

# Post-Crash Vehicle Inspection Report

**Prepared by:**

**Mike Zakus**  
Area Vehicle Inspector

**Prepared for:**

Coquitlam RCMP

**Police File Number:**

2017-28337

**Vehicle Inspection File Number:**

12-2017-09-05-927



# Post Crash Vehicle Inspection Report

Report Prepared By: Mike Zakus, Area Vehicle Inspector

Date: September 07, 2017

Address: 313-1500 Woolridge Street, Coquitlam, BC V3K 0B8

Telephone: 604-619-7646

Signature: \_\_\_\_\_

Vehicle				Owner	
<b>Power Unit</b>					
Year: 1996	Make: Volvo	Body: Rock	Clr:	Name: M2K Construction Ltd	
MV Lic: N/A	MV Reg: N/A	Prov/State: BC		Street: Unit 203 1312 Ketch Court	
VIN: S.15	NSC: N/A			City: Coquitlam V3K6W1 Prov/State: BC	
ODOMETER: N/A	<input type="checkbox"/> km <input type="checkbox"/> mi	Insp Decal: N/A		Prov/State:	Insp Date:
<hr/>					
<b>Trailer 1</b>		Year:	Make:	Body:	VIN:
Licenced in Prov/State:		Lic:		Reg:	
Insp Decal:		Prov/State:		Insp Date:	
<hr/>					
<b>Trailer 2</b>		Year:	Make:	Body:	VIN:
Licenced in Prov/State:		Lic:		Reg:	
Insp Decal:		Prov/State:		Insp Date:	

On (September 05, 2017), I performed a mechanical inspection on the above noted vehicle to ascertain the mechanical condition of the components to determine roadworthiness and compliance with the British Columbia Motor Vehicle Act and Regulations. This was an off road non license vehicle that came onto highway 7 from the construction site alongside Highway 7 near Pitt River road in Port Coquitlam BC

This vehicle was involved in a (multiple) vehicle crash as described below:

It was inspected on the scene and Coquitlam towing yard in Port Coquitlam

Attachments:

