feet west of the east roadway edge of northbound State Route 99 and 191 feet north of the asphalt concrete/Portland cement concrete seam prolongation at the end of the gore area between State Route 99 and the exit ramp to McKinley Avenue. The area of impact corresponds with Total Station Survey System coordinates -68.1179 East and 254.0597 North.

The area of impact was determined by the following:

1. The damage to Vehicle 4 (Plymouth).
2. The circular gouge (physical evidence item 29).
3. The statements of Party 4 (Hughes).
4. The dynamics analysis.



CONCLUSIONS

FINDINGS

The following investigation findings were based on the totality of the MAIT investigation. The investigation included such elements as examination of the collision scene, analysis of the damage sustained by the involved vehicles, a review of medical records, autopsy reports, analysis of evidence, mechanical inspections, analysis of the vehicle dynamics, velocity calculations, and statements.

ENVIRONMENTAL FACTORS

The following conclusions were made as a result of the environmental factors investigation:

- There were no defects in roadway construction, roadway design or signage that would have been a contributing factor in this collision. The roadway surface was in good repair with the roadway striping, signage, and other features in good condition.

- Scene evaluation indicated there was adequate decision sight distance of the exit ramp to McKinley Avenue to allow motorists to exit the freeway safely. The highway safety lighting in this area was installed in accordance with the Caltrans Highway Design Manual.

- The accident history did not reveal any accident trends which would indicate any roadway problems.

- The weather was clear and dry at the time of the collision, and therefore was not a factor.

CONCLUSIONS

FINDINGS

HUMAN FACTORS

Party 1 (Garay)

The following conclusions were made as a result of the human factors investigation of Party 1 (Garay):

- Party 1 (Garay) was driving Vehicle 1 (Chevrolet) at the time of the collision.
- Party 1 (Garay) had a valid California class "Non-Commercial C" driver license and had just over eleven month driving experience.
- Party 1 (Garay) caused the collision by driving while under the influence of an alcoholic beverage.
- Party 1 (Garay) made an unsafe turning movement causing Vehicle 1 (Chevrolet) to collide with the concrete median barrier. This collision caused Vehicle 1 (Chevrolet) to rollover and come to a point of rest on its right side blocking the number one lane with its lights out. This left Vehicle 1 (Chevrolet) in a dangerous position for motorists traveling northbound on State Route 99.
- Party 1 (Garay) was not utilizing her wireless telephone while driving.
- Party 1 (Garay) was utilizing her occupant restraint when Vehicle 1 (Chevrolet) collided with the concrete median barrier.

CONCLUSIONS

FINDINGS

HUMAN FACTORS (continued)

Party 2 (Jewett)

The following conclusions were made as a result of the human factors investigation of Party 2 (Jewett):

- Party 2 (Jewett) was driving Vehicle 2 (MCI) at the time collision.
- Party 2 (Jewett) possessed a valid California class "B" commercial driver license, with an expiration date of January 31, 2013. Party 2 (Jewett) had an endorsement on his driver license for passenger transportation. Party 2 (Jewett) possessed a valid medical certificate, which was set to expire on April 22, 2011.
- Party 2 (Jewett) was wearing his corrective lenses at the time of the collision.
- Party 2 (Jewett) was not in violations of any of the hours of service requirements for commercial motor vehicle drivers.
- Party 2 (Jewett) made minor addition errors in his log book which did not affect his total hours of service and were not a factor in this collision.
- Party 2 (Jewett) was not under the influence of an alcoholic beverage or a controlled substance at the time of the collision.
- The collision between Vehicle 2 (MCI) and Vehicle 1 (Chevrolet) was unavoidable by Party 2 (Jewett).
- Party 2 (Jewett) was not utilizing either of his wireless telephones immediately prior to the collision.
- Party 2 (Jewett) was utilizing his occupant restraint.

CONCLUSIONS

FINDINGS

HUMAN FACTORS (continued)

Party 3 (Giorgis)

The following conclusions were made as a result of the human factors investigation of Party 3 (Giorgis):

- Party 3 (Giorgis) was driving Vehicle 3 (Honda) at the time of the collision.
- Party 3 (Giorgis) had a valid California class "Non-Commercial C" driver license.
- Party 3 (Giorgis) was not under the influence of an alcoholic beverage or a controlled substance at the time of the collision.
- The collision between Vehicle 3 (Honda) and Vehicle 1 (Chevrolet) was unavoidable by Party 3 (Giorgis).
- The collision between Vehicle 3 (Honda) and Vehicle 2 (MCI) was unavoidable by Party 3 (Giorgis).
- Party 3 (Giorgis) was utilizing her occupant restraint at the time of the collision.

CONCLUSIONS

FINDINGS

HUMAN FACTORS (continued)

Party 4 (Hughes)

The following conclusions were made as a result of the human factors investigation of Party 4 (Hughes):

- Party 4 (Hughes) was driving Vehicle 4 (Plymouth) at the time of the collision.
- Party 4 (Hughes) had a valid California class "Non-Commercial C" driver license.
- Party 4 (Hughes) was not under the influence of an alcoholic beverage or a controlled substance at the time of the collision.
- The collision between Vehicle 4 (Plymouth) and the detached spare tire from Vehicle 1 (Chevrolet) was unavoidable by Party 4 (Hughes).
- Party 4 (Hughes) was utilizing his occupant restraint at the time of the collision.

CONCLUSIONS

FINDINGS

VEHICLE FACTORS

Vehicle 1 (Chevrolet)

The following conclusions were made as a result of the inspection of Vehicle 1 (Chevrolet):

- The mechanical examination of Vehicle 1 (Chevrolet) revealed no pre-existing defects that would have affected the functionality of this vehicle upon the highway.
- There were no recall campaigns that pertained to this vehicle prior to this collision.
- The high beam headlamps were incandescent on Vehicle 1 (Chevrolet) at the time of the impact with the concrete median barrier.
- The lamps on Vehicle 1 (Chevrolet) were not functioning at the time of the impact with Vehicle 2 (MCI).
- The right front passenger restraint was utilized by Passenger Gonzalez at the time of the impact with the concrete median barrier.
- The middle rear passenger restraint was utilized by Passenger Cordoba at the time of the impact with the concrete median barrier.

CONCLUSIONS

FINDINGS

VEHICLE FACTORS (continued)

Vehicle 2 (MCI)

The following conclusions were made as a result of the inspection of Vehicle 2 (MCI):

- The mechanical examination of Vehicle 2 (MCI) revealed no pre-existing defects that would have affected the functionality of this vehicle upon the highway.

- The items listed in the recall campaigns did not affect the safe operation of Vehicle 2 (MCI) upon the highway.

- There were no fault codes recorded by the Detroit Diesel Electronic Control V System in Vehicle 2 (MCI) in the time leading to the collision.

- All of the emergency exits on Vehicle 2 (MCI) were operational at the time of the collision.

- Vehicle 2 (MCI) was regularly checked and maintained by Greyhound Lines, Incorporated service personnel.

- The piston dust boots on the left caliper of axle 2 were damaged from excessive brake heat. The functional testing of the left caliper of axle 2 revealed the brake unit operated correctly, with no binding, restrictions, or air leakage noted.

- The right inboard brake pad of axle 2 had friction material that was fractured into several pieces. The fractured pieces of friction material were separated from the metal backing plate.

  Due to only one brake assembly of Vehicle 2 (MCI) being affected by this condition, the fractured friction material would not result in Vehicle 2 (MCI) being placed "out of service." It should also be noted that at the time of the inspection, the fractured sections of the brake pad were in their proper position on the brake pad backing plate (just not affixed to the plate). As a result, a service brake application by the driver of Vehicle 2 (MCI) would result in friction material contact with the brake rotor, thereby providing adequate clamping forces to the brake rotor of the affected brake assembly and thus slowing the vehicle.

  This condition, while a violation of California Vehicle Code §26453, Condition of Brakes, was not a factor in this collision.

- Vehicle 2 (MCI) had three leaking shock absorbers which were preexisting conditions but were not factors in this collision.

- The headlamps of Vehicle 2 (MCI) were incandescent at the time of the collision.

CONCLUSIONS

FINDINGS

VEHICLE FACTORS (continued)

Vehicle 3 (Honda)

The following conclusions were made as a result of the inspection of Vehicle 3 (Honda):

- The mechanical examination of Vehicle 3 (Honda) revealed no pre-existing defects that would have affected the functionality of this vehicle upon the highway.
- There were no recall campaigns listed for this vehicle.
- The low beam headlamps of Vehicle 3 (Honda) were incandescent at the time of collision.

CONCLUSIONS

FINDINGS

VEHICLE FACTORS (continued)

Vehicle 4 (Plymouth)

The following conclusions were made as a result of the inspection of Vehicle 4 (Plymouth):

- There were no mechanical issues claimed by the owner/operator of Vehicle 4 (Plymouth).
- The headlamps of Vehicle 4 (Plymouth) were incandescent at the time of the collision.

CONCLUSIONS

CAUSE

PRIMARY CAUSE

Party 1 (Garay) caused this collision by driving Vehicle 1 (Chevrolet) while under the influence of an alcoholic beverage. This was a violation of California Vehicle Code §23152(a), which states:

> *It is unlawful for any person who is under the influence of any alcoholic beverage or drug, or under the combined influence of any alcoholic beverage and drug, to drive a vehicle.*

ASSOCIATED CAUSE

Party 1 (Garay) was driving Vehicle 1 (Chevrolet) northbound on State Route 99 approaching the McKinley Avenue exit ramp when she made a unsafe turn to the left allowing Vehicle 1 (Chevrolet) to collide with the concrete median barrier.

The unsafe turning movement was a violation of California Vehicle Code §22017, which states:

> *No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after giving an appropriate signal in the manner provided in this Chapter in the event any other vehicle may be affected by such movement.*

CONCLUSIONS

VIOLATIONS OF LAW

Party 1 (Garay) was driving while under the influence of an alcoholic beverage and was the proximate cause of six deaths, including her own.

Party 1 (Garay) was in violation of the following California Penal Code section:

§191.5(b) Gross vehicular manslaughter while intoxicated

> *Vehicular manslaughter while intoxicated is the unlawful killing of a human being without malice aforethought, in the driving of a vehicle, where the driving was in violation of Section 23140, 23152, or 23153 of the Vehicle Code, and the killing was either the proximate result of the commission of an unlawful act, not amounting to a felony, but without gross negligence, or the proximate result of the commission of a lawful act that might produce death, in an unlawful manner, but without gross negligence.*

The violation of §191.5(b) of the California Penal Code is supported by the following:

- Party 1 (Garay) was determined to be the driver of Vehicle 1 (Chevrolet) based upon the statements of Witness 3 (Gonzales),Witness 4 (McCullough) and Witness 5 (Godoy) that Party 1 (Garay) was driving Vehicle 1 (Chevrolet) just prior to the collision.

- Party 1 (Garay) was driving Vehicle 1 (Chevrolet) under the influence of an alcoholic beverage in violation of California Vehicle Code §23152 based on the post mortem toxicological analysis conducted on the blood and urine samples obtained from Party 1's (Garay) body that showed her blood alcohol content was over the legal limit of 0.08%.

- Party 1 (Garay) was negligent in her operation of Vehicle 1 (Chevrolet) when she made an unsafe turning movement to the left, a violation of California Vehicle Code §22107.

- The unsafe turning movement caused Vehicle 1 (Chevrolet) to collide with the concrete median barrier damaging the vehicle's electrical system and rendering all of its lamps inoperable. The collision resulted in Vehicle 1 (Chevrolet) rolling over and coming to rest on its right side blocking the number one lane of northbound State Route 99. This position of rest, with the vehicle's lights inoperable during the hours of darkness, created a dangerous situation for motorists on the freeway.

- Party 1 (Garay) was the proximate cause of Vehicle 1 (Chevrolet) being in a dangerous position, that was unavoidable by Party 2 (Jewett) driving Vehicle 2 (MCI), which resulted in a collision causing her death and the death of five others.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Party 1 (Garay) was driving while under the influence of an alcoholic beverage and was the proximate cause of injury to 22 persons.

Party 1 (Garay) was in violation of the following California Vehicle Code section:

§23153(a) Drive under the influence and causing bodily injury to another person

> *It is unlawful for any person who is under the influence of any alcoholic beverage or drug, or under the combined influence of any alcoholic beverage and drug, to drive a vehicle and concurrently do any act forbidden by law or neglect any duty imposed by law in driving the vehicle, which act or neglect proximately causes bodily injury to any person other than the driver.*

The violation of §23153(a) of the California Vehicle Code is supported by the following:

- Party 1 (Garay) was determined to be the driver of Vehicle 1 (Chevrolet) based upon the statements of Witness 3 (Gonzales),Witness 4 (McCullough) and Witness 5 (Godoy) that Party 1 (Garay) was driving Vehicle 1 (Chevrolet) just prior to the collision.

- Party 1 (Garay) was driving Vehicle 1 (Chevrolet) under the influence of an alcoholic beverage in violation of California Vehicle Code §23152 based on the post mortem toxicological analysis conducted on the blood and urine samples obtained from Party 1's (Garay) body that showed her blood alcohol content was over the legal limit of 0.08%.

- Party 1 (Garay) was negligent in her operation of Vehicle 1 (Chevrolet) when she made an unsafe turning movement to the left, a violation of California Vehicle Code §22107.

- The unsafe turning movement caused Vehicle 1 (Chevrolet) to collide with the concrete median barrier damaging the vehicle's electrical system and rendering all of its lamps inoperable. The collision resulted in Vehicle 1 (Chevrolet) rolling over and coming to rest on its right side blocking the number one lane of northbound State Route 99. This position of rest, with the vehicle's lights inoperable during the hours of darkness, created a dangerous situation for motorists on the freeway.

- Party 1 (Garay) was the proximate cause of Vehicle 1 (Chevrolet) being in a dangerous position, that was unavoidable by Party 2 (Jewett) driving Vehicle 2 (MCI), which resulted in a collision causing bodily injury to 22 persons.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Party 1 (Garay) was driving while under the influence of an alcoholic beverage with a blood alcohol content of over 0.08% and was the proximate cause of injury to 22 persons.

Party 1 (Garay) was in violation of the following California Vehicle Code section:

§23153(b) Drive under the influence and causing bodily injury to another person; blood alcohol percentage

It is unlawful for any person, while having 0.08 percent or more, by weight, of alcohol in his or her blood to drive a vehicle and concurrently do any act forbidden by law or neglect any duty imposed by law in driving the vehicle, which act or neglect proximately causes bodily injury to any person other than the driver.

The violation of §23153(b) of the California Vehicle Code is supported by the following:

- Party 1 (Garay) was determined to be the driver of Vehicle 1 (Chevrolet) based upon the statements of Witness 3 (Gonzales),Witness 4 (McCullough) and Witness 5 (Godoy) that Party 1 (Garay) was driving Vehicle 1 (Chevrolet) just prior to the collision.

- Party 1 (Garay) was driving Vehicle 1 (Chevrolet) under the influence of an alcoholic beverage in violation of California Vehicle Code §23152 based on the post mortem toxicological analysis conducted on the blood and urine samples obtained from Party 1's (Garay) body that showed her blood alcohol content was over the legal limit of 0.08%.

- Party 1 (Garay) was negligent in her operation of Vehicle 1 (Chevrolet) when she made an unsafe turning movement to the left, a violation of California Vehicle Code §22107.

- The unsafe turning movement caused Vehicle 1 (Chevrolet) to collide with the concrete median barrier damaging the vehicle's electrical system and rendering all of its lamps inoperable. The collision resulted in Vehicle 1 (Chevrolet) rolling over and coming to rest on its right side blocking the number one lane of northbound State Route 99. This position of rest, with the vehicle's lights inoperable during the hours of darkness, created a dangerous situation for motorists on the freeway.

- Party 1 (Garay) was the proximate cause of Vehicle 1 (Chevrolet) being in a dangerous position, that was unavoidable by Party 2 (Jewett) driving Vehicle 2 (MCI), which resulted in a collision causing bodily injury to 22 persons.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Party 1 (Garay) made an unsafe turning movement in Vehicle 1 (Chevrolet).

Party 1 (Garay) was in violation of the following California Vehicle Code section:

§22017 Turning movement and required signals

No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after giving an appropriate signal in the manner provided in this Chapter in the event any other vehicle may be affected by such movement.

The violation of §22107 of the California Vehicle Code is supported by the following:

- Party 1 (Garay) made an aggressive turning movement to the left as she drove north on State Route 99 depositing physical evidence items 3, 4, and 5 (tire friction marks).

- The trajectory of Vehicle 1 (Chevrolet) from physical evidence items 3, 4, and 5 (tire friction marks) caused Vehicle 1 (Chevrolet) to collide with the concrete median barrier.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Party 2 (Jewett) made minor errors on his log book.

Party 2 (Jewett) was in violation of the following California Code of Regulation:

Title 13 §1213 (g)(11) Driver's Record of Duty Status

(g) Driver responsibility. The driver's activities shall be recorded in accordance with the following provisions:
(11) Total hours. The total hours in each duty status: off duty other than in a sleeper berth; off duty in a sleeper berth; driving, and on duty not driving, shall be entered to the right of the grid. The total of such entries shall equal 24 hours.

The violation of Title 13 CCR §1213 (g)(11) is supported by the following:

- Examination of the log book entry made by Party 2 (Jewett) on June 21, 2010, revealed the total hours for the duty day was missing, as well as the total hours for the 24 hour period.

- Examination of the log book entry made by Party 2 (Jewett) on June 25, 2010, revealed the hours in the "Total Hours" columns do not match the hours in the time grid.

- Examination of the log book entry made by Party 2 (Jewett) on June 27, 2010, revealed the hours in the "Total Hours" columns do not match the hours in the time grid.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Party 2 (Jewett) made minor errors on his log book.

Party 2 (Jewett) was in violation of the following California Code of Regulation:

Title 13 §1213(g)(3) Driver's Record of Duty Status

(g) Driver responsibility. The driver's activities shall be recorded in accordance with the following provisions:
(3) Date. The month, day and year for the beginning of each 24-hour period shall be shown on the form containing the driver's duty status record.

The violation of Title 13 CCR §1213 (g)(3) is supported by the following:

- Examination of the log book entry made by Party 2 (Jewett) on June 28, 2010, revealed the date was incorrect. Instead of reading 06-28-2010, it read 09-28-2010.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Vehicle 2 (MCI) had cracked brake pad and a damaged piston dust boot.

The owners of Vehicle 2 (MCI), Greyhound Lines, Incorporated, were in violation of following California Vehicle Code section:

§26453 Condition of brakes

> *All brakes and component parts thereof shall be maintained in good condition and in good working order. The brakes shall be so adjusted as to operate as equally as practicable with respect to the wheels on opposite sides of the vehicle.*

The violation of §26453 of the California Vehicle Code is supported by the following:

- The mechanical inspection of Vehicle 2 (MCI) revealed the axle 2, left caliper piston dust boots were damaged by excessive brake heat.

- The mechanical inspection of Vehicle 2 (MCI) revealed the axle 2, right inboard brake pad friction material was cracked, with a portion of the friction material separated from the metal backing plate.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Vehicle 2 (MCI) had three leaking shock absorbers.

