



Post-Crash Vehicle Inspection Report

Prepared by:

Paul ENGEL

Motor Vehicle Inspector

Prepared for:

Cst. Brodie FERRISS

Merritt RCMP

Police File Number:

2022-5742

Vehicle Inspection File Number:

04-22-12-27-MV435-01

Post- Crash Vehicle Inspection Report

Report Prepared By: Paul ENGEL, Motor Vehicle Inspector

Date: January 13, 2023

Address: 300-1358 St Paul Street Kelowna, BC V1Y 2E1

Telephone: 778- 583-0236

Signature: _____



Vehicle Description

Power Unit

Year: 2020 | Make: Prevost | Body: Bus | Clr: white
MV Lic: RV9556 | MV Reg: 13295107 | Prov/State: BC
VIN: 2PCH33490LC721064 | NSC: 200033730
ODOMETER: 326696.7 ☒ km | Insp Decal: FS21477

Owner

Name: Pacific Western Transportation
Street: 1041 Great St
City: Prince George BC
Prov/State: BC | Insp Date: July 22 2022

On December 27, 2022, I performed a mechanical inspection on the above noted vehicle to ascertain the mechanical condition of all components. This inspection was completed to assess the roadworthiness and compliance of the vehicle in comparison with the British Columbia Motor Vehicle Act and Regulations.

It was inspected at:

Mario's Towing
3015 Sexsmith Rd Kelowna BC

This report contains the following:

1. Post-Crash Vehicle Inspection Report
2. Appendix A photos
3. Bus CVIP Report

Braking System / Components

Note: Axle 2 right spring brake assembly was damaged by towing company during the recovery of bus. While attempting to cage spring brake for towing the spring brake housing broke, this caused the brake to drag and generate heat at axle 2 right brake rotor and pads while being towed. Axle 2 left spring brake was also caged to allow for towing.

Towing company removed an air fitting to allow for air system charging at roadside, this fitting was reinstalled by Officer ENGEL at time of inspection to allow for air system to be pressurized and brake function testing.

Using Mario's towing Shop air supply the air system was charged from the OEM charge port quick disconnect fitting at the right rear of bus. No audible air leaks could be heard when air system was fully charged. An assistant then made a full brake application from the driver's seat of the vehicle, all brake calipers moved freely. Axle 1 left and right, axle 2 left and axle 3 left and right brakes were clean and dry and in good condition (as noted axle 2 right rotor and pad and spring brake housing damaged by tow company) all brakes operated as manufactured when the brake pedal was depressed. No audible air leaks were heard while I completed the brake test.

The brake lining thickness was measured at the centre of the brake pads.

NOTE: Axle 3 right tire/wheel removed to allow for visual brake inspection and measurement of axle 2 left and right and axle 3 left brake components.

Brake Pad thickness: Axle 1

Axle #1 left inner= 10 mm

Axle #1 left outer= 10 mm

Axle #1 right inner= 10 mm

Axle #1 right outer= 10 mm

Brake Pad thickness: Axle 2

Axle #2 left inner= 10 mm

Axle #2 left outer= 10 mm

Axle #2 right inner= 10 mm

Axle #2 right outer= 10 mm

Brake Pad thickness: Axle 3

Axle #3 left inner= 10 mm

Axle #3 left outer= 10 mm

Axle #3 right inner= 10 mm

Axle #3 right outer= 10 mm

All brake pad thickness was above the manufacturer wear indicators as required by the Province of British Columbia Motor Vehicle Act Regulations Div.7.09 (23). They also exceeded the 2016 Vehicle Inspection Manual Truck, Trailer, and Bus Inspection Manual Sec. 3A (19), which has a minimum requirement of 3.2 mm thickness at the thinnest point.

The brake rotors were in serviceable condition.

Steering

All steering linkage was connected as manufactured.

All tie-rod and drag link ends were in good condition.

No noticeable wear was present in any of the tie-rod or drag link ends during my inspection.

When steering wheel was turned left and right the steer tires moved as required.

Suspension

Axle # 1 (steer axle)

This axle was equipped with an (air) spring (air bag) suspension. All components were in good condition and were connected as manufactured, with no air leaks present.

Axles # 2 and # 3

These axles were equipped with an (air) spring (air bag) suspension. All components were in good condition and connected as manufactured, with no air leaks present

Tires & Wheels

All tires and wheels were in good condition, and all fasteners were in place and tight.

