



Post-Crash Vehicle Inspection Report

Prepared by:

Chad Reis
Motor Vehicle Inspector

Prepared for:

Cst. Bob Charron

Police File Number:

2012-23079

Vehicle Inspection File Number:

04-20120514-043

Post Crash Vehicle Inspection Report

Report Prepared By: Chad Reis, Motor Vehicle Inspector

Date: May 25, 2012

Address: 300-1358 St. Paul Street, Kelowna, B.C, V1Y2E1

Telephone: 250-861-7379

Signature: 

Vehicle				Owner	
Power Unit					
Year: 2005	Make: Kenworth	Body: tractor	Clr: green	Name: SUTCO CONTRACTING LTD	
MV Lic: 02112P	MV Reg: 02940493	Prov/State: BC		Street: 8561 HWY 6 P.O BOX 430	
VIN: 1XKDP40X35R985368	NSC: 200517247		City: SALMO		Prov/State: BC
ODOMETER: 114530 X km <input type="checkbox"/> mi	Insp Decal: EH66415	Prov/State: BC	Insp Date: Jan 31, 2012		
<hr/>					
Trailer 1	Year: 1998	Make: TYCROP	Body: CHIP	VIN: 2T9YAATC1WC016067	
	Licensed in Prov/State: BC	Lic: 01710D	Reg: 02811290		
	Insp Decal: EF31736	Prov/State: BC	Insp Date: NOV 15, 2011		
Trailer 2	Year: 1998	Make: TYCROP	Body: CHIP	VIN: 2T9YBASB6WC016068	
	Licensed in Prov/State: BC	Lic: 01711D	Reg: 02811299		
	Insp Decal: EG58004	Prov/State: BC	Insp Date: NOV 3, 2012		

On May 15 and 16, 2012, I performed a mechanical inspection on the above noted vehicles to ascertain the mechanical condition of the components to determine roadworthiness and compliance with the British Columbia Motor Vehicle Act and Regulations.

This vehicle was involved in a single vehicle crash as described below:

Vehicle was traveling southbound on Hwy #33 and rolled over into the northbound lane/ditch at 8 mile curve.

It was inspected at: Mario's Towing at 3015 Sexsmith Rd, Kelowna, B.C

This is a locked and secure compound

Attachments:

1. Photos in Appendix A

Braking System / Components

Unserviceable- There were 5 brakes out of adjustment on the trailers and 1 brake inoperative because the brake pot attachment nuts were missing/loose. See chart below.

- Brake clevises and pins worn excessively on axle #7 both sides, #8 left side, #9 right side
- Axle #8 brake linings worn below allowable thickness (3/16" actual, spec=5/16" or less)
- Axle #9 left side brake clevis pin missing cotter pin
- Axle #8 left side inner camshaft tube support bracket broken
- Axle #1 Right side brake lining worn below allowable thickness (3/16" actual, spec=3/16" or less)

Brake Adjustments

Axle #	Type	Left	Right	Adjustment limit
1	20 Regular stroke	1 5/8"	1 3/8"	1 3/4"
2	20 Regular stroke	1 1/4"	1 1/4"	1 3/4"
3	30 Regular stroke	1 5/8"	1 3/4"	2"
4	30 Regular stroke	1 5/8"	1 5/8"	2"
5	30 Long stroke	1 5/8"	1 3/4"	2 1/2"
6	30 Long stroke	1 7/8"	1 3/4"	2 1/2"
7	30 Long stroke	3"	2 5/8"	2 1/2"
8	30 Long stroke	3"	3"	2 1/2"
9	30 Long stroke	2 3/4"	0" loose brake pot	2 1/2"

Steering

Serviceable –steer axle shifted (post crash)

Suspension

Unserviceable- Axle #3 right side broken air bag pedestal

- Axle #1 rear spring bushings worn
- Axle #1 shock bushings worn
- Air line for suspension leaking on trailer #1, caused by crash

Tires

Serviceable –Axle #7 left outer tire flat and off bead, caused by crash

Wheels

Serviceable

Lighting

Not checked

Frame/Body

Unserviceable – Trailer #2 -numerous cracks in trailer frame, sub frame and cross members
- numerous loose body mounting bolts

Summary

This vehicle did not meet the standards set out in the Motor Vehicle Act and Regulations (MVAR).