The owners of Vehicle 2 (MCI), Greyhound Lines, Incorporated, were in violation of 34506.3 of the California Vehicle Code referencing the following California Code of Regulation:

Title 13 §1232 (a) Vehicle Inspection and Maintenance

> *(a) Preventative Maintenance. Motor carriers shall ensure that all vehicles subject to their control, and all required accessories on the vehicles, are regularly and systematically inspected, maintained, and lubricated to ensure there are in safe and proper operating condition. The carrier shall have a means of indicating the types of inspection, maintenance, and lubrication operations to be performed on each vehicle and the date or mileage when these operations are due. The inspection required by this subsection is more in depth than the daily inspection performed by the driver. Motor carriers shall ensure compliance with this subsection when a vehicle is assigned away from the carrier's regular maintenance facility for periods exceeding normal inspection, maintenance, and lubrication intervals.*

The violation of Title 13 California Code of Regulations §1232(a) is supported by the following:

- Statements made by Witness 22 (Ross) who stated he located a leaking drive shock on Vehicle 2 (MCI) during an inspection of the vehicle on July 21, 2010.

- The mechanical inspection completed by MAIT investigators which found three leaking shocks (right side axle 1 front and rear, left side axle 2 rear) on Vehicle 2 (MCI) which had oil stains and residue indicating they were preexisting conditions prior to the collision.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Witness 2 (Cole) furnished alcohol to Party 1 (Garay), who was under 21 years of age. After consuming the alcohol furnished by Witness 2 (Cole), Party 1 (Garay) drove Vehicle 1 (Chevrolet) and caused a traffic collision which ultimately claimed six lives and injured 22 others.

Witness 2 (Cole) was in violation of the following California Business and Professions Code section:

§25658(c) Furnishing alcohol to a minor

(a) Except as otherwise provided in subdivision (c), every person who sells, furnishes, gives, or causes to be sold, furnished, or given away, any alcoholic beverage to any person under the age of 21 years is guilty of a misdemeanor.

(c) Any person who violates subdivision (a) by purchasing any alcoholic beverage for, or furnishing, giving, or giving away any alcoholic beverage to, a person under the age of 21 years, and the person under the age of 21 years thereafter consumes the alcohol and thereby proximately causes great bodily injury or death to himself, herself, or any other person, is guilty of a misdemeanor.

The violation of §25658(c) of the California Business and Professions Code is supported by the following:

- The video surveillance (evidence item 35) confiscated by California Department of Alcohol Beverage Control (ABC) Investigator McCullough showing Witness 2 (Cole) purchasing alcoholic beverages at A-1 Liquor.
- Statements from Witness 1 (Flores), Witness 4 (McCullough), Witness 5 (Godoy), and Witness 6 (Christensen) indicating Party 1 (Garay) had consumed some of the alcohol purchased by Witness 2 (Cole).
- A statement from Witness 2 (Cole) that she purchased alcohol from A-1 Liquor.
- Party 1 (Garay) was under 21 years of age and her blood alcohol content was over the legal limit of 0.08%.
- Party 1 (Garay) was the proximate cause of death for herself, Passenger Gonzalez, Passenger Cordoba, Party 2 (Jewitt), Passenger Solis and Passenger Contreras.
- Party 1 (Garay) was the proximate cause of injury to 22 people involved in the collision.

CONCLUSIONS

VIOLATIONS OF LAW (continued)

Witness 4 (McCullough), an adult, hosted a party at his residence where he knew underage persons were present and alcoholic beverages were being served. The shot glasses used by the underage drinkers were provided by Witness 4 (McCullough).

Witness 4 (McCullough) was in violation of the following Fresno Municipal Code section:

§9-3005(a) Consumption of alcohol by underage persons

Except as permitted by Article 1, Section 4, of the California Constitution, it is unlawful for any person to:

a) Knowingly permit, allow, or host a party on his or her private property or premises under his or her control where underage person(s) are present and alcoholic beverages are being served to or consumed by an underage person(s).

The violation of §9-3005(a) of the Fresno Municipal Code is supported by the following:

- Video recovered from Party 1's (Garay) cellular telephone showed Party 1 (Garay), Passenger Gonzalez, Passenger Cordoba, Witness 1 (Flores), and Witness 3 (Gonzales) celebrating at Witness 4's (McCullough) residence. The video shows open containers of alcohol inside Witness 4's (McCullough) residence. The video shows Witness 3 (Gonzales), 20 years of age, drinking from an open red colored can of Four Loko (an alcoholic beverage).

- Statements from Witness 1 (Flores), Witness 4 (McCullough), Witness 5 (Godoy), and Witness 6 (Christensen) indicating that Party 1 (Garay), 18 years of age, had consumed some of the alcohol purchased by Witness 2 (Cole).

- A statement made by Witness 4 (McCullough) to Officer Boss, that it was his residence and he knew most of the girls were under 21 years of age.

- When Officer Boss asked Witness 4 (McCullough) why the girls came to his house, he stated Witness 3 (Gonzales) lived with her parents and the girls wanted to take "shots."

- Witness 4's (McCullough) statement that he provided the girls with shot glasses in order to take "shots."

CONCLUSIONS

RECOMMENDATIONS

Due to the fact Party 1 (Garay) died as a result of the collision, there is no recommendation for prosecution for violating section 191.5(b) of the California Penal Code, or 23153(a) and 23153(b) of the California Vehicle Code.

Due to the fact Party 2 (Jewett) died as a result of the collision, there is no recommendation for prosecution for violating 34506.3 of the California Vehicle Code referencing Title 13 section 1213(g)(11) or Title 13 section 1213(g)(3) of the California Code of Regulations.

It is recommended that a copy of this investigation be forwarded to the Fresno County District Attorney's Office for review and the filing of the following:

- Greyhound Lines, Incorporated, for violation of section 26453 of the California Vehicle Code and section 34506.3 of the California Vehicle Code referencing Title 13 section 1232(a) of the California Code of Regulations.

- Witness 2 (Cole) for violation of section 25658(c) of the California Business and Professions Code.

It is recommended that a copy of this investigation be forwarded to the Fresno City Attorney's Office for review and filing of the following:

- Witness 4 (McCullough) for violation of section 9-3005(a) of the Fresno Municipal Code.

It is recommended that a copy of this investigation be forwarded to the California Department of Alcoholic Beverage Control for review and filing of any licensing violations against Witness 28 (Alyafaie) a corporate licensee of A-1 Liquor.

ANNEX A

CHP 555D Truck / Bus Collision Supplemental Report

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

TRUCK / BUS COLLISION SUPPLEMENTAL REPORT

CHP 555D (Rev. 1-07) OPI 062

PARTY NUMBER: 2

DATE OF COLLISION	TIME (2400)	NCIC NUMBER	OFFICER I.D. NUMBER	NUMBER
07/22/2010	02:14	9435	15751	2010-07-0219 / CF-023-10

GENERAL INSTRUCTIONS - COMPLETE THIS FORM FOR EACH QUALIFYING VEHICLE IF THE CRASH MEETS CRITERIA ON BACK OF THIS FORM.

QUALIFYING INFORMATION

THIS FORM IS BEING COMPLETED BECAUSE THIS VEHICLE IS:

- ☐ A truck or truck combination > 10,000 lbs. GVWR / GCWR
- ☑ A bus with seats for 9 or more persons, including driver
- ☐ A vehicle of any type with a hazardous materials placard (includes auto, light truck, van, 10,000 lbs. or less)

TOTAL INVOLVED VEHICLES IN THE CRASH: 4

NUMBER OF PERSONS SUSTAINING FATAL INJURIES: 6

NUMBER OF INJURED PERSONS TRANSPORTED FOR IMMEDIATE MEDICAL TREATMENT: 22

NUMBER OF VEHICLES TOWED FROM SCENE DUE TO DISABLING DAMAGE: 4

AT THE TIME OF THE CRASH, THIS VEHICLE WAS:

- ☑ Operating on a Trafficway open to the public (In-Transport)
- ☐ Parked on or off the Trafficway

COMMERCIAL DRIVER LICENSE (CDL): ☑ YES ☐ NO

CDL LICENSE CLASS (Check one): ☐ Class A ☑ Class B ☐ Class C ☐ Class D ☐ Class M

VEHICLE INFORMATION

VEHICLE CONFIGURATION (Enter one code from below): 4

1 - Passenger Car (only if vehicle has Hazardous Materials Placard)
2 - Light Truck (only if vehicle has Hazardous Materials Placard)
3 - Bus (seats for 9-15 people, including driver)
4 - Bus (seats for 16 people or more, including driver)
5 - Single-Unit Truck (2 axles, 6 tires)
6 - Single-Unit Truck (3 or more axles)
7 - Truck / Trailer(s) (Single-Unit Truck with Trailer(s))
8 - Truck / Tractor (without trailer, bobtail, or saddlemount)
9 - Tractor / Semi-Trailer (one trailer)
10 - Tractor / Doubles (two trailers)
11 - Tractor / Triples (three trailers)
99 - Other Truck > 10,000 lbs. (not listed above)

GVWR / GCWR (Enter one code from below. Use GCWR for truck combinations): 3

1 - 10,000 lbs. or Less
2 - 10,001 - 26,000 lbs.
3 - Greater than 26,000 lbs.

Bus Use (Enter one code from below): 3

0 - Not a Bus
1 - School (Public or Private)
2 - Transit
3 - Intercity
4 - Charter
5 - Other

CARGO BODY TYPE (Enter one code from below): 2

0 - Not Applicable / No Cargo Body
1 - Bus (seats for 9-15 people, including driver)
2 - Bus (seats for 16 people or more, including driver)
3 - Van / Enclosed Box
4 - Cargo Tank
5 - Flatbed
6 - Dump
7 - Concrete Mixer
8 - Auto Transporter
9 - Garbage / Refuse
10 - Grain, Chips, Gravel
11 - Pole
12 - Vehicle Towing Another Motor Vehicle
13 - Intermodal Chassis
14 - Logging
98 - Other Cargo Body (not listed above)

HAZARDOUS MATERIALS INVOLVEMENT

DID THE VEHICLE HAVE A HAZ-MAT PLACARD? ☐ YES ☑ NO

IF YES, INCLUDE THE FOLLOWING INFORMATION FROM THE PLACARD:

HM 4-Digit # or name from diamond or box:

HM Class # from bottom of diamond:

Was Haz-Mat released from THIS vehicle's cargo? ☐ YES ☑ NO

MOTOR CARRIER INFORMATION

CHECK ONE: ☑ Interstate Carrier ☐ Intrastate Carrier ☐ Not In Commerce - Government ☐ Not in Commerce - Other Trucks (Over 10,000lbs. GVWR / GCWR

Carrier Name: Greyhound Lines, Incorporated

Carrier Street Address (P.O. Box only if no street address): 350 North St. Paul

City / State / ZIP Code: Dallas, Texas 75201 Phone Number: (214)849-8000

Carrier ID Number(s): NONE USDOT# 044110 MC / MX# State# CA 15467

SEQUENCE OF EVENTS

NOTE: FOR THIS VEHICLE, LIST UP TO FOUR EVENTS

Event 1: 13 Event 2: 13 Event 3: 1 Event 4: 18

NON-COLLISIONS
1 Ran Off Road
2 Jackknife
3 Overturn (Rollover)
4 Downhill Runaway
5 Cargo Loss or Shift
6 Explosion or Fire
7 Separation of Units
8 Cross Median / Centerline

NON-COLLISIONS (continued)
9 Equipment Failure (Tires, Brakes, Steering, etc.)
10 Other Non-Collision

COLLISION INVOLVING / WITH
12 Pedestrian
13 Motor Vehicle In-Transport
14 Parked Motor Vehicle

COLLISION INVOLVING / WITH (continued)
15 Train
16 Pedalcycle
17 Animal
18 Fixed Object
19 Work Zone Maintenance Equipment
20 Other Moveable Object
98 Other (Describe):

PREPARED BY	REVIEWED BY	DATE
D. NEES, ID 15669	R. KRIDER, ID 15533	05/13/2011

Destroy Previous Editions

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

TRUCK / BUS COLLISION SUPPLEMENTAL REPORT

CHP 555D (Rev. 1-07) OPI 062

REPORTING CRITERIA FOR TRUCK AND BUS CRASHES

IF THIS CRASH INCLUDES:

At least one motor vehicle in-transport operating on a trafficway open to the public, which results in:

A FATALITY: Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash,

OR

AN INJURY: Any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene,

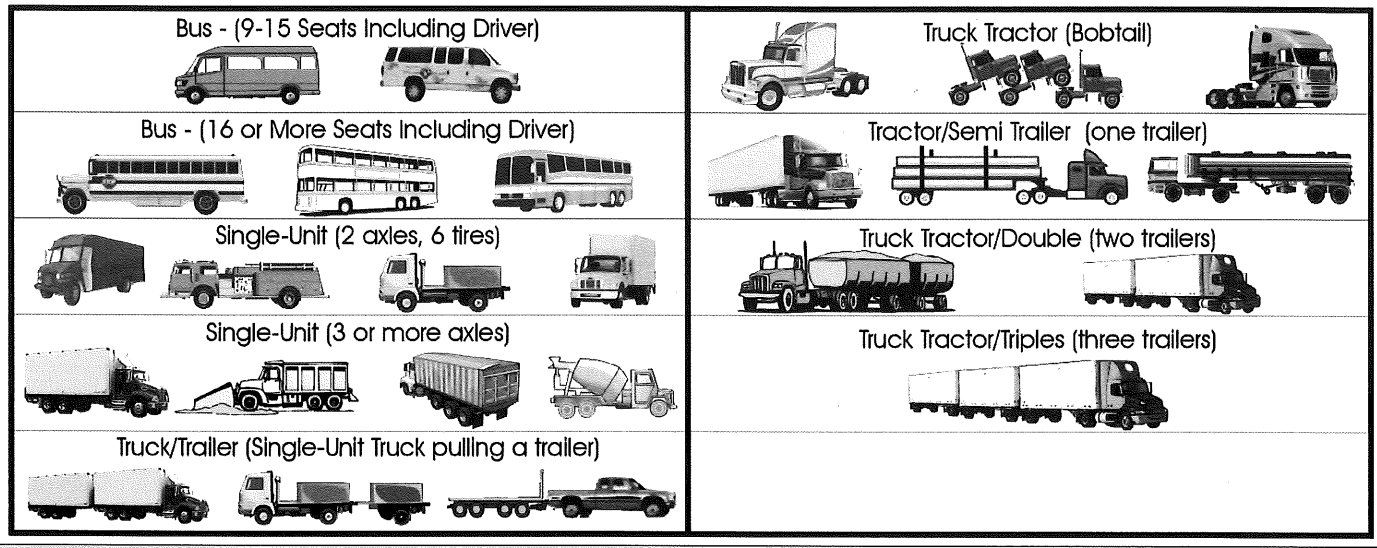
OR

A TOW-AWAY: Any motor vehicle (truck or truck combination, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle.

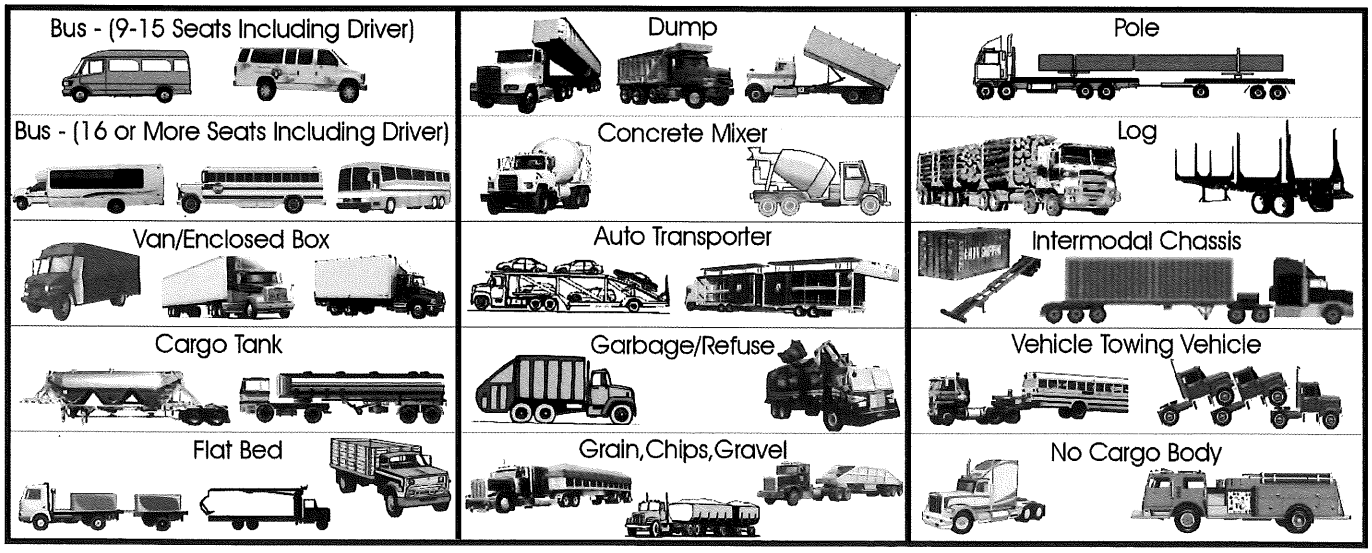
THEN COMPLETE THIS SUPPLEMENT FOR EACH OF THE FOLLOWING INVOLVED VEHICLES:

1. **Any** truck having a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) over 10,000 pounds used on public highways,
2. **Any** motor vehicle with seats to transport nine (9) or more people, including the driver's seat,
3. **Any** vehicle displaying a hazardous materials placard (regardless of weight).

VEHICLE CONFIGURATION



CARGO BODY TYPE



ANNEX B

Vehicle 1 (Chevrolet) CDR Report

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	1GNDS13S442413118
User	Kolter, Nees, and Haas
Case Number	CF-023-10
EDR Data Imaging Date	Tuesday, August 3 2010
Crash Date	Thursday, July 22 2010
Filename	1GNDS13S442413118_ACM.CDR
Saved on	Tuesday, August 3 2010 at 05:07:03 PM
Collected with CDR version	Crash Data Retrieval Tool 3.4
Reported with CDR version	Crash Data Retrieval Tool 3.4
EDR Device Type	airbag control module
Event(s) recovered	Deployment

Comments

Data imaging via DLC unsuccessful. Direct to ACM. The ACM was not removed from the vehicle.

Data Limitations

Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle longitudinal velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked.The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds before a Deployment Event.A locked Non Deployment Event cannot be overwritten or cleared by the SDM.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, then the most severe Non-Deployment Event will be recorded and locked. If multiple Non-Deployment Events precede a Deployment Event, and occur within five seconds of each other (but not necessarily all within five seconds of the Deployment Event), then the most severe of the Non-Deployment Events (which may have occurred more than five seconds prior to the Deployment Event) will be recorded and locked.If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event.If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, and one or more of those events was a Pretensioner Deployment Event, then the most recent Pretensioner Deployment Event will be recorded and locked. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity.For Deployment Events, the SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 150 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:

- -significant changes in the tire's rolling radius
- -final drive axle ratio changes
- -wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.

-Pre-Crash data is recorded asynchronously.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:

- -the SDM receives a message with an "invalid" flag from the module sending the pre-crash data
- -no data is received from the module sending the pre-crash data
- -no module present to send the pre-crash data

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit. If the vehicle's electrical system is compromised during a crash, the state of the Driver's Belt Switch Circuit may be reported other than the actual state.