Axle #1 (Steer Axle)	Type	Size	Make	Tread Depth (mm)	Inflation Pressure (PSI)	Maximum Tire Inflation Pressure (PSI)	Load Range	Wheel Rim
Left	Ribbed steering style tread	315/80R22.5	Michelin X-Line	16 mm	90 psi	130 psi	L	Aluminum
Right	Ribbed steering style tread	315/80R22.5	Michelin X-Line	16 mm	115 psi	130 psi	L	Aluminum

Axle #2	Type	Size	Make	Tread Depth (mm)	Inflation Pressure (PSI)	Maximum Tire Inflation Pressure (PSI)	Load Range	Wheel Rim
Left Outer	Traction/grip Style tread	315/80R22.5	Michelin XDN2 Grip	16 mm	90 psi	130 psi	L	Aluminum
Left Inner	Traction/grip Style tread	315/80R22.5	Michelin XDN2 Grip	16 mm	90 psi	130 psi	L	Aluminum
Right Inner	Traction/grip Style tread	315/80R22.5	Michelin XDN2 Grip	16 mm	90 psi	130 psi	L	Aluminum
Right Outer	Traction/grip Style tread	315/80R22.5	Michelin XDN2 Grip	15 mm	90 psi	130 psi	L	Aluminum

Axle #3	Type	Size	Make	Tread Depth (mm)	Inflation Pressure (PSI)	Maximum Tire Inflation Pressure (PSI)	Load Range	Wheel Rim
Left	Ribbed steering style tread	315/80R22.5	Michelin X-line	5 mm	95 psi	130 psi	L	Aluminum
Right	Ribbed steering style tread	315/80R22.5	Michelin X-Line	6 mm	95 psi	130 psi	L	Aluminum

Lighting

The Right front head lamp was damaged and left and right rear turn/stop lamp assemblies were displaced (consistent with crash damage)

The left head lamp was operating as manufactured.

The left and right rear high mount turn and stop lamps illuminated as required.

All clearance lamps, intermediate lamps illuminated as required.

Windshield Wipers/Washers/Mirrors/Horn

Both windshields were displaced from bus (consistent with crash damage)

The wiper arms were damaged (consistent with crash damage) but operated in both high and low speed positions.

The windshield washer operated when tested.

The Driver side exterior mirrors were intact, with no cracks or missing glass, and was mounted securely.

The passenger mirror was displaced (consistent with crash damage)

The electric horn operated as manufactured.

Fuel/Exhaust System

The fuel system was connected and operating as manufactured. All components were securely mounted to the vehicle.

The exhaust system was in good condition and connected as manufactured. All connections appeared clean and tight. There was no evidence of soot tracks or leakage.

Heating/ventilation

Heater setting at 24c, vent setting feet and legs

Tag Axle

The tag axle (axle 3) control switch was in the down position.

Summary

This vehicle met the standards set out in the Motor Vehicle Act and Regulations for the Province of British Columbia.