1. Post-Crash Vehicle Inspection Report

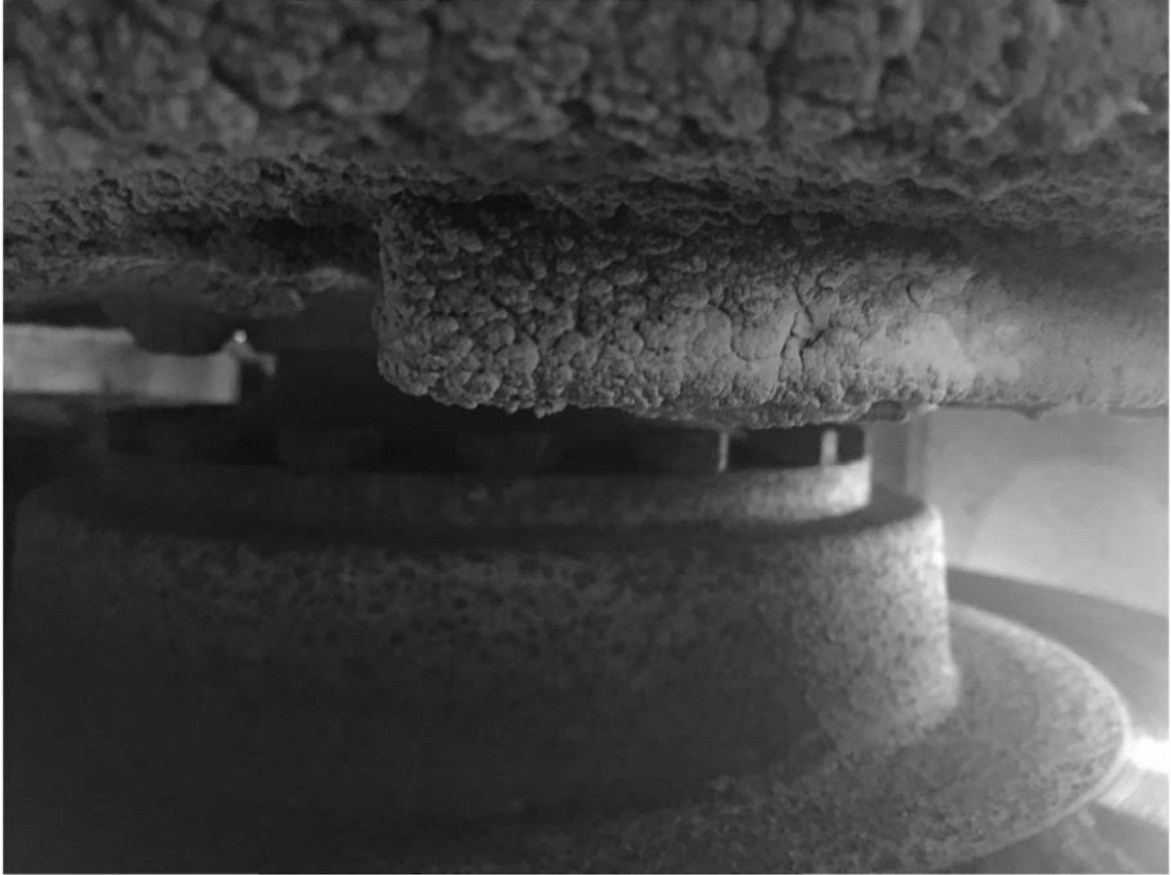


Volvo Truck



## Braking System / Components

This Volvo truck is equipped with a driveline air disc brake pad park system. The pads and rotor on the park brake were functional and met the manufactures guidelines for service brake performance. The park brake and braking system were tested at the collision scene and in Coquitlam's towing yard in Port Coquitlam. The brake system operated according to the manufactures specifications.



Disk park brake

### Park Brake System

It was tested by moving the vehicle in both the forward and in reverses at app. 10 KM and then applying the foot brake pedal. The Volvo Truck stopped in the proper manor as required. At the collision scene the Volvo truck was placed on to the road connected to Highway 7. This access road had approximately a 7% grade. The park brake was applied and foot brake was released. The Volvo Truck park brake operated correctly and the vehicle did not move.

At the Coquitlam Towing yard the Volvo truck was started and the foot brake was applied, the truck transmission was placed in drive and then the park brake was applied. The truck remained in a forward gear and did not move when the foot brake was released. With the foot brake released and the park brake applied and the transmission in a forward gear, the accelerator was depressed increasing the RPM of the truck. The RPM (there was no RPM gauge) was approximately 50% higher than at idle and the truck do not move forward.

This test indicated that the Volvo Truck park brake system was operating correctly.

## Steering

The Volvo Truck was driven onto the lowbed trailer at the collision scene. And showed no problems in its ability to steer and pivot in a normal manor.



## Tires

All the tires were inflated and showed no signs of air loss.

ALL PHOTOS OF THE INSIDE OF THE VOLVO TRUCK CAB WERE TAKEN AT THE COLLISION SCENE

## Lighting

The headlight switch was in the off position. When placed in the on position the front headlights were no working. The two rear tail lights were operating correctly.



H/ Switch

The air gauge showed app. 4.5 KPA. Normal operation would be at 8 KPA.

## Wheel Locker Switch OFF



L/switch  
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## Heater Seat Switch and Flasher Switch Both OFF