-The Time Between Non-Deployment to Deployment Events is displayed in seconds. If the time between the two events is greater than 25.4 seconds, "N/A" is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-Multiple Eventswill indicate whether one or more associated events preceded the recorded event.
-Multiple Events Not Recorded can be used in the following senieos:
-If a single event is recorded, this parameter will indicate whether one or more associated events prior to the recorded event was not recorded due to insufficient record space (because there were more events than there were available event records).
-If two associated events are recorded, this parameter for the first event will indicate whether one or more associated events prior to the first event was not recorded due to insufficient record space.
-If two associated events are recorded, this parameter for the second event will indicate whether one or more associated events between the first and second events was not recorded due to insufficient record space.
-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted by the Powertrain Control Module (PCM), via the vehicle's communication network, to the SDM.
-Brake Switch Circuit Status data is transmitted by either the ABS module or the PCM, via the vehicle's communication network, to the SDM.
-The Belt Switch Circuit is wired directly to the SDM.

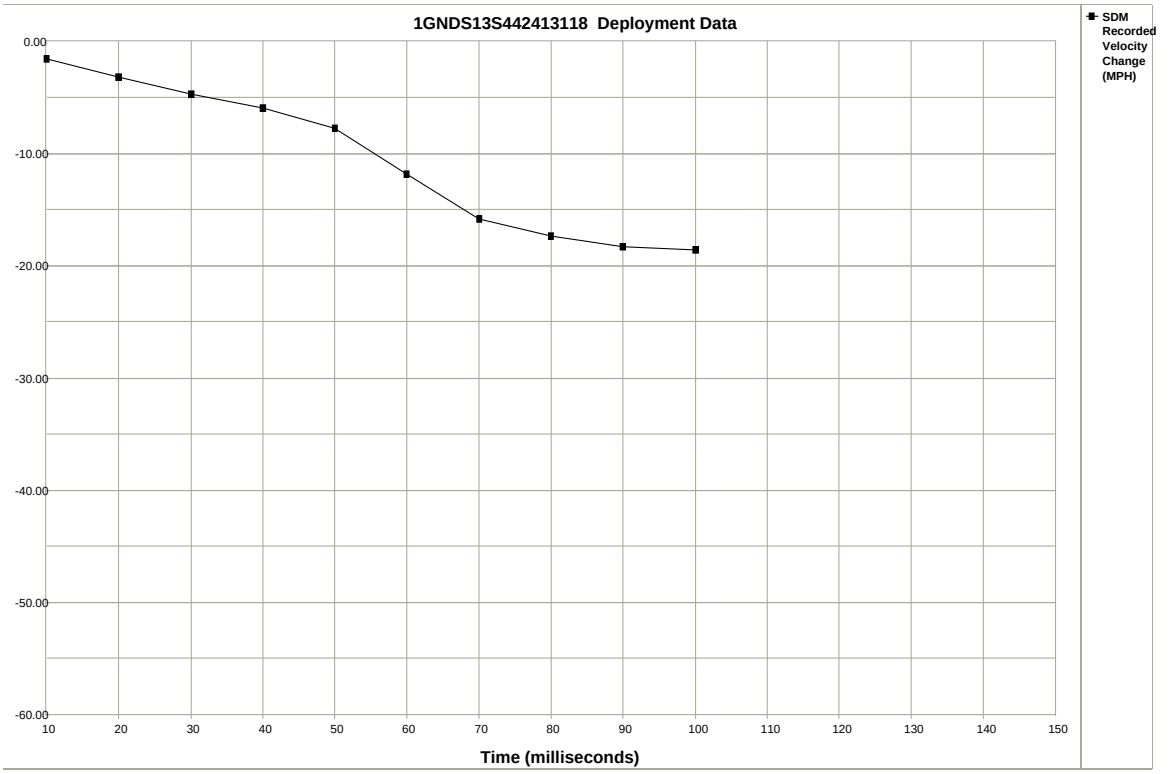
01030_SDMGT-2002_r002

System Status At Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Ignition Cycles At Deployment	14039
Ignition Cycles At Investigation	14040
Maximum SDM Recorded Velocity Change (MPH)	-21.03
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	147.5
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	7.5
Time Between Non-Deployment And Deployment Events (sec)	N/A
Frontal Deployment Level Event Counter	1
Event Recording Complete	Yes
Multiple Events Associated With This Record	No
One Or More Associated Events Not Recorded	No

Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle
-5	67	2176	0
-4	65	1984	0
-3	62	1792	0
-2	55	1664	0
-1	40	1216	0

Seconds Before AE	Brake Switch Circuit Status
-8	OFF
-7	OFF
-6	ON
-5	ON
-4	OFF
-3	OFF
-2	OFF
-1	OFF



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Recorded Velocity Change (MPH)	-1.55	-3.10	-4.65	-5.89	-7.75	-11.78	-15.81	-17.36	-18.29	-18.60	N/A	N/A	N/A	N/A	N/A