- The brakes on axles #7, #8 and #9 were not in adjustment (MVAR Div #7 Schedule #24).
- The brake chamber push rod clevises and pins on axles #7, #8 left side and #9 right side were worn excessively (MVAR Div #7 Schedule #25).
- The push rod clevis pin was missing the cotter pin on axle #9 left side (MVAR Div #7 Schedule #25).
- The inner camshaft tube support bracket was broken (MVAR Div #7 Schedule #25).
- The brake linings on axle #1 right side were worn below minimum allowed (Commercial Vehicle Inspection manual –Truck tractor –Section #3A #19 (b)(ii).
- The brake linings on axle #8 were worn below minimum allowed (Commercial Vehicle Inspection manual Trailer – Section #2A #19 (b)(ii).
- The air bag pedestal was cracked on axle #3 right side (MVAR Div #7 Schedule #19).
- The rear spring pins and bushings on axle #1 were worn excessively (Div #7 Schedule #19).
- Trailer #2 had numerous cracks in frame, sub frame and cross members as well as loose body/frame bolts (MVAR Div #7 Schedule #11)

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Appendix A

Photos

Photo #1 – Sutco Power Unit and licence plate





Photo # 2 – Sutco B-train Chip trailers

Photo # 3 – Sutco Trailer #1 licence plate



Photo # 4 – Sutco trailer #2 licence plate





Photo # 5 – axle #7 left side brake stroke



Photo # 6 – axle #7 right side brake stroke

Photo # 7 – axle #8 left brake stroke



Photo # 8 – axle #8 right brake stroke



Photo # 9 – axle #9 left brake stroke



Photo # 10 – axle #9 loose brake chamber mount



Photo # 11 – axle #8 left brake linings



Photo # 12 – axle #8 left push rod, worn clevis and pins

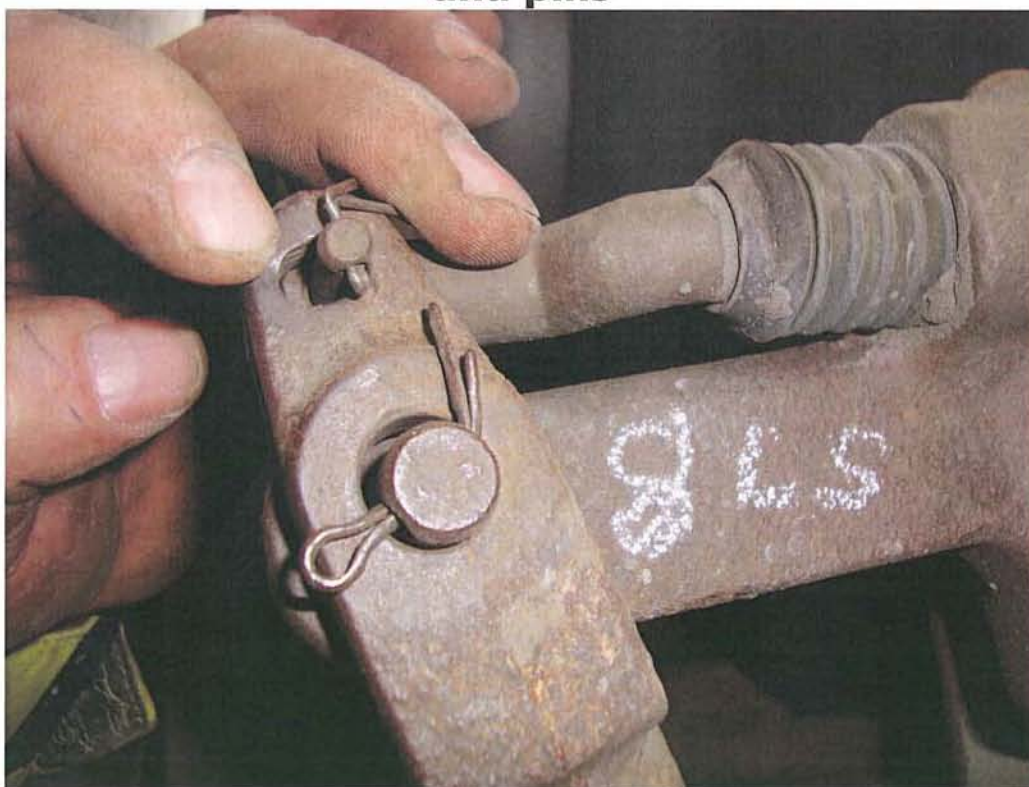


Photo # 13 – axle #9 left, missing cotter pin



Photo # 14 – axle #3 right broken air bag pedestal



Photo # 15 – trailer #2 - crack in frame

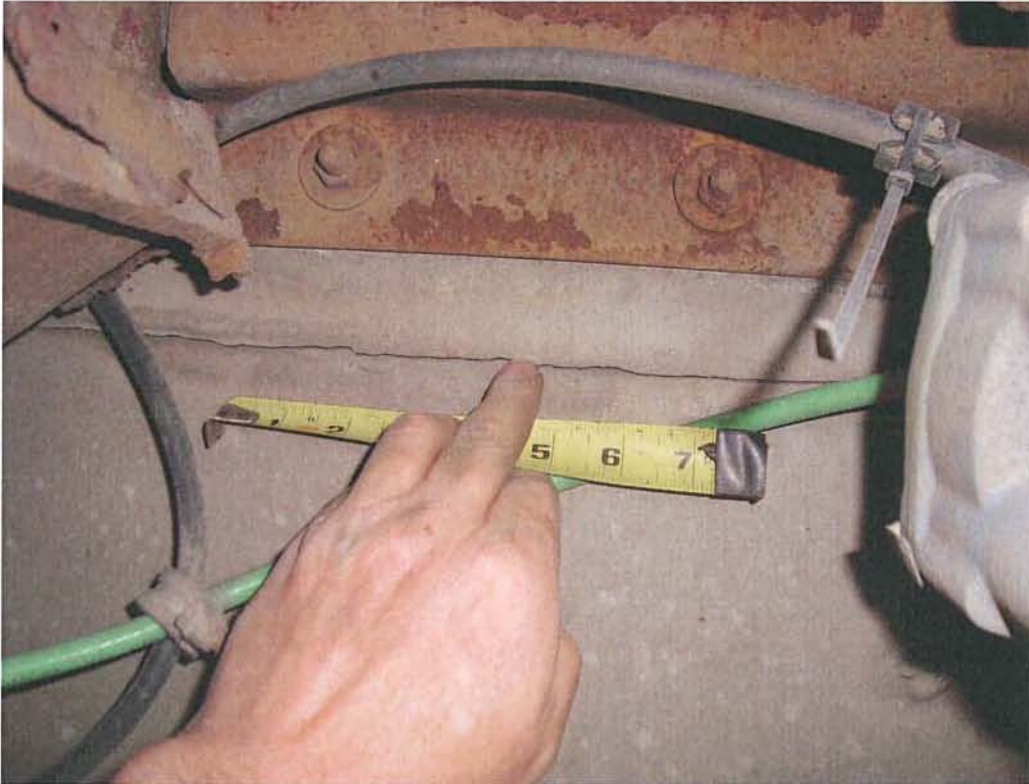


Photo # 16 – trailer #2 –loose frame bolts