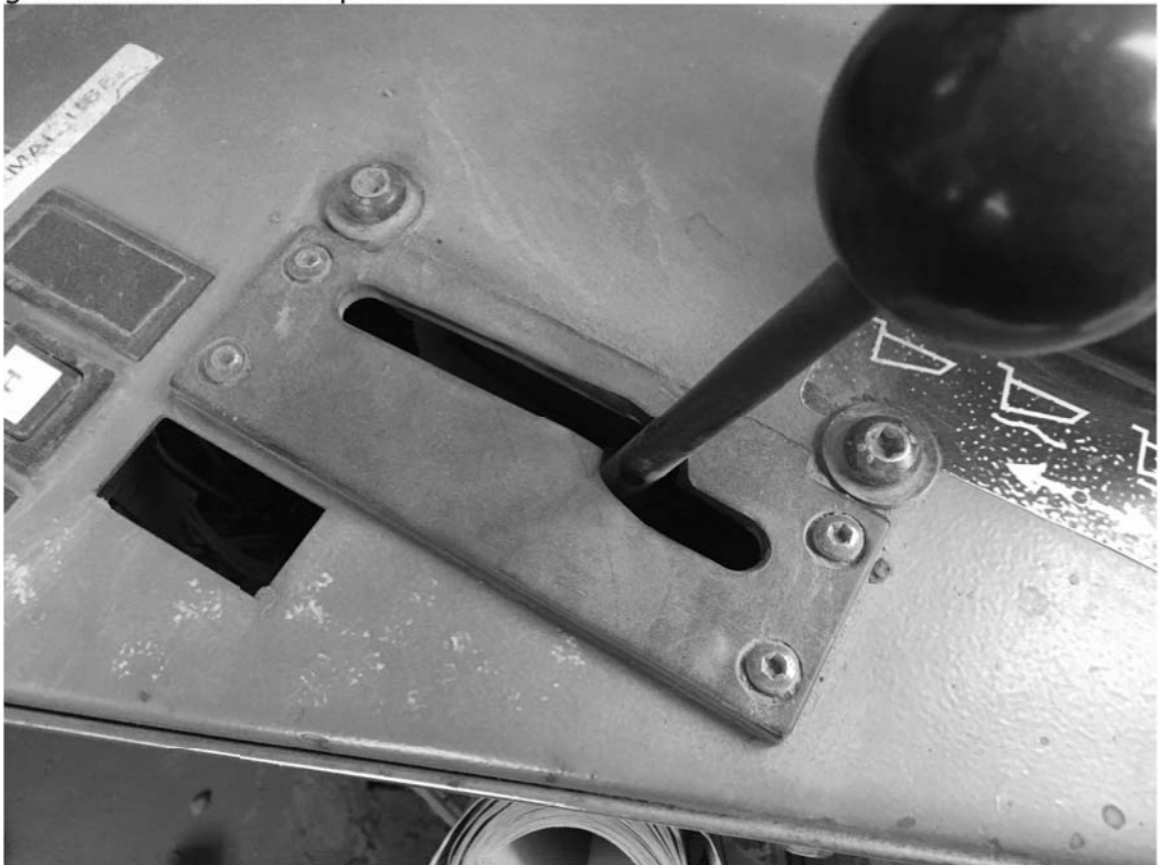
H/switch top



F/Switch bottom

## Transmission Gear

The transmission gear was in the neutral position.



## Box lift lever center position

The dump box was in the down position.