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
$01  E1 29 99 4C AB 76
$02  D1 D1 00 00 00 00
$03  41 53 34 31 33 33
$04  4B 47 55 56 33 33
$06  15 19 91 69 00 00
$10  F9 24 FF 00 00 00
$11  82 82 82 7C 7C 7C
$12  96 87 00 00 00 01
$13  FF 02 00 00 00 00
$14  03 03 00 00 00 00
$15  FA FA FA FA FA FA
$16  FA FA FA FA FA FA
$17  FA FA 00 00 00 00
$18  0F 00 05 AC 01 00
$1F  FE 00 00 00 00 00
$20  FF FF FF FF FF FF
$21  FF FF FF FF FF FF
$22  FF FF FF FF FF FF
$23  FF FF FF FF FF FF
$24  FF FF FF FF FF FF
$25  FF FF FF FF FF FF
$26  FF FF FF FF FF FF
$27  FF FF FF FF FF FF
$28  FF FF FF FF FF FF
$29  FF FF FF FF FF FF
$2A  FF FF FF FF FF FF
$2B  FF FF FF FF FF FF
$2C  FF FF FF FF FF FF
$2D  FF FF 00 00 00 00
$30  B2 FE 00 00 FF FF
$31  FF F7 FF FF FF FF
$32  FF F7 FF FF FF FF
$33  EF FF FF FF 7F FF
$34  00 00 50 06 03 03
$35  00 50 06 03 03 00
$36  50 07 03 03 00 50
$37  07 03 03 04 3C 3D
$38  3B 03 4C 2B 00 00
$39  0F 00 00 01 FF FF
$3A  05 0A 0F 13 19 26
$3B  33 38 3B 3C 00 00
$3C  00 00 00 0A F9 25
$3D  80 A5 00 00 00 00
$40  41 58 64 69 6C 00
$41  0C 00 00 00 00 00
$42  00 00 13 1A 1C 1F
$43  22 00 7D 80 00 00
$44  00 00 00 00 00 00
$45  00 00 00 00 00 00
$46  00 00 0A 0A 0A 0B
$47  0B 00 7D 80 00 00
$48  FF FF FF FF FF FF
$49  FF FF FF FF FF FF
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$4B  FF FF FF FF 00 00
$4C  FF FF FF FF FF FF
$4D  FF FF FF FF FF FF
$4E  FF FF FF FF FF FF
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$50  FF FF FF FF FF FF
$51  FF FF FF FF FF FF
$52  FF FF FF FF FF FF
$53  FF FF FF FF FF FF
$54  FF FF FF FF FF FF
```
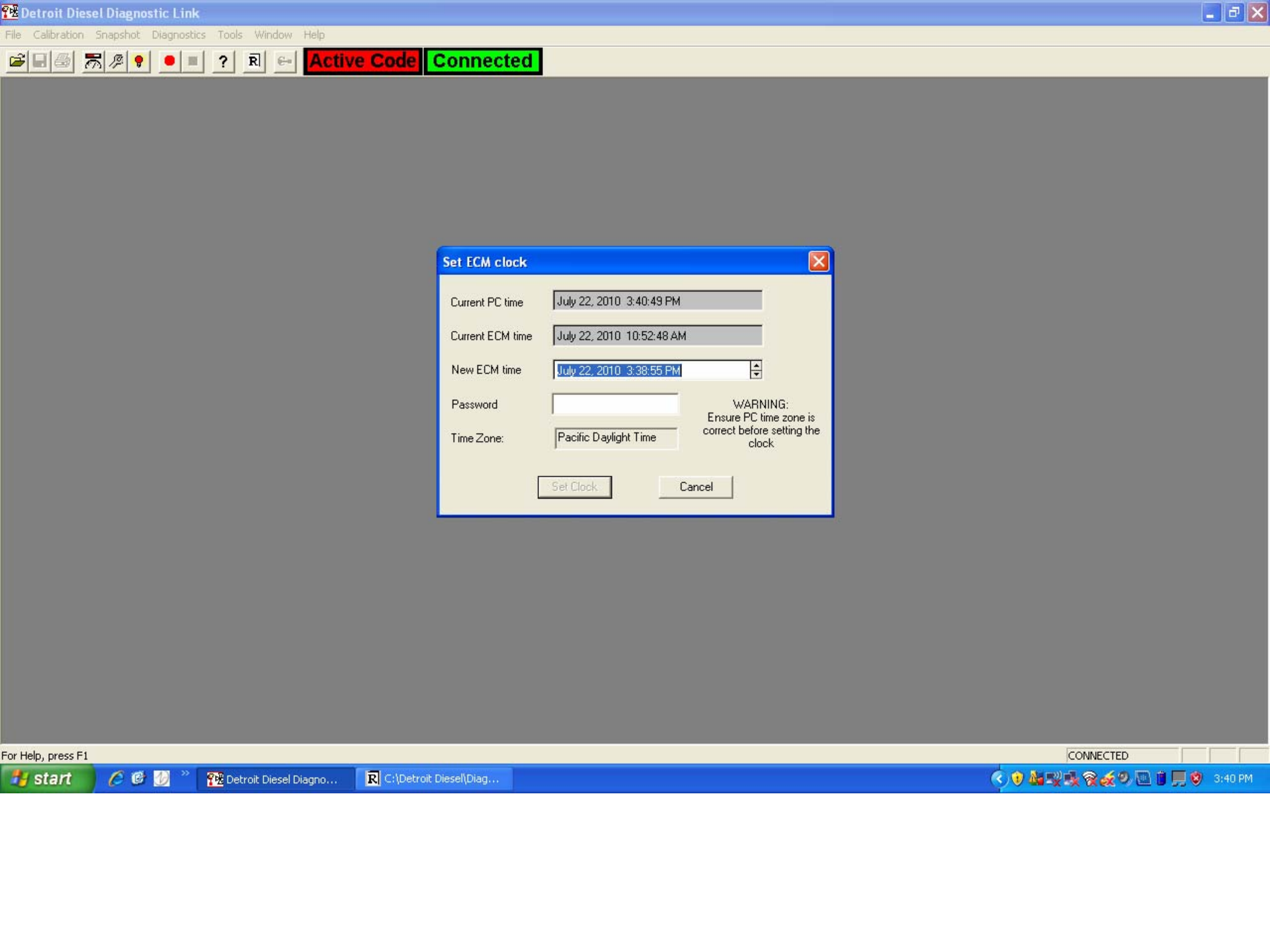

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

ANNEX C

Vehicle 2 (MCI) DDEC® V Report


Detroit Diesel Diagnostic Link
File Calibration Snapshot Diagnostics Tools Window Help
Active Code
Connected
Set ECM clock
Current PC time
July 22, 2010 3:40:49 PM
Current ECM time
July 22, 2010 10:52:48 AM
New ECM time
July 22, 2010 3:38:55 PM
Password
Time Zone:
Pacific Daylight Time
WARNING:
Ensure PC time zone is correct before setting the clock
Set Clock
Cancel
For Help, press F1
CONNECTED
start
Detroit Diesel Diagno...
C:\Detroit Diesel\Diag...
3:40 PM

Detroit Diesel Diagnostic Link - Engine Configuration Data
Printed on July 22, 2010

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-

(661) 257-8189

Vehicle Unit Number: 057202
Engine Serial Number: 06R0896354

ECU Version 2.02

Engine page:

Engine Series	Series 60
Engine serial number:	06R0896354
VIN:	1M86DMPA16P057202
Engine model:	6067MV2E
Idle speed RPM:	700
Rated BHP:	435
Rated engine RPM:	1800
Governed BHP:	400
Governed RPM:	2110
Peak Torque ft-lb:	1450
Peak torque RPM:	1200
LSG droop RPM:	75

ECM data page:	**Master**
Rating group (6N4M#):	8167
Rating family (6N4D#):	7505
Application family (6N4C#):	418
EPA Certification:	1536
ECM serial number:	AE600I39
ECM software level:	2.02
Shared version:	101
Rating version:	101

DDEC V Input Configuration

Chan	Name	Function Name
0	V47	Set/Coast
1	V3	Service Brake Released
2	V8	Resume/Accel
3	V9	Cruise Enable Switch
4	V10	Alt Min VSG
5	V25	-
6	V24	Stop Engine Override
7	V51	Engine Brake Med
8	V39	Engine Brake Low
9	V50	Parking Brake
10	V49	-
11	V16	Idle Validation
12	V48	Throttle Inhibit
13	V41	Ext Stop Engine 1
14	V42	-
15	V26	Jake Disable
16	V27	Turbocharger Compressor Inlet Temp
17	V23	-
18	V13	Accelerator Pedal Position
19	V14	Power Takeoff Set Speed
20	V38	Coolant Level
21	V37	-
22	V22	-
23	V29	-
24	E39	Boost Pressure
25	E16	-
26	E3	-
27	E6	-
28	E37	Barometric Pressure
29	E24	-
30	E21	-
31	E41	-
32	E25	-
33	E57	-
34	E31	Engine Oil Pressure
35	E38	EGR Differential Pressure
36	E56	-
37	REF_2V5	Analog ADC Reference
38	E58	-
39	E5	Engine Coolant Temp
40	E23	-
41	E9	Fuel Temp
42	INJ_VREG	Injector Vreg
43	E2	Air Inlet Temp

DDEC V Input Configuration

Chan	Name	Function Name
44	CS_E1	EGR Valve Current Signal
45	E22	Turbocharger Compressor Out Temp
46	E7	Engine Oil Temp
47	E10	EGR Temp
48	V61	Battery voltage
49	BAKUP_BATT	RTC Battery
50	E12_E26	Engine Sensor Supply
51	V11_V12	Vehicle Sensor Supply
52	INJ_VSLOPE	Injector Vslope
53	INJ_IPULLIN	Function Not Found
54	E27	-
55	E36	-
56	ECU_TEMP	ECU Temperature
57	Freq_V17_18	-
58	Freq_V32_33	-
59	Freq_E35_34	Turbo Speed Sensor
60	Freq_E32_33	-

DDEC V Output Configuration

Chan	Name	Function Name	Achieved	Intended
0	V1	Check Engine Light	ON	ON
1	V2	Stop Engine Light	OFF	OFF
2	V4	Fan Control 1	ON	ON
3	V5	Run Signal	ON	OFF
4	V6	Decel Light	ON	ON
5	V7	Ignition Relay	ON	ON
6	V40	Fan Control 2	ON	ON
7	V55	Ether Injection	ON	OFF
8	V54	-	-	-
9	V53	-	-	-
10	E13	-	-	-
11	E46	Switched Battery	ON	ON
12	E47	-	-	-
13	E48	Engine Brake Med	ON	OFF
14	E49	Engine Brake Low	ON	OFF
15	E50	-	-	-
16	E51	Switched Battery	ON	ON
17	E52	-	-	-
18	E53	-	-	-
19	PWM_V52	-	-	
20	PWM_V46	-	-	
21	PWM_E1	EGR PWM Valve	5	
22	PWM_E4	VGT Control	5	
23	PWM_E8	-	-	
24	PWM_E11	-	-	

Detroit Diesel Diagnostic Link - Trips Totals
Printed on July 22, 2010

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-

(661) 257-8189

Vehicle Unit Number: 057202
Engine Serial Number: 06R0896354

ECU Version 2.02

Engine Totals

Accumulated Totals

Fuel	99306.3	gals
Time	15369.3	hours
Distance		miles

Idle Totals

Fuel	13765.9	gals
Time	6426.8	hours

VSG Totals

Fuel	11441.0	gals
Time	5180.4	hours

Optimized Idle Totals

Optimized Idle not enabled

Cruise Totals

Time	3377.9	hours

Engine Brake Totals

Time	146.2	hours

Percentages

On Idle	42
On Cruise	38

Last De-green Reset

Distance	0	miles

Trip Totals

Accumulated Totals

Fuel	669.1	gals
Time	14764.6	hours
Distance		miles

Idle Totals

Fuel	5144.8	gals
Time	6203.9	hours

VSG Totals

Detroit Diesel Diagnostic Link - Trips Totals
Printed on July 22, 2010

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-

(661) 257-8189

Vehicle Unit Number: 057202
Engine Serial Number: 06R0896354

ECU Version 2.02

Fuel	11077.4	gals
Time	4990.2	hours

Optimized Idle Totals

Optimized Idle not enabled

Cruise Totals

Time	3203.3	hours

Engine Brake Totals

Time	140.8	hours

Fuel Economy

mpg

Percentages

On Idle	42
On Cruise	37

Detroit Diesel Diagnostic Link - Fault Codes
Printed on July 22, 2010

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-

(661) 257-8189

Vehicle Unit Number: 057202
Engine Serial Number: 06R0896354

ECU Version 2.02

Active	Fault Description StopTime	Flash Xtr	ECM Ovrds	ID	FMI	Start	End	Duration	Count	StartTime
*	Baro press sensor - input voltage low	87 0.0psi	Mas 0	P 108	4	15369	--	00:13:27	1	Jul22,10:41
*	Coolant level sensor - input voltage high	16 101	Mas 0	P 111	3	15369	--	00:13:27	1	Jul22,10:41
	ECM battery - voltage low Jul20,6:21	46 7.1V	Mas 0	P 168	1	13640	15342	01:52:40	15	Mar19,14:47
*	EGR delta press circuit failed low	82 0.0"H20	Mas 0	P 411	4	15369	--	00:13:27	1	Jul22,10:41
	EGR leak - boost power May20,1:48	39	Mas	S 146	2	13919	14433	00:00:18	2	Apr10,17:22
	Injector #1 - response time long Jul17,10:06	61	Mas	S 1	0	13983	15315	00:10:08	23	Apr15,15:01
	Injector #5 - response time long May10,1:30	61	Mas	S 2	0	14288	14288	00:10:00	3	May9,2:54
*	Missing other ECU information	55	Mas	S 216	14	13657	--	00:13:23	4	Mar20,21:48
*	Oil pressure sensor - input voltage low	36 0.0psi	Mas 0	P 100	4	15369	--	00:13:27	1	Jul22,10:41
*	TPS idle validation switch - open circuit	68	Mas	S 230	5	13640	--	00:13:53	5	Mar19,14:50
	Throttle sensor - input voltage high Jul20,6:23	21 0%	Mas 0	P 91	3	14261	15342	00:00:41	9	May5,21:19
*	Throttle sensor - input voltage low	22 0%	Mas 0	P 91	4	15369	--	00:13:28	1	Jul22,10:41
*	Turbo boost sensor - input voltage low	34 0.0psi	Mas 0	P 102	4	15369	--	00:13:27	1	Jul22,10:41
	Turbo speed low Mar31,3:09	64 32krpm	Mas	P 103 0	1	13813	13813	00:07:17	1	Mar31,2:48
	VNT vanes not responding - EGR Mar24,12:44	39	Mas	S 147	7	13695	13703	05:52:10	255	Mar24,5:13
	VNT vanes not responding - boost jake Jul19,12:08	39	Mas	S 147	12	15145	15340	00:01:00	8	Jul7,1:33
	VNT vanes not responding - boost power Jul19,13:59	39	Mas	S 147	2	13288	15342	01:28:08	63	Feb22,10:59
	VSG sensor - input voltage high May5,21:19	12 0rpm	Mas 0	P 187	3	14261	14261	00:00:04	1	May5,21:19
*	Vehicle speed sensor failure	54 0mph	Mas 0	P 84	12	15369	--	00:13:09	1	Jul22,10:41

Current Engine Hours: 15369.3

DDEC® Reports - Trip Activity

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Driving Time	8560:38:14	VSG(PTO) Total Time	4990:09:29
Driving Percent	57.98 %	VSG(PTO) Percent	33.80 %
Driving Fuel	82132.38 gal	VSG(PTO) Total Fuel	11077.38 gal
Driving Economy	5.97 mpg		
		Stop Idle Time	5592:44:08
Vehicle Speed Limiting		Stop Idle Percent	37.88 %
Time	1262:52:20	Stop Idle Fuel	11869.13 gal
Percent	14.75 %		
Distance	88479.7 mi	Over Rev Limit	1800 rpm
Fuel	13050.13 gal	Count	65535
		Time	253:38:40
Top Gear		Percent	1.72 %
Time	5874:19:54		
Percent	68.62 %	Highest RPM	2357 rpm
Distance	397388.8 mi	Occurred	06/07/07 10:03:47 (EST)
Fuel	60577.50 gal		
Time	550:45:08	Diag. Records	891
		Hard Brake Count	328
Top Gear - 1		Brake Count	282699
Percent	6.43 %	Eng. Brake Time	140:48:37
Distance	21136.0 mi		
Fuel	4066.38 gal	Optimized Idle Time	
		Active	0:00:00
Cruise		Run	0:00:00
Time	3203:20:23	Battery	0:00:00
Percent	37.42 %	Engine Temp.	0:00:00
Distance	220213.9 mi	Thermostat	0:00:00
Fuel	35582.13 gal	Extended Idle	0:00:00
		Continuous	0:00:00
Top Gear Cruise			
Time	2943:06:08	Optimized Idle Battery Charging Starts	
Percent	34.38 %	Normal Count	0
Distance	203140.2 mi	Alternate Count	0
Fuel	31081.75 gal	Continuous Run	0
Speeding A(>=66 mph and <71 mph)		Fan On Time	
Count	65535	Total Time	2034:09:01
Time	4748:21:30	Engine System	2034:09:01
Percent	55.47 %	Manual	0:00:00
Speeding B(>=71 mph)		A/C	0:00:00
Count	19908		
Time	64:46:00	Pump On Time	
Percent	0.76 %	Time	0:00:00
		Distance	0.0 mi
Highest Speed	97.0 mph	Fuel	0.00 gal
Occurred	08/11/06 04:04:05 (EST)		
		Engine Utilization	40.13 %
Coasting Time	0:12:24	Vehicle Utilization	23.27 %
Coasting Percent	0.00 %		
DPF Regeneration			
Parked Regen Count	0		
Driving Regen Count	0		

DDEC® Reports - Configuration

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Hard Brake Limit	7.0 mph/s	
Stop Idle Limit	5 min	
Top Gear Limit	22 rpm/mph	
Top Gear-1 Limit	34 rpm/mph	Learned On: 04/19/2007 (EST)

ECM S/W	2.020
ECM Type	DDEC V
Config. Change	07/22/2010 (EST)

Idle Method	VSS
Idle-Load Limit	- %
Idle-RPM Limit	- rpm

Reset Lockout	No
Fleet Time Zone	-5.0 h (EST)

Maintenance Visual Reminder:

Enabled	No
Percentage	- %

Vehicle Speed Bands (mph)	10	20	30	40	50	55	60	66	71
Engine Speed Bands (rpm)	700	1000	1200	1300	1400	1500	1600	1700	1800
Percent Load Bands (%)	10	20	30	40	50	60	70	80	90

Trip Status 4 Extracted but did not reset!

DDEC® Reports - Life-To-Date

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Total Distance	512917.0 mi