Appendix A



Photo #1 front view of bus



Photo #2 left front view of bus



Photo #3 right front view of bus



Photo #4 right side view of bus



PHOTO #5 right side view of bus



Photo # 6 rear view of bus



Photo #7 left side view of bus



Photo #8 Prevest compliance label



Photo #9 V.I.N tag



Photo #11 axle 1 right steer tire/wheel



Photo #12 axle 1 right steer tire treaded area



Photo #13 axle 1 left steer tire/wheel

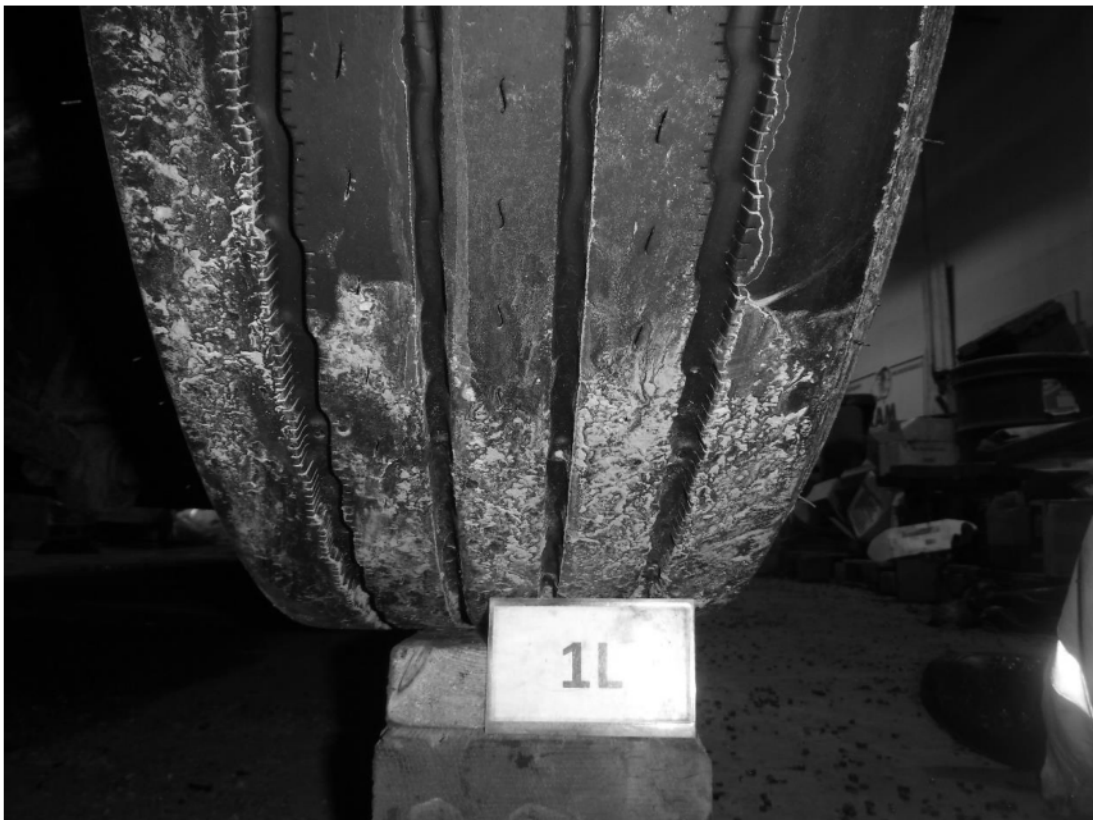


Photo #14 axle 1 left steer tire treaded area



Photo #15 axle 2 right drive tire/wheel



Photo#16 axle 2 right outer tire treaded area



Photo #17 axle 2 right inner tire treaded area



Photo #18 axle 2 left drive tire/wheel



Photo #19 axle 2 left outer tire treaded area



Photo #20 axle 2 left inner tire treaded area



Photo #21 axle 3 right tire/wheel



Photo #22 axle 3 right tire treaded area



Photo # 23 axle 3 left tire/wheel



Photo # 24 axle 3 left tire treaded area



Photo #25 driver heat and vent settings



Photo #26 pitman arm connected to sector shaft

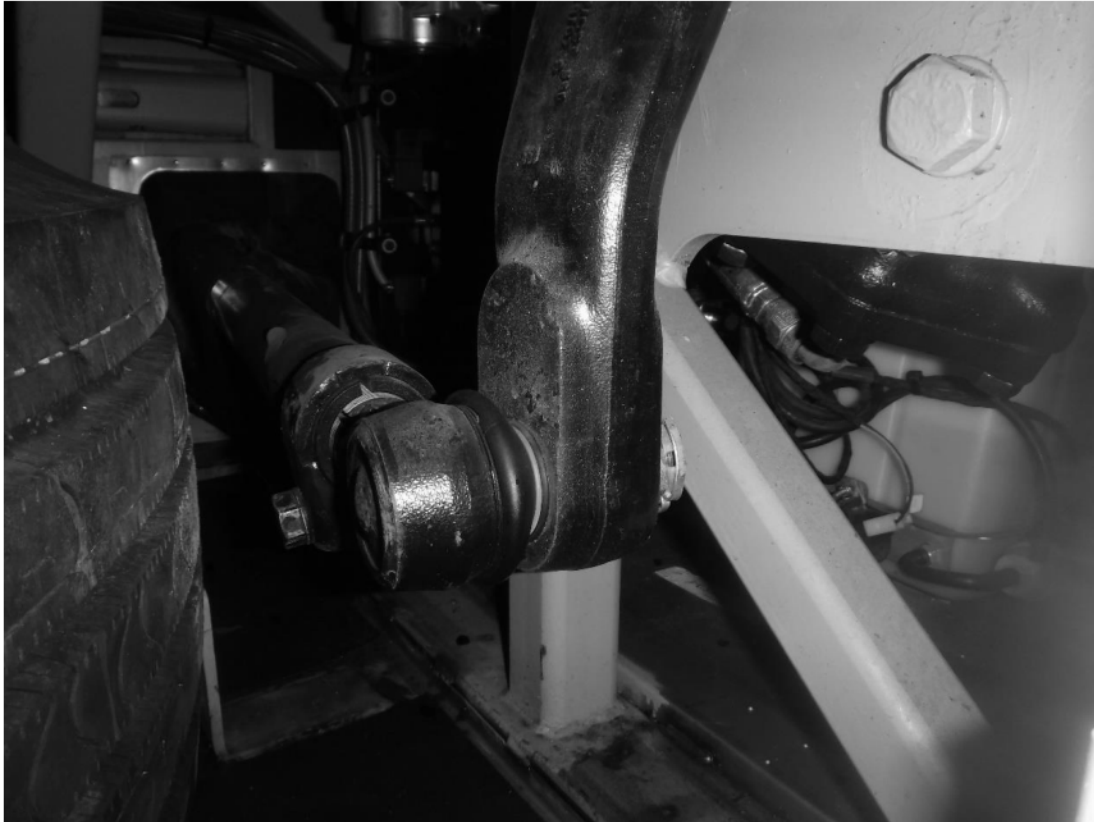


Photo #27 drag link connected to pitman arm



Photo #28 drag link connected to steering arm



Photo #29 sample of disc brakes



Photo #30 sample of brake linings 10 mm



Photo # 31 tag axle switch in down position

End of report