## Park Brake Lever

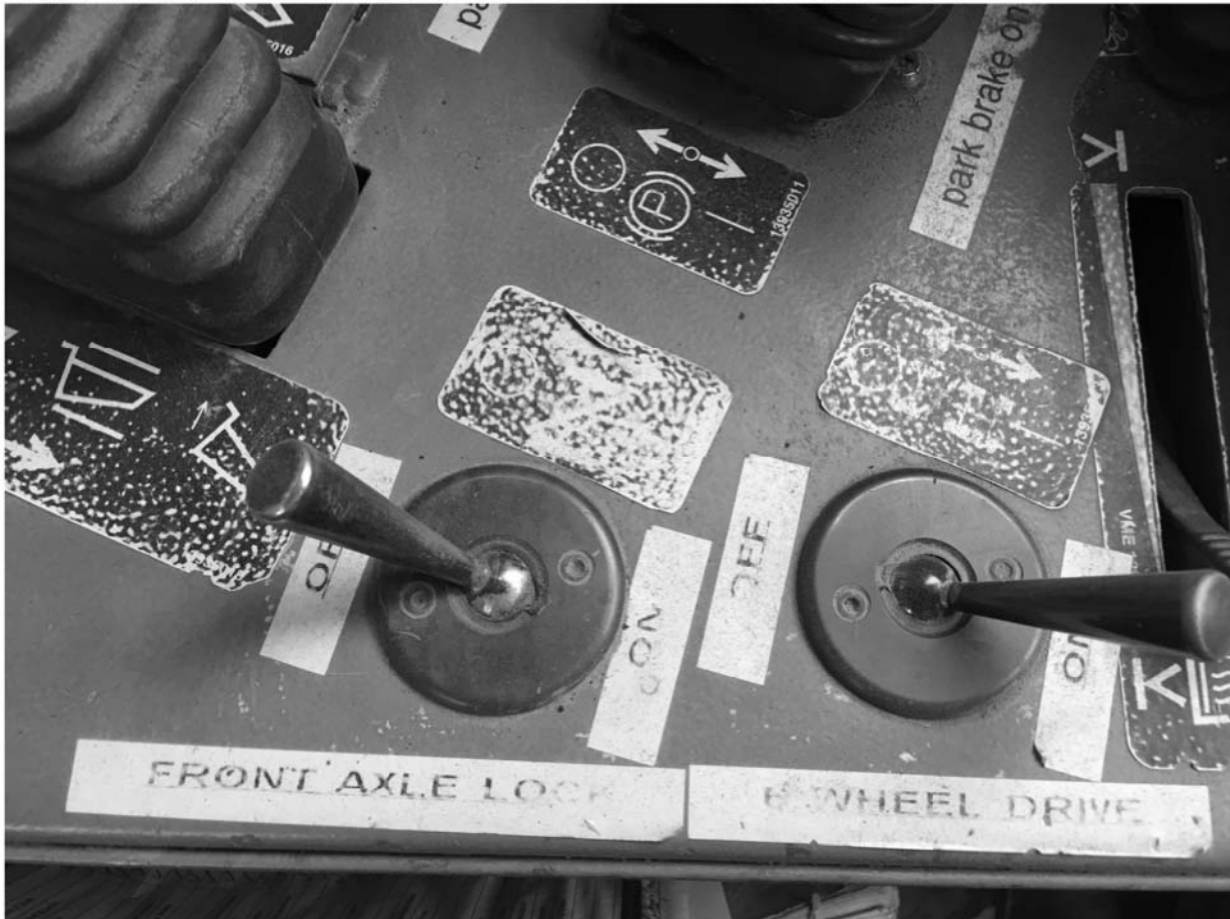
The Park Brake lever was in the on position. This park brake lever has a indent clip that requires the operator to raise it before the park brake lever can be moved to the release park brake position. This indent clip was operating properly when tested. The test was moving the park brake lever from the park brake on position to the Park brake off position. It was noted that if the operator did not fully engage the park brake clip in the on position the lever would spring back to the park brake off position.

See photo below

## Park Brake Lever ON



## Front wheel Axle Lock Switch Off. Wheel Drive Switch On



## Heater System Off: Fan on position three: Full Air flow



## Ignition Switch OFF

It was noted that the ignition switch was in the off position. In order for that switch to be in that position if the Volvo Truck was running somebody would have had to enter the cab after the collision and turned it off





## Engine Shutoff Cable

Shutoff cable was pushed in.



E/Cable

## Windshield



W/glass  
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# Summary

This vehicle (met) part of the standards set out in the Motor Vehicle Act and Regulations of the province of British Columbia.

Although this vehicle is design for off road use only it still complied with many of the sections set out in the Motor Vehicle Act & Regulations. The headlights were not operating but this may have been caused by the collision.

The braking system and the park brake system appeared to be operating properly in accordance to the manufactures specifications.

Mike Zakus  
Area Vehicle Inspector  
Coquitlam BC  
CVSE Ministry of Transportation and Infrastructure