Total Time	15369.31
Total Fuel	99306.25 gal
Overall Fuel Economy	5.17 mpg
Avg Vehicle Speed	33.37 mph
Idle Time	6426:49:38
Idle Percent	41.82 %
Idle Fuel	13765.88 gal
VSG(PTO) Total Time	5180:26:50
VSG(PTO) Percent	33.71 %
VSG(PTO) Total Fuel	11441.00 gal
Cruise Percent	37.77 %
Cruise Time	3377:52:28
Eng. Brake Time	146:12:24
Revolutions/mi	2203
Average RPM	1225

DPF Regeneration

Parked Regen Count	-1 Error
Occurred	-
Driving Regen Count	-1 Error
Occurred	-

Avg. Drive Load	48 %

Optimized Idle

Active Time	0:00:00
Run Time	0:00:00

Optimized Idle Battery Charging Starts

Normal Count	0
Alternate Count	0
Continuous Run	0

Fan On Time

Total Time	2216:46:15
Engine System	2216:46:15
Manual	0:00:00
A/C	0:00:00

Peak Road Speed	97.0 mph
Occurred	08/11/06 04:04 AM (EST)
Peak Engine RPM	2367 rpm
Occurred	06/07/07 10:03 AM (EST)

DDEC® Reports - Profile

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Cruise Percent	37 %
Trip Fuel	95469.13 gal	Top Gear Percent	69 %
Trip Time	14764.56	Coast Percent	0 %
		Idle Percent	42 %
Speeding A	55 %	VSG Percent	34 %
Speeding B	1 %	Avg. Drive Load	49 %
		Hard Brake Count	328
PMA Percent Left	100 %	Diagnostic Code	Yes
PMB Percent Left	100 %		
PMC Percent Left	100 %	Highest Speed	97.0 mph
		Highest RPM	2357 rpm
Over Rev	2 %		

DDEC® Reports - Engine Load/RPM

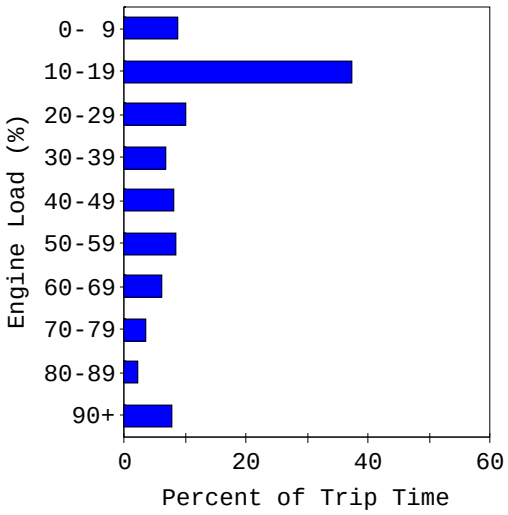
Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

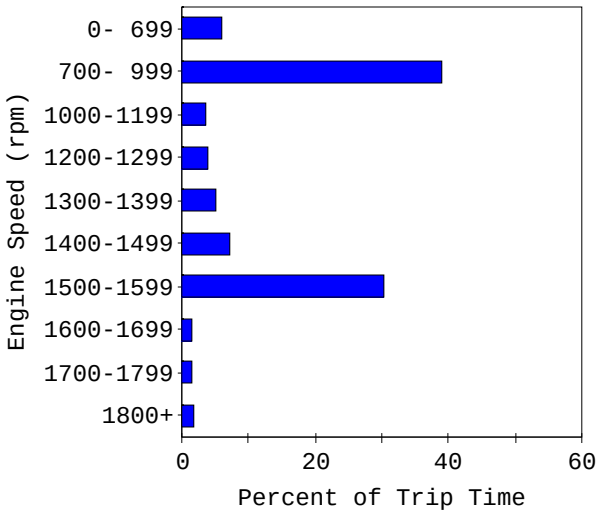
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Engine Load Histogram



Engine Speed Histogram



Percent of Trip Time in Load and RPM Table
Engine Load (%)

Engine RPM	0- 9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-100	Total
0- 699		1.2	2.3	1.5	1.0						6.1
700- 999	1.1	32.4	4.1	0.9	0.4	0.1					39.0
1000-1199	1.6	0.4	0.5	0.3	0.3	0.2	0.2	0.1	0.1	0.1	3.7
1200-1299	1.1	0.5	0.4	0.3	0.4	0.3	0.3	0.2	0.1	0.4	3.9
1300-1399	0.9	0.5	0.4	0.4	0.5	0.5	0.4	0.3	0.2	0.9	5.1
1400-1499	1.0	0.6	0.5	0.6	0.9	0.9	0.6	0.4	0.3	1.4	7.3
1500-1599	2.2	1.5	2.0	2.7	4.6	6.1	4.3	2.5	1.3	3.1	30.3
1600-1699	0.5					0.1	0.1	0.1		0.6	1.4
1700-1799	0.2					0.1				0.9	1.4
1800+	0.3	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.5	1.7
Total	8.9	37.2	10.3	6.8	8.3	8.5	6.1	3.8	2.3	7.9	

Note: This table contains values <0.005 percent of trip time

DDEC® Reports - Over Speed/Over Rev

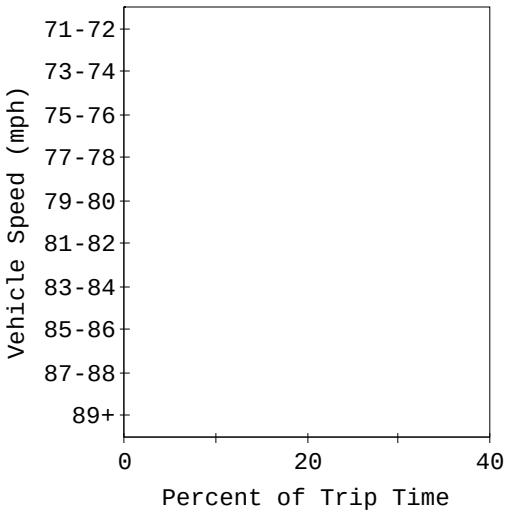
Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

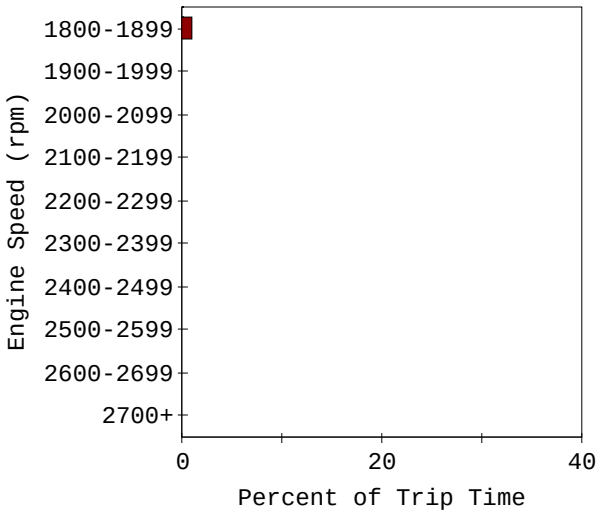
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Over Speed Histogram



Over Rev Histogram



Percent of Trip Time in Over Speed and Over Rev Bands

Vehicle Speed (mph)

71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89+
0.29	0.08	0.04	0.02	0.01	<0.005	<0.005	<0.005	<0.005	<0.005

Engine Speed (rpm)

1800 1899	1900 1999	2000 2099	2100 2199	2200 2299	2300 2399	2400 2499	2500 2599	2600 2699	2700+
1.35	0.16	0.09	0.11	<0.005	<0.005				

DDEC® Reports - Vehicle Speed/RPM

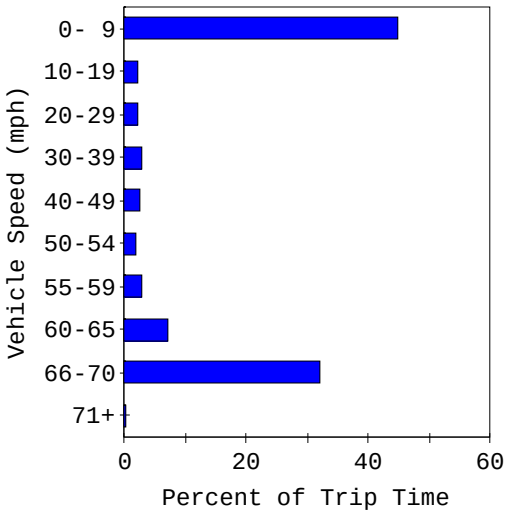
Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

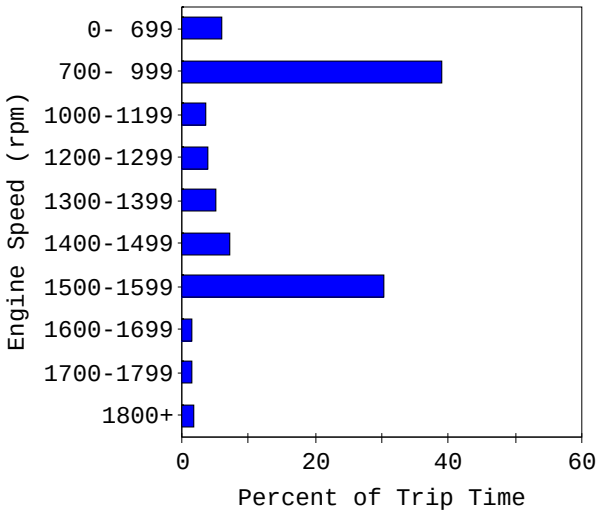
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Vehicle Speed Histogram



Engine Speed Histogram



Percent of Trip Time in Speed and RPM Table
Vehicle Speed (mph)

Engine RPM	0- 9	10-19	20-29	30-39	40-49	50-54	55-59	60-65	66-70	71+	Total
0- 699	5.7	0.4									6.1
700- 999	38.4	0.4	0.2	0.1							39.0
1000-1199	0.5	0.5	0.7	1.0	0.9	0.2					3.7
1200-1299	0.2	0.3	0.4	0.7	0.9	0.4	1.1				3.9
1300-1399	0.1	0.2	0.4	0.6		0.9	1.3	1.5			5.1
1400-1499	0.1	0.1	0.4	0.1	0.4	0.2	0.3	4.7	1.0		7.3
1500-1599		0.1	0.1	0.1	0.3		0.2	0.2	29.3		30.3
1600-1699		0.1	0.1	0.1	0.2			0.6		0.3	1.4
1700-1799		0.1	0.1	0.1	0.1			0.1	0.9		1.4
1800+	0.1	0.1	0.1	0.1		0.1	0.1	0.1	1.0		1.7
Total	45.0	2.3	2.4	2.9	2.8	1.9	3.0	7.1	32.2	0.4	
Brakes	91143	53566	37482	26639	19893	9635	10740	14738	16988	1875	282699
Hard Brakes	27	30	64	99	51	20	19	9	9		328
Firm Brakes											

Note: This table contains values <0.005 percent of trip time

DDEC® Reports - Monthly Activity #1

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Partial Month: July, 2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Distance	12752.6 mi	Time	326:49:18
Fuel	2526.75 gal	Fuel Consumption	7.73 gal/h
Fuel Economy	5.05 mpg	Idle Time	113:23:31
Avg Drive Load	52 %	Idle Percent	34.70 %
Avg Vehicle Speed	59.8 mph	Idle Fuel	280.13 gal

Driving Time	213:25:47	VSG(PTO) Total Time	90:25:01
Driving Percent	65.30 %	VSG(PTO) Percent	27.67 %
Driving Fuel	2246.63 gal	VSG(PTO) Total Fuel	231.00 gal
Driving Economy	5.68 mpg		
		Stop Idle Time	100:30:20
Vehicle Speed Limiting		Stop Idle Percent	30.75 %
Time	46:38:00	Stop Idle Fuel	248.25 gal
Percent	21.85 %		
Distance	3266.4 mi	Over Rev Limit	1800 rpm
Fuel	506.38 gal	Count	3933
		Time	20:01:30
Top Gear		Percent	6.13 %
Time	139:02:15		
Percent	65.14 %	Highest RPM	2289 rpm
Distance	9447.3 mi	Occurred	07/10/10 02:14:40 (EST)
Fuel	1487.25 gal		
Time	13:05:10	Diag. Records	28
		Hard Brake Count	2
Top Gear - 1		Brake Count	5542
Percent	6.13 %	Eng. Brake Time	5:15:32
Distance	543.9 mi		
Fuel	120.50 gal	Optimized Idle Time	
		Active	0:00:00
Cruise		Run	0:00:00
Time	65:37:53	Battery	0:00:00
Percent	30.75 %	Engine Temp.	0:00:00
Distance	4514.5 mi	Thermostat	0:00:00
Fuel	772.63 gal	Extended Idle	0:00:00
		Continuous	0:00:00
Top Gear Cruise			
Time	49:59:37	Optimized Idle Battery Charging Starts	
Percent	23.42 %	Normal Count	0
Distance	3458.0 mi	Alternate Count	0
Fuel	529.25 gal	Continuous Run	0
Speeding A(>=66 mph and <71 mph)		Fan On Time	
Count	2675	Total Time	0:21:05
Time	128:57:07	Engine System	0:21:05
Percent	60.42 %	Manual	0:00:00
Speeding B(>=71 mph)		A/C	0:00:00
Count	427		
Time	1:32:29	Pump On Time	
Percent	0.72 %	Time	0:00:00
		Distance	0.0 mi
Highest Speed	79.0 mph	Fuel	0.00 gal
Occurred	07/07/10 20:08:30 (EST)		
Coasting Time	0:00:16	Engine Utilization	45.39 %
Coasting Percent	0.00 %	Vehicle Utilization	29.64 %
DPF Regeneration			
Parked Regen Count	0		
Driving Regen Count	0		

DDEC® Reports - Monthly Activity #2

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Month: June, 2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Distance	13411.0 mi	Time	427:55:32
Fuel	2746.88 gal	Fuel Consumption	6.42 gal/h
Fuel Economy	4.88 mpg	Idle Time	168:43:50
Avg Drive Load	47 %	Idle Percent	39.43 %
Avg Vehicle Speed	51.7 mph	Idle Fuel	401.63 gal

Driving Time	259:11:42	VSG(PTO) Total Time	119:37:00
Driving Percent	60.57 %	VSG(PTO) Percent	27.95 %
Driving Fuel	2345.25 gal	VSG(PTO) Total Fuel	302.50 gal
Driving Economy	5.72 mpg		
		Stop Idle Time	139:39:10
Vehicle Speed Limiting		Stop Idle Percent	32.63 %
Time	36:36:07	Stop Idle Fuel	326.88 gal
Percent	14.12 %		
Distance	2564.4 mi	Over Rev Limit	1800 rpm
Fuel	386.75 gal	Count	4595
		Time	5:25:37
Top Gear		Percent	1.27 %
Time	154:50:29		
Percent	59.74 %	Highest RPM	2272 rpm
Distance	10407.9 mi	Occurred	06/23/10 05:42:50 (EST)
Fuel	1592.50 gal		
Time	15:09:26	Diag. Records	13
		Hard Brake Count	9
Top Gear - 1		Brake Count	11943
Percent	5.85 %	Eng. Brake Time	9:20:09
Distance	600.0 mi		
Fuel	126.38 gal	Optimized Idle Time	
		Active	0:00:00
Cruise		Run	0:00:00
Time	64:03:01	Battery	0:00:00
Percent	24.71 %	Engine Temp.	0:00:00
Distance	4401.8 mi	Thermostat	0:00:00
Fuel	704.13 gal	Extended Idle	0:00:00
		Continuous	0:00:00
Top Gear Cruise			
Time	60:02:45	Optimized Idle Battery Charging Starts	
Percent	23.17 %	Normal Count	0
Distance	4146.2 mi	Alternate Count	0
Fuel	627.00 gal	Continuous Run	0
Speeding A(>=66 mph and <71 mph)		Fan On Time	
Count	3134	Total Time	0:05:45
Time	114:03:01	Engine System	0:05:45
Percent	44.00 %	Manual	0:00:00
Speeding B(>=71 mph)		A/C	0:00:00
Count	422		
Time	1:33:36	Pump On Time	
Percent	0.60 %	Time	0:00:00
		Distance	0.0 mi
Highest Speed	88.0 mph	Fuel	0.00 gal
Occurred	06/27/10 01:44:19 (EST)		
Coasting Time	0:00:00	Engine Utilization	57.52 %
Coasting Percent	0.00 %	Vehicle Utilization	34.84 %

DPF Regeneration

Parked Regen Count	0
Driving Regen Count	0

DDEC® Reports - Monthly Activity #3

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Month: May, 2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Distance	15062.5 mi	Time	419:24:02
Fuel	2861.75 gal	Fuel Consumption	6.82 gal/h
Fuel Economy	5.26 mpg	Idle Time	165:06:05
Avg Drive Load	49 %	Idle Percent	39.37 %
Avg Vehicle Speed	59.2 mph	Idle Fuel	349.00 gal

Driving Time	254:17:57	VSG(PTO) Total Time	88:05:22
Driving Percent	60.63 %	VSG(PTO) Percent	21.00 %
Driving Fuel	2512.75 gal	VSG(PTO) Total Fuel	215.13 gal
Driving Economy	5.99 mpg		
		Stop Idle Time	150:00:34
Vehicle Speed Limiting		Stop Idle Percent	35.77 %
Time	62:09:39	Stop Idle Fuel	308.63 gal
Percent	24.44 %		
Distance	4353.7 mi	Over Rev Limit	1800 rpm
Fuel	641.00 gal	Count	4299
		Time	7:49:08
Top Gear		Percent	1.86 %
Time	182:10:05		
Percent	71.64 %	Highest RPM	2275 rpm
Distance	12342.3 mi	Occurred	05/29/10 10:34:01 (EST)
Fuel	1866.00 gal		
Time	13:39:19	Diag. Records	11
		Hard Brake Count	9
Top Gear - 1		Brake Count	7716
Percent	5.37 %	Eng. Brake Time	3:18:10
Distance	524.7 mi		
Fuel	108.50 gal	Optimized Idle Time	
		Active	0:00:00
Cruise		Run	0:00:00
Time	72:23:07	Battery	0:00:00
Percent	28.46 %	Engine Temp.	0:00:00
Distance	4982.1 mi	Thermostat	0:00:00
Fuel	811.38 gal	Extended Idle	0:00:00
		Continuous	0:00:00
Top Gear Cruise			
Time	65:13:24	Optimized Idle Battery Charging Starts	
Percent	25.65 %	Normal Count	0
Distance	4516.4 mi	Alternate Count	0
Fuel	691.25 gal	Continuous Run	0
Speeding A(>=66 mph and <71 mph)		Fan On Time	
Count	2960	Total Time	0:00:00
Time	149:56:54	Engine System	0:00:00
Percent	58.97 %	Manual	0:00:00
Speeding B(>=71 mph)		A/C	0:00:00
Count	489		
Time	1:42:45	Pump On Time	
Percent	0.67 %	Time	0:00:00
		Distance	0.0 mi
Highest Speed	86.0 mph	Fuel	0.00 gal
Occurred	05/15/10 15:23:21 (EST)		
		Engine Utilization	58.25 %
Coasting Time	0:00:00	Vehicle Utilization	35.32 %
Coasting Percent	0.00 %		
DPF Regeneration			
Parked Regen Count	0		
Driving Regen Count	0		

DDEC® Reports - Diagnostic Record #1

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Note:
Not all faults that are displayed in Diagnostic Link (Fault Codes View) will be displayed here.
The diagnostic codes shown in DDEC Reports are a subset of all possible fault codes.

Diagnostic Code: [54] - VSS Circuit Fault
Diagnostic Time: 07/22/2010 12:41:25 (EST)

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Boost Press (psi)	Oil Press (psi)	Fuel Press (psi)
12:41:25	0.0	0	0.3	60.3	0.0
12:41:20	0.0	0	0.3	60.3	0.0
12:41:15	0.0	0	0.3	60.3	0.0
12:41:10	0.0	0	0.1	0.3	0.0
12:41:05	0.0	0	0.0	0.0	0.0
12:41:00	0.0	0	0.0	0.0	0.0
12:40:55	0.0	0	0.0	0.0	0.0
12:40:50	0.0	0	0.0	0.0	0.0
12:40:45	0.0	0	0.0	0.0	0.0
12:40:40	0.0	0	0.0	0.0	0.0
12:40:35	0.0	0	0.0	0.0	0.0
12:40:30	0.0	0	0.0	0.0	0.0

Time	Coolant Temp (°F)	Oil Temp (°F)	Fuel Temp (°F)	Engine Load (%)	Throttle (%)
12:41:25	-	-30.8	-	0.0	0.0
12:41:20	-	-30.8	-	0.0	0.0
12:41:15	-	-30.8	-	0.0	0.0
12:41:10	-	-30.8	-	0.0	0.0
12:41:05	-	-	-	0.0	0.0
12:41:00	-	-	-	0.0	0.0
12:40:55	-	-	-	0.0	0.0
12:40:50	-	-	-	0.0	0.0
12:40:45	-	-	-	0.0	0.0
12:40:40	-	-	-	0.0	0.0
12:40:35	-	-	-	0.0	0.0
12:40:30	-	-	-	0.0	0.0

Time	Engine Brake (cylinders)	Cruise	Accel Switch	Brake Switch	Clutch Switch
12:41:25	Off	No	No	Yes	No
12:41:20	Off	No	No	Yes	No
12:41:15	Off	No	No	Yes	No
12:41:10	Off	No	No	Yes	No
12:41:05	Off	No	No	No	No
12:41:00	Off	No	No	No	No
12:40:55	Off	No	No	No	No
12:40:50	Off	No	No	No	No
12:40:45	Off	No	No	No	No
12:40:40	Off	No	No	No	No
12:40:35	Off	No	No	No	No
12:40:30	Off	No	No	No	No

DDEC® Reports - Diagnostic Record #2

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Note:
Not all faults that are displayed in Diagnostic Link (Fault Codes View) will be displayed here.
The diagnostic codes shown in DDEC Reports are a subset of all possible fault codes.

Diagnostic Code: [68] - IVS Circuit Open
Diagnostic Time: 07/22/2010 12:41:23 (EST)

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Boost Press (psi)	Oil Press (psi)	Fuel Press (psi)
12:41:23	0.0	0	0.3	60.3	0.0
12:41:18	0.0	0	0.3	60.3	0.0
12:41:13	0.0	0	0.3	60.3	0.0
12:41:08	0.0	0	0.1	0.3	0.0
12:41:03	0.0	0	0.0	0.0	0.0
12:40:58	0.0	0	0.0	0.0	0.0
12:40:53	0.0	0	0.0	0.0	0.0
12:40:48	0.0	0	0.0	0.0	0.0
12:40:43	0.0	0	0.0	0.0	0.0
12:40:38	0.0	0	0.0	0.0	0.0
12:40:33	0.0	0	0.0	0.0	0.0
12:40:28	0.0	0	0.0	0.0	0.0

Time	Coolant Temp (°F)	Oil Temp (°F)	Fuel Temp (°F)	Engine Load (%)	Throttle (%)
12:41:23	-	-30.8	-	0.0	0.0
12:41:18	-	-30.8	-	0.0	0.0
12:41:13	-	-30.8	-	0.0	0.0
12:41:08	-	-30.8	-	0.0	0.0
12:41:03	-	-	-	0.0	0.0
12:40:58	-	-	-	0.0	0.0
12:40:53	-	-	-	0.0	0.0
12:40:48	-	-	-	0.0	0.0
12:40:43	-	-	-	0.0	0.0
12:40:38	-	-	-	0.0	0.0
12:40:33	-	-	-	0.0	0.0
12:40:28	-	-	-	0.0	0.0

Time	Engine Brake (cylinders)	Cruise	Accel Switch	Brake Switch	Clutch Switch
12:41:23	Off	No	No	Yes	No
12:41:18	Off	No	No	Yes	No
12:41:13	Off	No	No	Yes	No
12:41:08	Off	No	No	Yes	No
12:41:03	Off	No	No	No	No
12:40:58	Off	No	No	No	No
12:40:53	Off	No	No	No	No
12:40:48	Off	No	No	No	No
12:40:43	Off	No	No	No	No
12:40:38	Off	No	No	No	No
12:40:33	Off	No	No	No	No
12:40:28	Off	No	No	No	No

DDEC® Reports - Diagnostic Record #3

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Note:
Not all faults that are displayed in Diagnostic Link (Fault Codes View) will be displayed here.
The diagnostic codes shown in DDEC Reports are a subset of all possible fault codes.

Diagnostic Code: [87] - Baro. Pressure Circuit Low
Diagnostic Time: 07/22/2010 12:41:10 (EST)

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Boost Press (psi)	Oil Press (psi)	Fuel Press (psi)
12:41:10	0.0	0	0.1	0.3	0.0
12:41:05	0.0	0	0.0	0.0	0.0
12:41:00	0.0	0	0.0	0.0	0.0
12:40:55	0.0	0	0.0	0.0	0.0
12:40:50	0.0	0	0.0	0.0	0.0
12:40:45	0.0	0	0.0	0.0	0.0
12:40:40	0.0	0	0.0	0.0	0.0
12:40:35	0.0	0	0.0	0.0	0.0
12:40:30	0.0	0	0.0	0.0	0.0
12:40:25	0.0	0	0.0	0.0	0.0
12:40:20	0.0	0	0.0	0.0	0.0
12:40:15	0.0	0	0.0	0.0	0.0

Time	Coolant Temp (°F)	Oil Temp (°F)	Fuel Temp (°F)	Engine Load (%)	Throttle (%)
12:41:10	-	-30.8	-	0.0	0.0
12:41:05	-	-	-	0.0	0.0
12:41:00	-	-	-	0.0	0.0
12:40:55	-	-	-	0.0	0.0
12:40:50	-	-	-	0.0	0.0
12:40:45	-	-	-	0.0	0.0
12:40:40	-	-	-	0.0	0.0
12:40:35	-	-	-	0.0	0.0
12:40:30	-	-	-	0.0	0.0
12:40:25	-	-	-	0.0	0.0
12:40:20	-	-	-	0.0	0.0
12:40:15	-	-	-	0.0	0.0

Time	Engine Brake (cylinders)	Cruise	Accel Switch	Brake Switch	Clutch Switch
12:41:10	Off	No	No	Yes	No
12:41:05	Off	No	No	No	No
12:41:00	Off	No	No	No	No
12:40:55	Off	No	No	No	No
12:40:50	Off	No	No	No	No
12:40:45	Off	No	No	No	No
12:40:40	Off	No	No	No	No
12:40:35	Off	No	No	No	No
12:40:30	Off	No	No	No	No
12:40:25	Off	No	No	No	No
12:40:20	Off	No	No	No	No
12:40:15	Off	No	No	No	No

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/21/2010
Start Time:	00:00:00 (EST)
Odometer:	512443.2 mi
Distance:	473.7 mi
Fuel:	92.25 gal
Fuel Economy:	5.13 mpg
Average Speed:	56.8 mph

Total(hh:mm)	08:20	03:48	11:52
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	95	25	0
02:00-04:00	93	27	0
04:00-06:00	75	11	34
06:00-08:00	2	18	100
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	4	116
14:00-16:00	4	14	102
16:00-18:00	18	40	62
18:00-20:00	96	24	0
20:00-22:00	81	39	0
22:00-24:00	36	26	58

Date:	07/20/2010
Start Time:	08:21:16 (EST)
Odometer:	511886.1 mi
Distance:	557.1 mi
Fuel:	102.25 gal
Fuel Economy:	5.45 mpg
Average Speed:	63.4 mph

Total(hh:mm)	08:47	05:40	09:33
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	8	85	27
10:00-12:00	2	55	63
12:00-14:00	54	66	0
14:00-16:00	105	15	0
16:00-18:00	97	23	0
18:00-20:00	94	26	0
20:00-22:00	50	67	3
22:00-24:00	117	3	0

Date:	07/19/2010
Start Time:	05:19:41 (EST)
Odometer:	511486.5 mi
Distance:	393.7 mi
Fuel:	97.75 gal
Fuel Economy:	4.03 mpg
Average Speed:	57.1 mph

Total(hh:mm)	06:54	03:51	13:15
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	3	38	79
06:00-08:00	15	105	0
08:00-10:00	77	43	0
10:00-12:00	107	13	0
12:00-14:00	97	23	0
14:00-16:00	110	2	8
16:00-18:00	5	7	108
18:00-20:00	0	0	120
20:00-22:00	0	0	120
22:00-24:00	0	0	120

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/18/2010
Start Time:	07:43:22 (EST)
Odometer:	511158.3 mi
Distance:	328.2 mi
Fuel:	79.75 gal
Fuel Economy:	4.12 mpg
Average Speed:	57.2 mph

Total(hh:mm)	05:44	03:59	14:17
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	0	0	120
06:00-08:00	0	17	103
08:00-10:00	48	72	0
10:00-12:00	105	15	0
12:00-14:00	32	88	0
14:00-16:00	110	10	0
16:00-18:00	49	37	34
18:00-20:00	0	0	120
20:00-22:00	0	0	120
22:00-24:00	0	0	120

Date:	07/17/2010
Start Time:	00:00:00 (EST)
Odometer:	510686.2 mi
Distance:	472.1 mi
Fuel:	102.25 gal
Fuel Economy:	4.62 mpg
Average Speed:	59.3 mph

Total(hh:mm)	07:58	03:56	12:06
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	76	36	8
02:00-04:00	0	1	119
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	6	109	5
10:00-12:00	105	15	0
12:00-14:00	103	17	0
14:00-16:00	110	10	0
16:00-18:00	74	46	0
18:00-20:00	4	2	114
20:00-22:00	0	0	120
22:00-24:00	0	0	120

Date:	07/16/2010
Start Time:	00:00:00 (EST)
Odometer:	509759.3 mi
Distance:	926.9 mi
Fuel:	184.25 gal
Fuel Economy:	5.03 mpg
Average Speed:	61.0 mph

Total(hh:mm)	15:11	07:25	01:24
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	3	37	80
02:00-04:00	20	97	3
04:00-06:00	97	23	0
06:00-08:00	106	14	0
08:00-10:00	29	90	1
10:00-12:00	99	21	0
12:00-14:00	94	26	0
14:00-16:00	64	56	0
16:00-18:00	88	32	0
18:00-20:00	113	7	0
20:00-22:00	96	24	0
22:00-24:00	102	18	0

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/15/2010
Start Time:	00:00:00 (EST)
Odometer:	509484.2 mi
Distance:	275.1 mi
Fuel:	68.50 gal
Fuel Economy:	4.02 mpg
Average Speed:	59.2 mph

Total(hh:mm)	04:39	08:36	10:45
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	72	48	0
02:00-04:00	90	27	3
04:00-06:00	100	6	14
06:00-08:00	13	66	41
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	0	0	120
16:00-18:00	1	29	90
18:00-20:00	3	100	17
20:00-22:00	0	120	0
22:00-24:00	0	120	0

Date:	07/14/2010
Start Time:	00:00:00 (EST)
Odometer:	508828.0 mi
Distance:	656.2 mi
Fuel:	133.50 gal
Fuel Economy:	4.92 mpg
Average Speed:	53.9 mph

Total(hh:mm)	12:10	06:18	05:32
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	95	25	0
02:00-04:00	96	24	0
04:00-06:00	86	34	0
06:00-08:00	87	33	0
08:00-10:00	8	20	92
10:00-12:00	0	0	120
12:00-14:00	1	29	90
14:00-16:00	32	58	30
16:00-18:00	82	38	0
18:00-20:00	82	38	0
20:00-22:00	90	30	0
22:00-24:00	71	49	0

Date:	07/13/2010
Start Time:	00:00:00 (EST)
Odometer:	507923.8 mi
Distance:	904.1 mi
Fuel:	175.75 gal
Fuel Economy:	5.14 mpg
Average Speed:	63.6 mph

Total(hh:mm)	14:13	08:55	00:52
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	97	23	0
02:00-04:00	91	29	0
04:00-06:00	77	43	0
06:00-08:00	105	15	0
08:00-10:00	72	48	0
10:00-12:00	114	6	0
12:00-14:00	47	73	0
14:00-16:00	0	91	29
16:00-18:00	2	107	11
18:00-20:00	21	87	12
20:00-22:00	120	0	0
22:00-24:00	107	13	0

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/12/2010
Start Time:	02:56:45 (EST)
Odometer:	507112.3 mi
Distance:	811.6 mi
Fuel:	151.00 gal
Fuel Economy:	5.37 mpg
Average Speed:	62.8 mph

Total(hh:mm)	12:56	05:56	05:08
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	25	95
04:00-06:00	3	32	85
06:00-08:00	84	36	0
08:00-10:00	98	22	0
10:00-12:00	83	37	0
12:00-14:00	90	28	2
14:00-16:00	45	75	0
16:00-18:00	92	28	0
18:00-20:00	102	18	0
20:00-22:00	97	23	0
22:00-24:00	82	32	6

Date:	07/11/2010
Start Time:	00:00:00 (EST)
Odometer:	506483.3 mi
Distance:	629.0 mi
Fuel:	118.75 gal
Fuel Economy:	5.30 mpg
Average Speed:	58.2 mph

Total(hh:mm)	10:49	05:36	07:35
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	88	32	0
02:00-04:00	115	5	0
04:00-06:00	33	38	49
06:00-08:00	89	31	0
08:00-10:00	88	32	0
10:00-12:00	86	34	0
12:00-14:00	87	33	0
14:00-16:00	57	21	42
16:00-18:00	2	43	75
18:00-20:00	2	36	82
20:00-22:00	2	31	87
22:00-24:00	0	0	120

Date:	07/10/2010
Start Time:	00:00:00 (EST)
Odometer:	505747.6 mi
Distance:	735.7 mi
Fuel:	145.50 gal
Fuel Economy:	5.06 mpg
Average Speed:	57.8 mph

Total(hh:mm)	12:44	03:03	08:13
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	95	25	0
02:00-04:00	120	0	0
04:00-06:00	99	21	0
06:00-08:00	57	31	32
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	0	19	101
16:00-18:00	96	24	0
18:00-20:00	101	19	0
20:00-22:00	105	15	0
22:00-24:00	91	29	0

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/09/2010
Start Time:	18:48:59 (EST)
Odometer:	505512.1 mi
Distance:	235.5 mi
Fuel:	50.00 gal
Fuel Economy:	4.71 mpg
Average Speed:	62.0 mph

Total(hh:mm)	03:48	01:23	18:49
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	0	0	120
16:00-18:00	0	0	120
18:00-20:00	29	42	49
20:00-22:00	120	0	0
22:00-24:00	79	41	0

Date:	07/08/2010
Start Time:	00:00:00 (EST)
Odometer:	504822.4 mi
Distance:	689.7 mi
Fuel:	138.25 gal
Fuel Economy:	4.99 mpg
Average Speed:	59.5 mph

Total(hh:mm)	11:35	06:23	06:02
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	53	67	0
02:00-04:00	119	1	0
04:00-06:00	91	29	0
06:00-08:00	27	18	75
08:00-10:00	0	5	115
10:00-12:00	1	45	74
12:00-14:00	30	89	1
14:00-16:00	103	17	0
16:00-18:00	99	21	0
18:00-20:00	99	21	0
20:00-22:00	71	39	10
22:00-24:00	2	31	87

Date:	07/07/2010
Start Time:	01:24:04 (EST)
Odometer:	504093.1 mi
Distance:	729.3 mi
Fuel:	130.25 gal
Fuel Economy:	5.60 mpg
Average Speed:	61.7 mph

Total(hh:mm)	11:49	03:20	08:51
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	1	35	84
02:00-04:00	99	21	0
04:00-06:00	114	6	0
06:00-08:00	36	16	68
08:00-10:00	2	2	116
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	28	69	23
16:00-18:00	99	21	0
18:00-20:00	117	3	0
20:00-22:00	102	18	0
22:00-24:00	111	9	0

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/06/2010
Start Time:	00:00:00 (EST)
Odometer:	503281.0 mi
Distance:	812.1 mi
Fuel:	150.00 gal
Fuel Economy:	5.41 mpg
Average Speed:	59.8 mph

Total(hh:mm)	13:35	06:32	03:53
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	88	32	0
02:00-04:00	94	26	0
04:00-06:00	112	8	0
06:00-08:00	64	46	10
08:00-10:00	115	5	0
10:00-12:00	101	19	0
12:00-14:00	82	38	0
14:00-16:00	87	33	0
16:00-18:00	69	51	0
18:00-20:00	1	101	18
20:00-22:00	2	33	85
22:00-24:00	0	0	120

Date:	07/05/2010
Start Time:	05:12:04 (EST)
Odometer:	502994.8 mi
Distance:	286.2 mi
Fuel:	65.50 gal
Fuel Economy:	4.37 mpg
Average Speed:	54.2 mph

Total(hh:mm)	05:17	03:56	14:47
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	3	45	72
06:00-08:00	96	24	0
08:00-10:00	82	38	0
10:00-12:00	98	22	0
12:00-14:00	32	52	36
14:00-16:00	2	10	108
16:00-18:00	0	2	118
18:00-20:00	0	0	120
20:00-22:00	0	0	120
22:00-24:00	4	43	73

Date:	07/04/2010
Start Time:	00:00:00 (EST)
Odometer:	502712.1 mi
Distance:	282.7 mi
Fuel:	61.00 gal
Fuel Economy:	4.63 mpg
Average Speed:	58.5 mph

Total(hh:mm)	04:50	05:14	13:56
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	43	77
02:00-04:00	0	72	48
04:00-06:00	1	43	76
06:00-08:00	4	52	64
08:00-10:00	81	39	0
10:00-12:00	86	34	0
12:00-14:00	105	15	0
14:00-16:00	13	16	91
16:00-18:00	0	0	120
18:00-20:00	0	0	120
20:00-22:00	0	0	120
22:00-24:00	0	0	120

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	07/03/2010
Start Time:	02:54:37 (EST)
Odometer:	501785.1 mi
Distance:	927.0 mi
Fuel:	179.00 gal
Fuel Economy:	5.18 mpg
Average Speed:	60.5 mph

Total(hh:mm)	15:19	05:38	03:03
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	16	50	54
04:00-06:00	99	21	0
06:00-08:00	92	28	0
08:00-10:00	66	54	0
10:00-12:00	110	10	0
12:00-14:00	63	48	9
14:00-16:00	79	41	0
16:00-18:00	91	29	0
18:00-20:00	108	12	0
20:00-22:00	106	14	0
22:00-24:00	89	31	0

Date:	07/02/2010
Start Time:	00:00:00 (EST)
Odometer:	500974.2 mi
Distance:	810.9 mi
Fuel:	147.50 gal
Fuel Economy:	5.50 mpg
Average Speed:	59.8 mph

Total(hh:mm)	13:34	05:56	04:30
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	100	20	0
02:00-04:00	84	34	2
04:00-06:00	116	4	0
06:00-08:00	56	56	8
08:00-10:00	97	23	0
10:00-12:00	118	3	-1
12:00-14:00	81	39	0
14:00-16:00	88	32	0
16:00-18:00	70	23	27
18:00-20:00	2	85	33
20:00-22:00	2	37	81
22:00-24:00	0	0	120

Date:	07/01/2010
Start Time:	00:00:00 (EST)
Odometer:	500164.4 mi
Distance:	809.8 mi
Fuel:	151.25 gal
Fuel Economy:	5.35 mpg
Average Speed:	61.2 mph

Total(hh:mm)	13:14	07:42	03:04
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	97	23	0
02:00-04:00	70	47	3
04:00-06:00	28	87	5
06:00-08:00	97	23	0
08:00-10:00	95	25	0
10:00-12:00	103	17	0
12:00-14:00	100	20	0
14:00-16:00	72	48	0
16:00-18:00	104	16	0
18:00-20:00	21	94	5
20:00-22:00	2	12	106
22:00-24:00	5	50	65

DDEC® Reports - Daily Engine Usage

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ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	06/30/2010
Start Time:	08:58:03 (EST)
Odometer:	499451.2 mi
Distance:	713.2 mi
Fuel:	120.75 gal
Fuel Economy:	5.91 mpg
Average Speed:	65.8 mph

Total(hh:mm)	10:50	04:11	08:59
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	43	19	58
10:00-12:00	120	0	0
12:00-14:00	106	14	0
14:00-16:00	120	0	0
16:00-18:00	32	88	0
18:00-20:00	21	98	1
20:00-22:00	88	32	0
22:00-24:00	120	0	0

Date:	06/29/2010
Start Time:	02:03:25 (EST)
Odometer:	499450.9 mi
Distance:	0.3 mi
Fuel:	1.75 gal
Fuel Economy:	0.17 mpg
Average Speed:	9.0 mph

Total(hh:mm)	00:02	00:44	23:14
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	2	28	90
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	0	0	120
16:00-18:00	0	0	120
18:00-20:00	0	0	120
20:00-22:00	0	16	104
22:00-24:00	0	0	120

Date:	06/28/2010
Start Time:	04:08:48 (EST)
Odometer:	498700.3 mi
Distance:	750.6 mi
Fuel:	126.75 gal
Fuel Economy:	5.92 mpg
Average Speed:	55.5 mph

Total(hh:mm)	13:31	05:20	05:09
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	43	69	8
06:00-08:00	92	28	0
08:00-10:00	101	19	0
10:00-12:00	71	49	0
12:00-14:00	108	12	0
14:00-16:00	85	35	0
16:00-18:00	101	19	0
18:00-20:00	87	33	0
20:00-22:00	112	8	0
22:00-24:00	11	48	61

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	06/27/2010
Start Time:	00:00:00 (EST)
Odometer:	498475.7 mi
Distance:	224.6 mi
Fuel:	36.75 gal
Fuel Economy:	6.11 mpg
Average Speed:	66.4 mph

Total(hh:mm)	03:23	01:22	19:15
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	105	15	0
02:00-04:00	96	24	0
04:00-06:00	2	43	75
06:00-08:00	0	0	120
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	0	120
14:00-16:00	0	0	120
16:00-18:00	0	0	120
18:00-20:00	0	0	120
20:00-22:00	0	0	120
22:00-24:00	0	0	120

Date:	06/26/2010
Start Time:	00:00:00 (EST)
Odometer:	497943.5 mi
Distance:	532.2 mi
Fuel:	109.50 gal
Fuel Economy:	4.86 mpg
Average Speed:	58.4 mph

Total(hh:mm)	09:07	05:31	09:22
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	28	12	80
02:00-04:00	1	26	93
04:00-06:00	2	42	76
06:00-08:00	2	29	89
08:00-10:00	0	20	100
10:00-12:00	63	57	0
12:00-14:00	84	34	2
14:00-16:00	120	0	0
16:00-18:00	63	43	14
18:00-20:00	0	12	108
20:00-22:00	106	14	0
22:00-24:00	78	42	0

Date:	06/25/2010
Start Time:	00:00:00 (EST)
Odometer:	497282.3 mi
Distance:	661.2 mi
Fuel:	132.00 gal
Fuel Economy:	5.01 mpg
Average Speed:	48.4 mph

Total(hh:mm)	13:39	05:06	05:15
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	113	7	0
02:00-04:00	79	41	0
04:00-06:00	98	22	0
06:00-08:00	33	16	71
08:00-10:00	8	11	101
10:00-12:00	0	56	64
12:00-14:00	28	18	74
14:00-16:00	86	29	5
16:00-18:00	97	23	0
18:00-20:00	86	34	0
20:00-22:00	99	21	0
22:00-24:00	92	28	0

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:

Date:	06/24/2010
Start Time:	01:34:05 (EST)
Odometer:	496899.1 mi
Distance:	383.2 mi
Fuel:	81.75 gal
Fuel Economy:	4.69 mpg
Average Speed:	51.0 mph

Total(hh:mm)	07:31	04:05	12:24
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	26	94
02:00-04:00	24	43	53
04:00-06:00	83	37	0
06:00-08:00	81	39	0
08:00-10:00	91	29	0
10:00-12:00	58	26	36
12:00-14:00	0	6	114
14:00-16:00	0	0	120
16:00-18:00	0	0	120
18:00-20:00	0	0	120
20:00-22:00	0	33	87
22:00-24:00	114	6	0

Date:	06/23/2010
Start Time:	02:05:10 (EST)
Odometer:	496161.4 mi
Distance:	737.8 mi
Fuel:	146.00 gal
Fuel Economy:	5.05 mpg
Average Speed:	56.9 mph

Total(hh:mm)	12:58	07:08	03:54
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	62	58
04:00-06:00	100	20	0
06:00-08:00	48	72	0
08:00-10:00	107	13	0
10:00-12:00	105	15	0
12:00-14:00	26	85	9
14:00-16:00	85	35	0
16:00-18:00	107	13	0
18:00-20:00	96	24	0
20:00-22:00	104	16	0
22:00-24:00	0	73	47

Date:	06/22/2010
Start Time:	12:23:42 (EST)
Odometer:	496018.6 mi
Distance:	142.7 mi
Fuel:	31.00 gal
Fuel Economy:	4.60 mpg
Average Speed:	52.2 mph

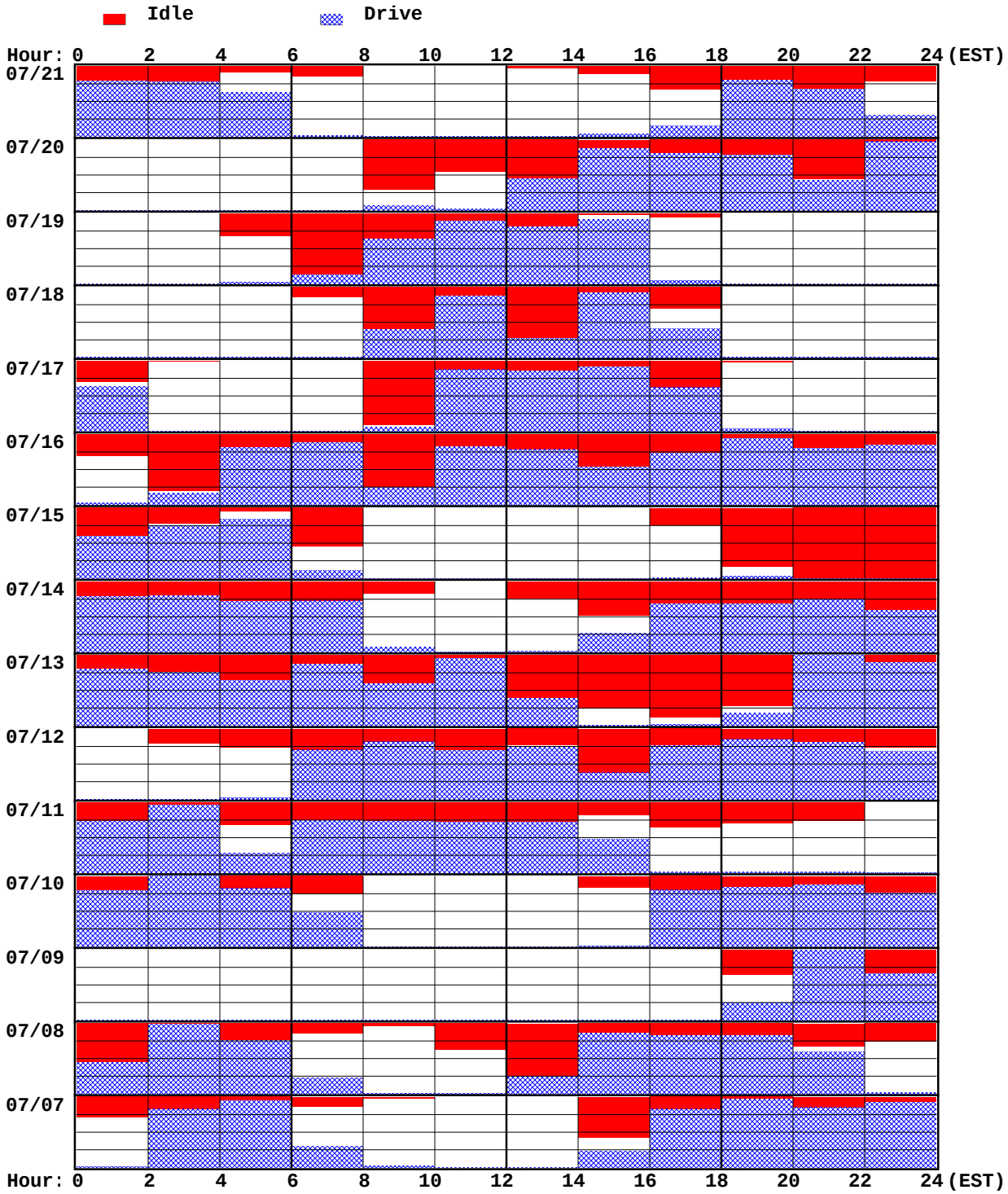
Total(hh:mm)	02:44	02:58	18:18
Hour (EST)	Drive(min)	Idle(min)	Off(min)
00:00-02:00	0	0	120
02:00-04:00	0	0	120
04:00-06:00	0	0	120
06:00-08:00	0	0	120
08:00-10:00	0	0	120
10:00-12:00	0	0	120
12:00-14:00	0	96	24
14:00-16:00	2	18	100
16:00-18:00	29	23	68
18:00-20:00	98	22	0
20:00-22:00	35	19	66
22:00-24:00	0	0	120

DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
Driver ID:



DDEC® Reports - Daily Engine Usage

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
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Date Range: 07/21/2010 to 06/22/2010 (EST)
Vehicle ID: 057202
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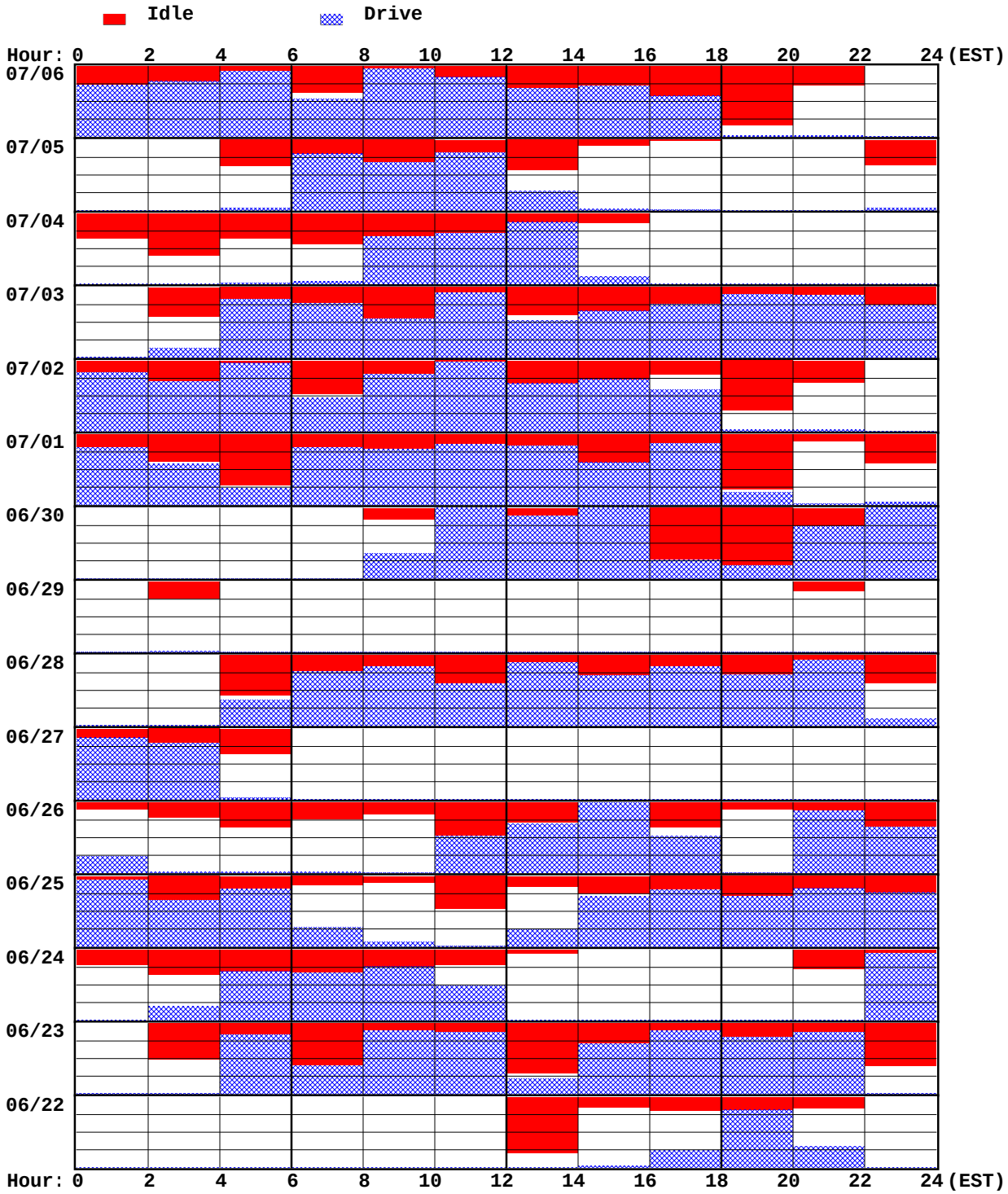


DDEC® Reports - Last Stop Record

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Last Stop Time: 07/21/2010 22:36:19 (EST)

Last Stop Odometer: 512916.9 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-1:44	15.0	1442	No	No	55.50	64.00	No	No
-1:43	16.5	1623	No	No	97.50	94.00	No	No
-1:42	18.5	1713	No	No	82.50	80.80	No	No
-1:41	20.5	1522	No	No	64.00	68.80	No	No
-1:40	21.5	1423	No	No	47.00	58.00	No	No
-1:39	22.0	1481	No	No	39.00	53.60	No	No
-1:38	22.5	1223	No	No	49.50	56.40	No	No
-1:37	23.5	1182	No	No	51.00	56.00	No	No
-1:36	24.0	1213	No	No	46.50	54.40	No	No
-1:35	24.5	1244	No	No	51.50	58.40	No	No
-1:34	25.5	1278	No	No	51.50	58.40	No	No
-1:33	26.0	1311	No	No	49.00	57.60	No	No
-1:32	26.5	1339	No	No	46.50	56.40	No	No
-1:31	27.5	1377	No	No	64.00	68.40	No	No
-1:30	28.0	1415	No	No	58.50	65.20	No	No
-1:29	29.0	1461	No	No	75.50	76.40	No	No
-1:28	29.5	1494	No	No	56.00	64.40	No	No
-1:27	30.5	1532	No	No	50.00	60.80	No	No
-1:26	31.0	1250	No	No	45.00	53.60	No	No
-1:25	31.5	1108	No	No	55.50	54.00	No	No
-1:24	32.0	1137	No	No	72.00	66.40	No	No
-1:23	32.5	1149	No	No	53.50	54.40	No	No
-1:22	33.0	1167	No	No	46.00	51.60	No	No
-1:21	33.5	1173	No	No	33.50	43.60	No	No
-1:20	33.5	1180	No	No	19.50	31.60	No	No
-1:19	34.0	1206	No	No	12.00	20.80	No	No
-1:18	35.5	1252	No	No	6.00	10.00	No	No
-1:17	36.5	1276	No	No	0.00	0.00	No	No
-1:16	36.5	1290	No	No	0.00	0.00	No	No
-1:15	36.5	1278	No	No	0.00	0.00	No	No
-1:14	35.0	1231	Yes	No	0.00	0.00	No	No
-1:13	33.0	1161	Yes	No	0.00	0.00	No	No
-1:12	31.0	1081	Yes	No	0.00	0.00	No	No
-1:11	28.5	1002	Yes	No	0.00	0.00	No	No
-1:10	26.5	934	Yes	No	0.00	0.00	No	No
-1:09	24.5	1184	Yes	No	0.00	0.00	No	No
-1:08	23.5	1168	No	No	35.50	46.40	No	No
-1:07	23.0	1168	No	No	67.50	68.80	No	No
-1:06	23.5	1174	No	No	87.00	100.00	No	No
-1:05	23.5	1197	No	No	99.00	100.00	No	No

DDEC® Reports - Last Stop Record

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Last Stop Time: 07/21/2010 22:36:19 (EST)

Last Stop Odometer: 512916.9 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-1:04	24.0	1217	No	No	100.00	100.00	No	No
-1:03	24.5	1244	No	No	100.00	100.00	No	No
-1:02	25.0	1260	No	No	79.50	77.60	No	No
-1:01	25.5	1278	No	No	78.00	76.40	No	No
-1:00	26.0	1325	No	No	100.00	100.00	No	No
-0:59	27.5	1385	No	No	100.00	100.00	No	No
-0:58	28.5	1450	No	No	100.00	100.00	No	No
-0:57	29.0	1464	No	No	24.00	37.60	No	No
-0:56	28.5	1431	No	No	2.50	3.20	No	No
-0:55	27.0	1359	No	No	0.00	0.00	No	No
-0:54	26.0	1297	No	No	0.00	0.00	No	No
-0:53	24.5	1230	No	No	0.00	0.00	No	No
-0:52	23.0	1167	No	No	0.00	0.00	No	No
-0:51	22.0	1104	No	No	0.00	0.00	No	No
-0:50	21.0	1046	No	No	0.00	0.00	No	No
-0:49	19.5	964	Yes	No	0.00	0.00	No	No
-0:48	17.5	1113	No	No	0.00	0.00	No	No
-0:47	16.0	1081	No	No	0.00	0.00	No	No
-0:46	15.0	996	No	No	0.00	0.00	No	No
-0:45	13.5	692	Yes	No	17.50	0.00	No	No
-0:44	10.5	697	Yes	No	17.50	0.00	No	No
-0:43	8.0	701	Yes	No	18.00	0.00	No	No
-0:42	4.5	689	Yes	No	27.50	0.00	No	No
-0:41	4.0	761	No	No	77.00	100.00	No	No
-0:40	5.5	1172	No	No	52.00	100.00	No	No
-0:39	7.0	1217	No	No	36.00	47.60	No	No
-0:38	8.0	1157	No	No	43.50	50.80	No	No
-0:37	9.0	1245	No	No	37.50	48.80	No	No
-0:36	9.5	1257	No	No	30.50	44.40	No	No
-0:35	10.0	1311	No	No	32.00	46.00	No	No
-0:34	10.0	1314	No	No	20.00	35.60	No	No
-0:33	10.0	1095	No	No	3.50	5.60	No	No
-0:32	9.5	882	No	No	0.00	0.00	No	No
-0:31	9.0	693	No	No	9.50	0.00	No	No
-0:30	8.0	698	No	No	11.00	0.00	No	No
-0:29	7.5	699	No	No	13.50	0.00	No	No
-0:28	7.0	699	No	No	13.50	0.00	No	No
-0:27	6.5	698	No	No	16.50	0.00	No	No
-0:26	6.5	698	No	No	16.00	0.00	No	No
-0:25	6.0	698	No	No	18.50	0.00	No	No
-0:24	5.5	697	No	No	20.50	0.00	No	No
-0:23	5.0	698	No	No	24.00	0.00	No	No
-0:22	5.5	699	No	No	22.00	0.00	No	No
-0:21	5.5	698	No	No	21.00	0.00	No	No
-0:20	5.5	699	No	No	22.50	0.00	No	No

DDEC® Reports - Last Stop Record

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Last Stop Time: 07/21/2010 22:36:19 (EST)

Last Stop Odometer: 512916.9 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-0:19	5.5	699	No	No	20.50	0.00	No	No
-0:18	5.5	700	No	No	21.00	0.00	No	No
-0:17	5.5	700	No	No	20.00	0.00	No	No
-0:16	5.5	700	No	No	21.00	0.00	No	No
-0:15	5.5	700	No	No	19.50	0.00	No	No
-0:14	5.5	699	No	No	21.50	0.00	No	No
-0:13	5.5	699	No	No	20.50	0.00	No	No
-0:12	5.5	700	No	No	21.00	0.00	No	No
-0:11	5.5	699	No	No	20.50	0.00	No	No
-0:10	5.5	700	No	No	22.00	0.00	No	No
-0:09	5.5	699	No	No	22.00	0.00	No	No
-0:08	5.5	698	No	No	24.00	0.00	No	No
-0:07	5.0	698	No	No	23.00	0.00	No	No
-0:06	5.0	699	No	No	23.50	0.00	No	No
-0:05	5.0	699	No	No	23.00	0.00	No	No
-0:04	5.0	700	No	No	22.50	0.00	No	No
-0:03	5.0	696	Yes	No	27.00	0.00	No	No
-0:02	4.0	697	Yes	No	32.00	0.00	No	No
-0:01	2.5	697	Yes	No	37.00	0.00	No	No
0:00	2.0	703	Yes	No	33.50	0.00	No	No
+0:01	0.0	698	Yes	No	36.00	0.00	No	No
+0:02	0.0	698	Yes	No	38.50	0.00	No	No
+0:03	0.0	699	Yes	No	37.50	0.00	No	No
+0:04	0.0	963	Yes	No	31.00	0.00	No	No
+0:05	0.0	953	No	No	12.50	0.00	No	No
+0:06	0.0	953	No	No	12.50	0.00	No	No
+0:07	0.0	953	No	No	13.50	0.00	No	No
+0:08	0.0	951	No	No	13.50	0.00	No	No
+0:09	0.0	950	No	No	14.50	0.00	No	No
+0:10	0.0	949	No	No	14.00	0.00	No	No
+0:11	0.0	948	No	No	15.50	0.00	No	No
+0:12	0.0	949	No	No	15.00	0.00	No	No
+0:13	0.0	949	No	No	14.00	0.00	No	No
+0:14	0.0	950	No	No	14.50	0.00	No	No
+0:15	0.0	950	No	No	14.50	0.00	No	No

DDEC® Reports - Last Stop Record

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

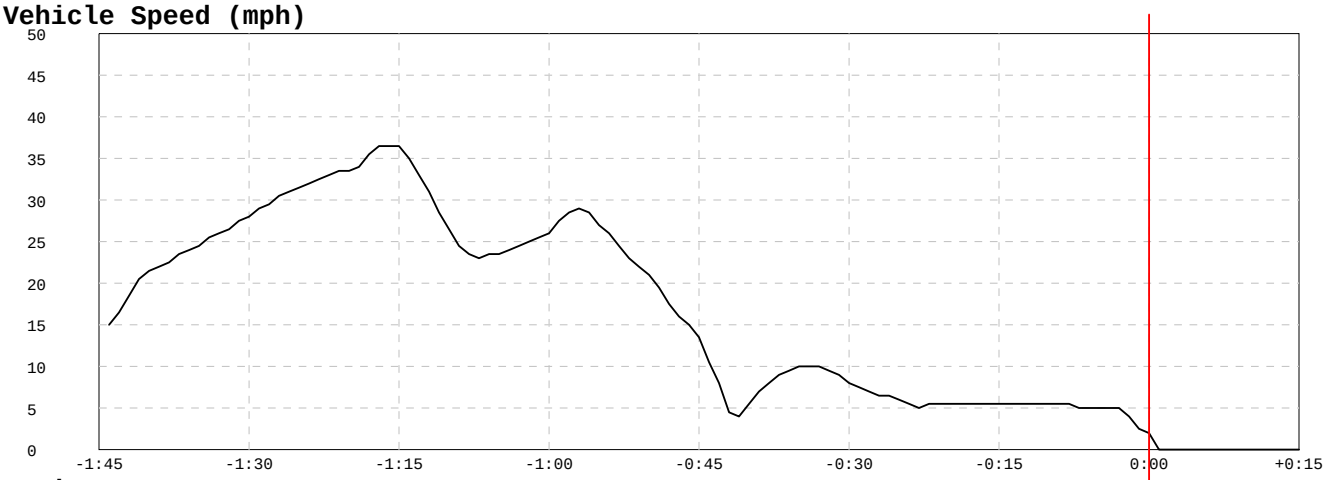
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

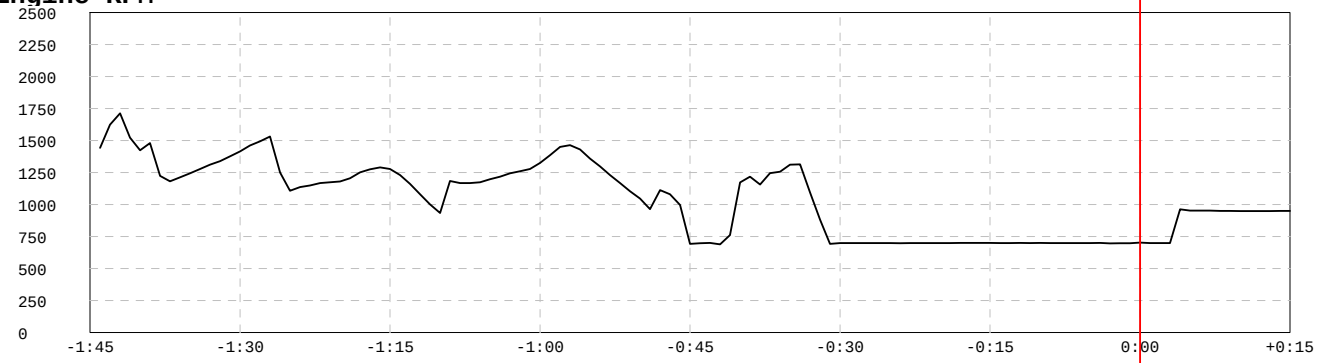
Last Stop Time: 07/21/2010 22:36:19 (EST)

Last Stop Odometer: 512916.9 mi

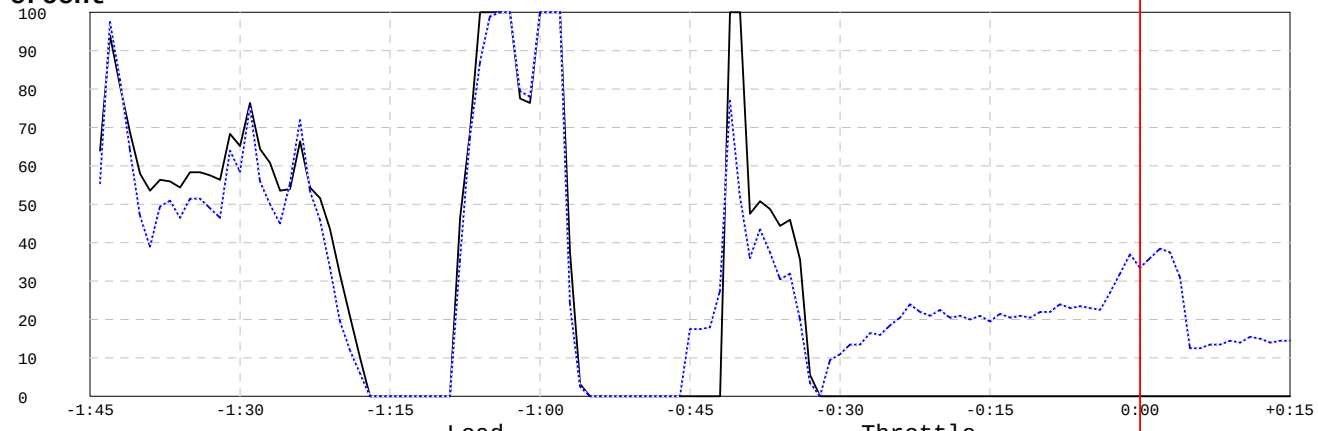
Vehicle Speed (mph)



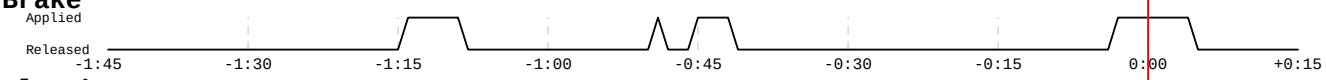
Engine RPM



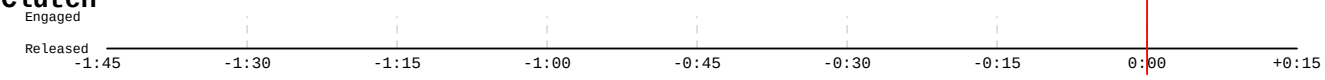
Percent



Brake



Clutch



DDEC® Reports - Hard Brake #1

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

Incident Time: 07/11/2010 06:13:10 (EST)

Incident Odometer: 506718.2 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-1:00	45.0	1591	No	No	100.00	100.00	No	No
-0:59	46.0	1632	No	No	100.00	100.00	No	No
-0:58	47.0	1667	No	No	100.00	100.00	No	No
-0:57	47.5	1671	No	No	27.00	44.00	No	No
-0:56	47.0	1657	No	No	65.00	70.40	No	No
-0:55	47.0	1662	No	No	10.50	24.40	No	No
-0:54	47.0	1653	No	No	15.50	35.60	No	No
-0:53	47.5	1679	No	No	78.50	100.00	No	No
-0:52	48.5	1719	No	No	100.00	100.00	No	No
-0:51	49.5	1754	No	No	100.00	100.00	No	No
-0:50	51.0	1325	No	No	100.00	100.00	No	No
-0:49	52.0	1354	No	No	100.00	100.00	No	No
-0:48	53.0	1377	No	No	100.00	100.00	No	No
-0:47	54.0	1399	No	No	100.00	100.00	No	No
-0:46	54.5	1425	No	No	100.00	100.00	No	No
-0:45	55.5	1447	No	No	100.00	100.00	No	No
-0:44	56.5	1464	No	No	100.00	100.00	No	No
-0:43	57.0	1312	No	No	100.00	100.00	No	No
-0:42	57.5	1299	No	No	97.50	93.60	No	No
-0:41	58.5	1314	No	No	100.00	100.00	No	No
-0:40	59.0	1331	No	No	100.00	100.00	No	No
-0:39	60.0	1357	No	No	100.00	100.00	No	No
-0:38	60.5	1364	No	No	100.00	100.00	No	No
-0:37	61.0	1376	No	No	100.00	100.00	No	No
-0:36	62.0	1389	No	No	100.00	100.00	No	No
-0:35	62.5	1403	No	No	100.00	100.00	No	No
-0:34	63.0	1418	No	No	100.00	100.00	No	No
-0:33	63.5	1434	No	No	100.00	100.00	No	No
-0:32	64.5	1451	No	No	100.00	100.00	No	No
-0:31	65.0	1464	No	No	100.00	100.00	No	No
-0:30	65.5	1480	No	No	100.00	100.00	No	No
-0:29	66.5	1497	No	No	95.50	90.40	No	No
-0:28	67.0	1518	No	No	100.00	100.00	No	No
-0:27	68.0	1529	No	No	100.00	100.00	No	No
-0:26	68.5	1545	No	No	100.00	100.00	No	No
-0:25	69.0	1558	No	No	99.00	100.00	No	No
-0:24	69.5	1570	No	No	87.00	100.00	No	No
-0:23	70.0	1575	No	No	53.50	62.00	No	No
-0:22	70.0	1575	No	No	44.00	58.80	No	No
-0:21	70.0	1581	No	No	67.50	88.00	No	No

DDEC® Reports - Hard Brake #1

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Incident Time: 07/11/2010 06:13:10 (EST)

Incident Odometer: 506718.2 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-0:20	70.0	1580	No	No	57.50	94.80	No	No
-0:19	70.5	1586	No	No	45.50	100.00	No	No
-0:18	70.5	1584	No	No	42.50	100.00	No	No
-0:17	70.0	1579	No	No	41.50	98.40	No	No
-0:16	70.0	1574	No	No	49.00	96.40	No	No
-0:15	70.0	1574	No	No	57.50	96.80	No	No
-0:14	70.0	1571	No	No	63.00	86.80	No	No
-0:13	70.0	1572	No	No	66.50	86.40	No	No
-0:12	70.0	1578	No	No	65.00	78.80	No	No
-0:11	69.5	1567	No	No	34.50	51.20	No	No
-0:10	69.5	1559	No	No	33.00	50.40	No	No
-0:09	69.0	1554	No	No	32.00	50.00	No	No
-0:08	68.5	1544	No	No	29.50	48.00	No	No
-0:07	68.0	1537	No	No	30.00	48.00	No	No
-0:06	67.5	1524	No	No	30.00	46.80	No	No
-0:05	67.5	1518	No	No	22.00	41.20	No	No
-0:04	67.0	1503	No	No	19.00	38.80	No	No
-0:03	66.5	1498	No	No	20.00	39.20	No	No
-0:02	66.0	1490	No	No	20.00	39.20	No	No
-0:01	62.0	1391	Yes	No	0.00	0.00	No	No
0:00	55.0	1279	Yes	No	0.00	0.00	No	No
+0:01	52.0	1428	Yes	No	0.00	0.00	No	No
+0:02	51.5	1833	No	No	93.50	90.00	No	No
+0:03	52.5	1886	No	No	100.00	100.00	No	No
+0:04	53.5	1387	No	No	100.00	100.00	No	No
+0:05	54.0	1406	No	No	100.00	100.00	No	No
+0:06	55.0	1428	No	No	100.00	100.00	No	No
+0:07	55.5	1449	No	No	100.00	100.00	No	No
+0:08	56.5	1470	No	No	100.00	100.00	No	No
+0:09	57.5	1289	No	No	100.00	100.00	No	No
+0:10	58.0	1311	No	No	100.00	100.00	No	No
+0:11	59.0	1329	No	No	100.00	100.00	No	No
+0:12	59.5	1339	No	No	100.00	100.00	No	No
+0:13	60.5	1361	No	No	100.00	100.00	No	No
+0:14	61.0	1375	No	No	100.00	100.00	No	No

DDEC® Reports - Hard Brake #2

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Incident Time: 07/05/2010 06:57:30 (EST)

Incident Odometer: 503040.8 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-1:00	45.5	1611	No	No	100.00	100.00	No	No
-0:59	46.5	1638	No	No	76.50	74.00	No	No
-0:58	47.0	1654	No	No	37.50	52.80	No	No
-0:57	47.0	1467	No	No	31.50	48.00	No	No
-0:56	47.0	1225	No	No	31.50	44.00	No	No
-0:55	47.5	1232	No	No	50.00	57.20	No	No
-0:54	48.0	1241	No	No	46.00	54.40	No	No
-0:53	48.5	1256	No	No	68.00	91.60	No	No
-0:52	49.0	1277	No	No	87.50	86.80	No	No
-0:51	50.0	1295	No	No	77.50	76.00	No	No
-0:50	50.5	1309	No	No	50.00	58.00	No	No
-0:49	50.5	1315	No	No	37.50	50.00	No	No
-0:48	51.0	1325	No	No	55.50	62.40	No	No
-0:47	51.5	1336	No	No	65.50	69.20	No	No
-0:46	51.5	1342	No	No	51.50	58.40	No	No
-0:45	52.0	1355	No	No	41.50	55.20	No	No
-0:44	52.0	1357	No	No	45.50	56.40	No	No
-0:43	52.5	1371	No	No	64.00	68.40	No	No
-0:42	53.5	1384	No	No	64.50	68.40	No	No
-0:41	53.5	1391	No	No	15.50	30.00	No	No
-0:40	53.0	1380	No	No	12.00	23.60	No	No
-0:39	53.0	1372	No	No	37.50	51.20	No	No
-0:38	53.0	1383	No	No	35.50	50.00	No	No
-0:37	53.0	1370	No	No	19.00	35.20	No	No
-0:36	52.5	1364	No	No	17.00	32.00	No	No
-0:35	52.0	1349	No	No	16.00	30.00	No	No
-0:34	52.0	1330	No	No	50.00	58.40	No	No
-0:33	51.5	1343	No	No	50.50	59.20	No	No
-0:32	51.5	1333	No	No	33.50	47.20	No	No
-0:31	51.0	1326	No	No	19.00	32.00	No	No
-0:30	50.5	1311	No	No	18.00	34.80	No	No
-0:29	50.5	1309	No	No	55.50	62.00	No	No
-0:28	50.5	1315	No	No	76.00	100.00	No	No
-0:27	51.0	1328	No	No	96.00	99.60	No	No
-0:26	51.0	1319	No	No	23.50	40.00	No	No
-0:25	50.5	1314	No	No	6.00	11.20	No	No
-0:24	50.0	1305	No	No	12.50	26.00	No	No
-0:23	50.0	1295	No	No	20.50	37.20	No	No
-0:22	50.0	1289	No	No	14.50	26.40	No	No
-0:21	50.0	1293	No	No	32.50	46.00	No	No
-0:20	50.0	1297	No	No	46.50	55.60	No	No
-0:19	50.5	1311	No	No	67.50	70.00	No	No
-0:18	50.0	1301	No	No	10.00	18.40	No	No
-0:17	49.5	1295	No	No	6.50	12.00	No	No
-0:16	50.0	1288	No	No	27.50	42.40	No	No

DDEC® Reports - Hard Brake #2

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Incident Time: 07/05/2010 06:57:30 (EST)

Incident Odometer: 503040.8 mi

Time	Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic Code
-0:15	49.5	1281	No	No	17.00	30.40	No	No
-0:14	49.0	1280	No	No	0.00	0.00	No	No
-0:13	48.5	1265	No	No	0.00	0.00	No	No
-0:12	45.5	1614	Yes	No	0.00	0.00	No	No
-0:11	43.0	1519	Yes	No	0.00	0.00	No	No
-0:10	42.0	1484	Yes	No	0.00	0.00	No	No
-0:09	42.5	1500	No	No	85.50	100.00	No	No
-0:08	43.5	1539	No	No	100.00	100.00	No	No
-0:07	44.5	1569	No	No	100.00	100.00	No	No
-0:06	45.5	1603	No	No	100.00	100.00	No	No
-0:05	46.0	1630	No	No	100.00	100.00	No	No
-0:04	46.5	1638	No	No	53.00	60.40	No	No
-0:03	47.5	1674	No	No	98.00	95.60	No	No
-0:02	46.5	1620	No	No	0.00	0.00	No	No
-0:01	40.0	1380	Yes	No	0.00	0.00	No	No
0:00	32.5	1132	Yes	No	0.00	0.00	No	No
+0:01	24.0	826	Yes	No	0.00	0.00	No	No
+0:02	15.0	755	Yes	No	0.00	0.00	No	No
+0:03	6.5	685	Yes	No	47.50	0.00	No	No
+0:04	2.5	694	Yes	No	44.00	0.00	No	No
+0:05	0.0	693	Yes	No	47.50	0.00	No	No
+0:06	0.0	695	Yes	No	48.50	0.00	No	No
+0:07	0.0	696	Yes	No	46.50	0.00	No	No
+0:08	0.0	697	Yes	No	47.00	0.00	No	No
+0:09	0.0	698	Yes	No	47.50	0.00	No	No
+0:10	0.0	697	Yes	No	47.00	0.00	No	No
+0:11	0.0	699	Yes	No	44.00	0.00	No	No
+0:12	0.0	699	Yes	No	42.50	0.00	No	No
+0:13	0.0	699	Yes	No	42.00	0.00	No	No
+0:14	0.0	699	Yes	No	42.00	0.00	No	No

DDEC® Reports - Hard Brake #1

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

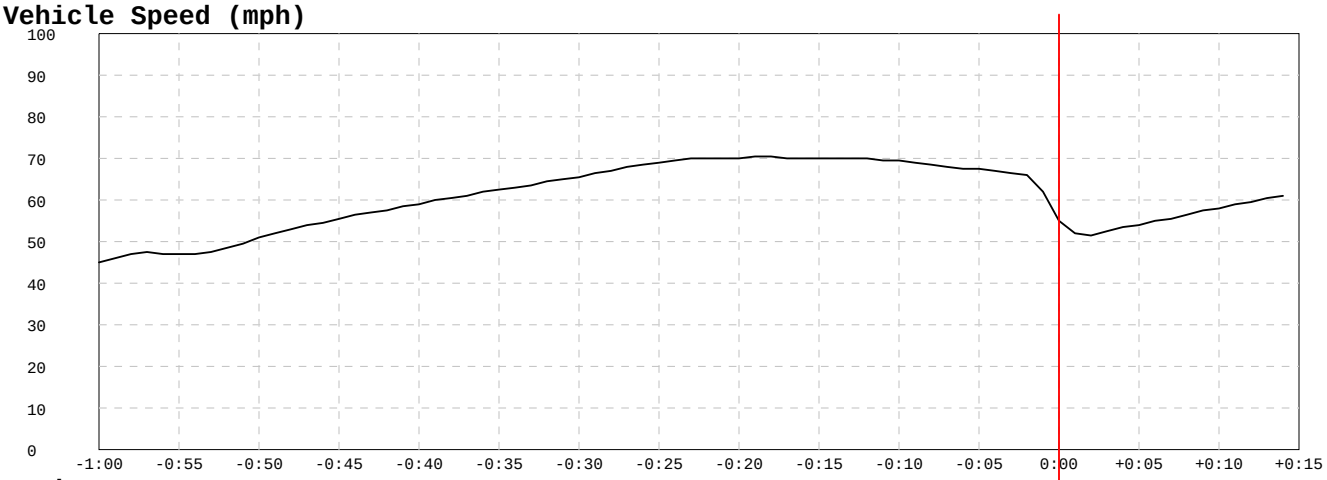
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

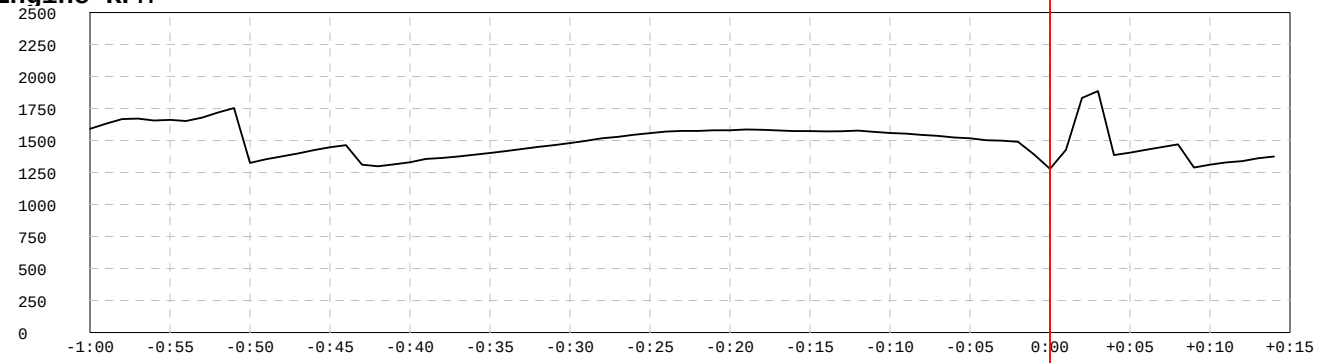
Incident Time: 07/11/2010 06:13:10 (EST)

Incident Odometer: 506718.2 mi

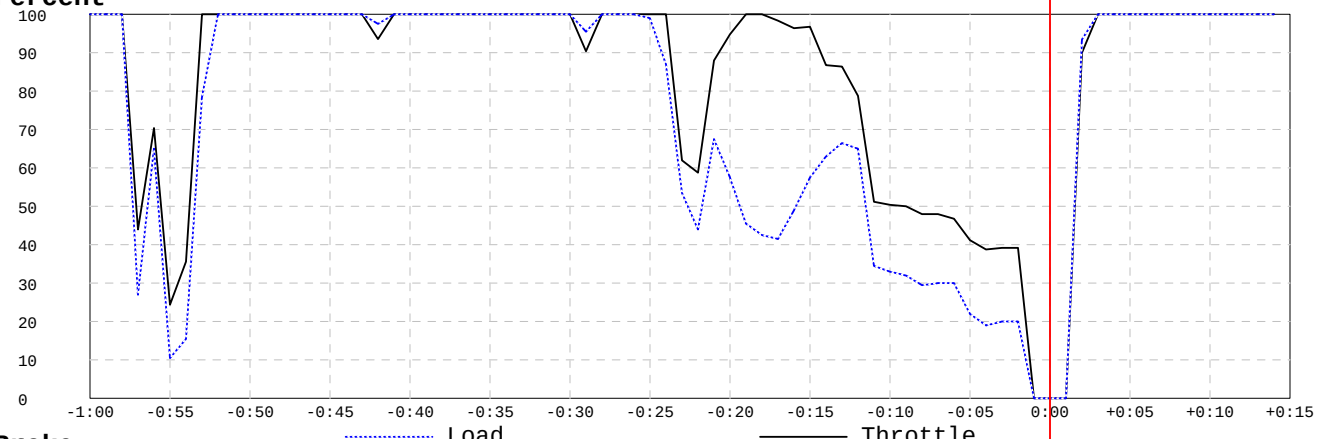
Vehicle Speed (mph)



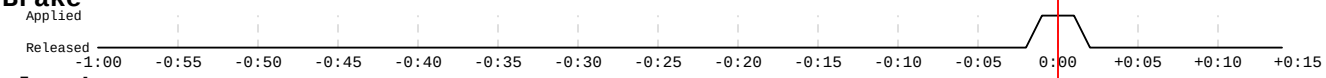
Engine RPM



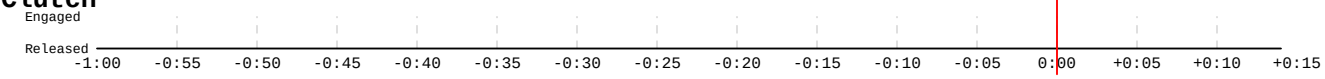
Percent



Brake



Clutch



DDEC® Reports - Hard Brake #2

Print Date: Jul 22, 2010 03:37 PM (PDT)

ARB
27811 Ave. Hopkins, #1
Valencia, CA 91355-
(661) 257-8189

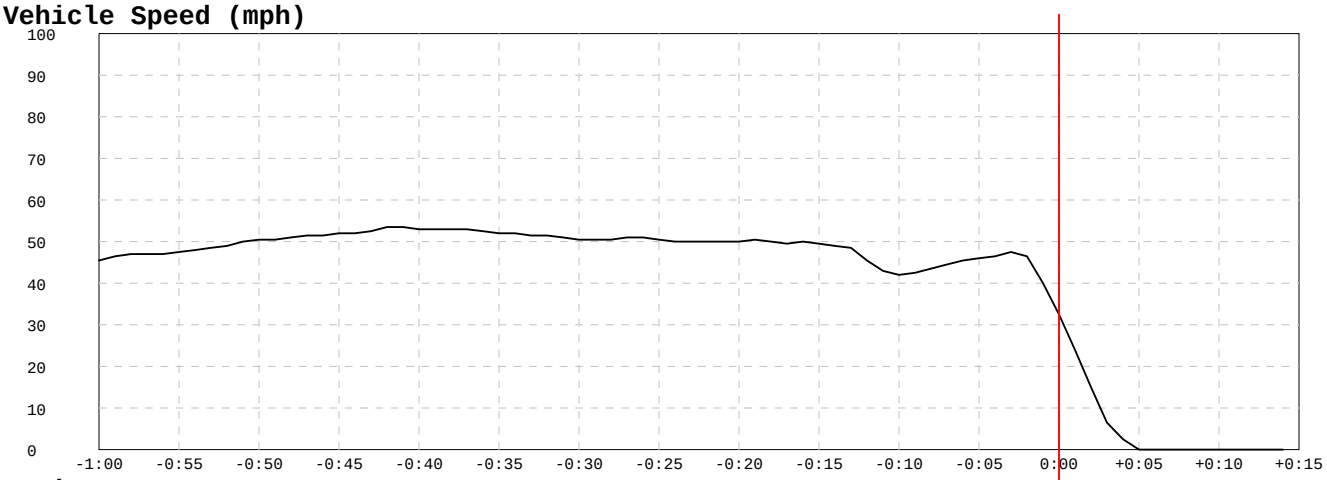
Trip: 05/11/06 01:23 PM (EST) to 07/22/2010 (EST)
Vehicle ID: 057202
Driver ID:
Odometer: 512917.0 mi

Trip Distance	490717.2 mi	Trip Time	14764.56
Trip Fuel	95469.13 gal	Fuel Consumption	6.47 gal/h
Fuel Economy	5.14 mpg	Idle Time	6203:55:12
Avg Drive Load	49 %	Idle Percent	42.02 %
Avg Vehicle Speed	57.3 mph	Idle Fuel	13336.75 gal

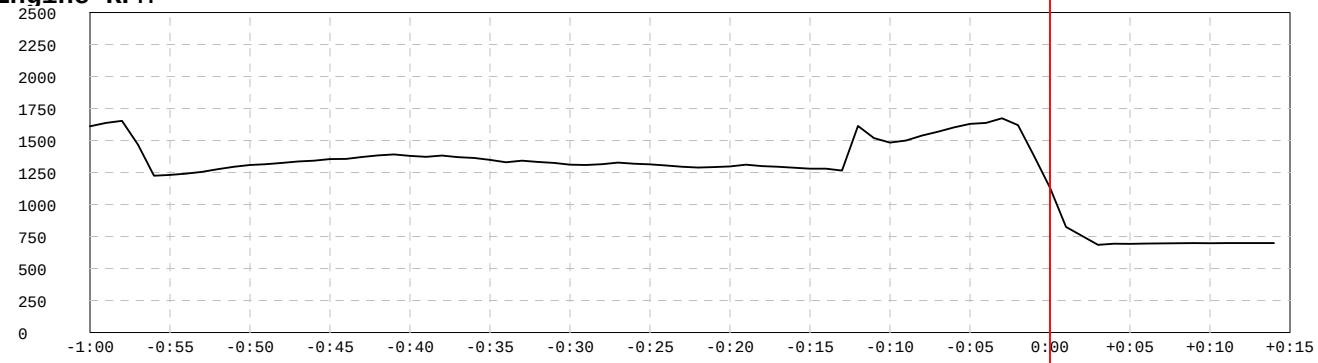
Incident Time: 07/05/2010 06:57:30 (EST)

Incident Odometer: 503040.8 mi

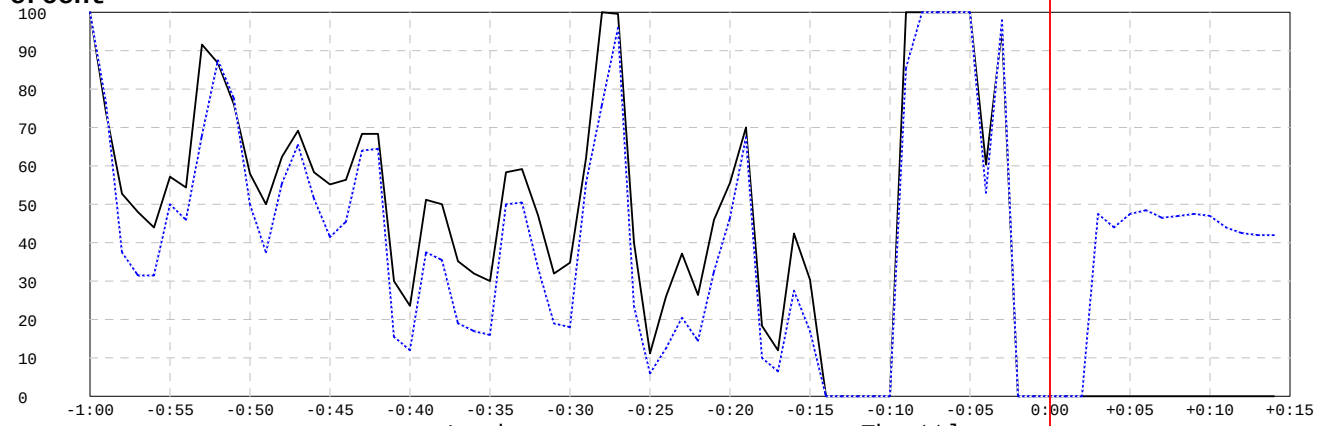
Vehicle Speed (mph)



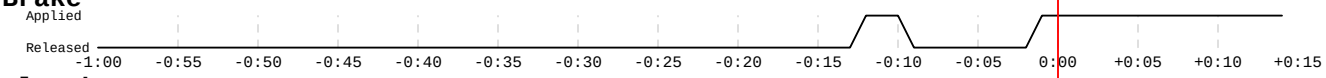
Engine RPM



Percent



Brake



Clutch