



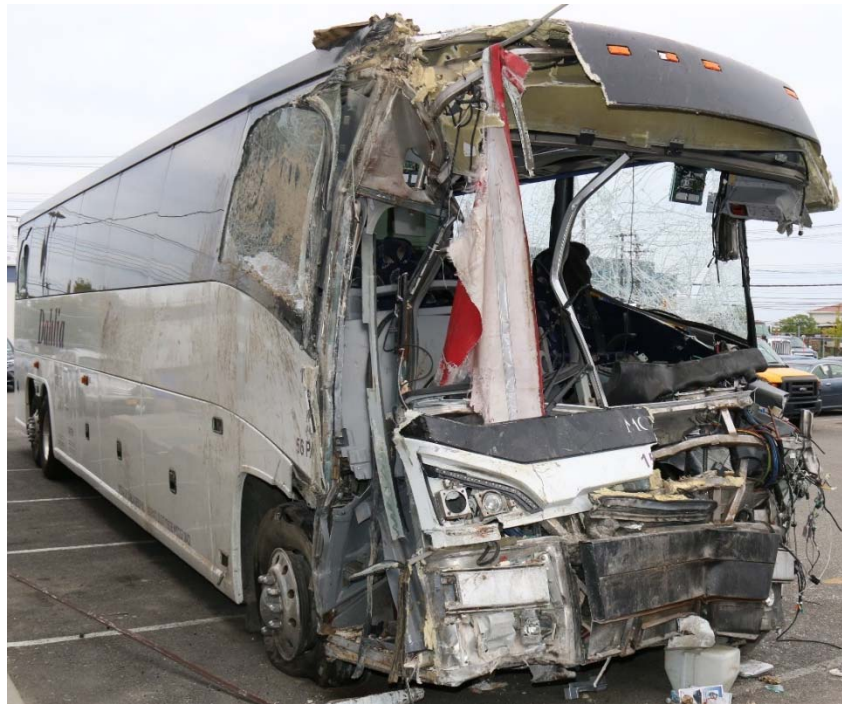
## **VEHICLE PHOTOGRAPHS**

**Flushing, NY  
HWY17MH015**

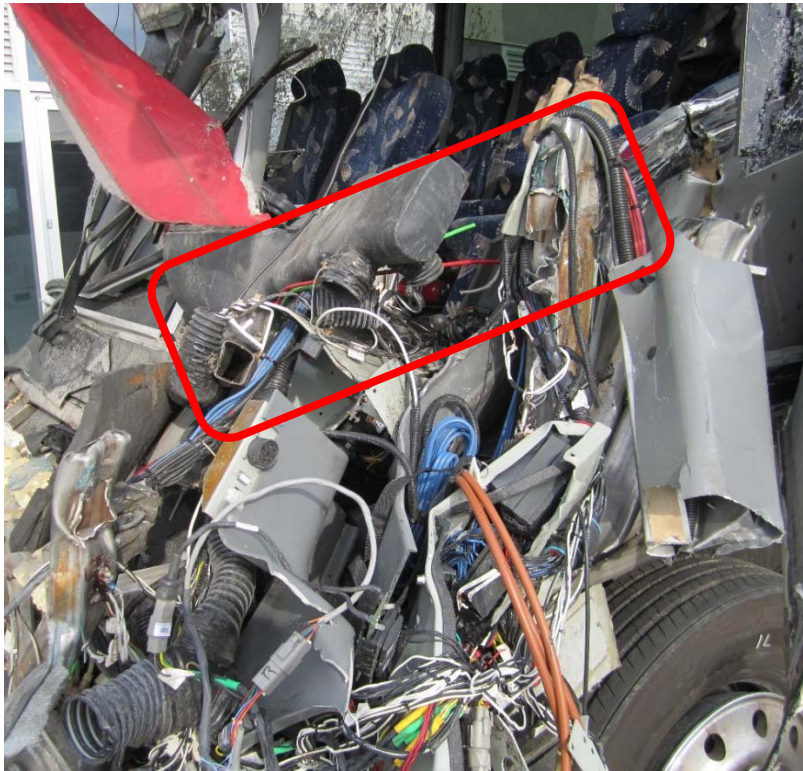
(10 pages)



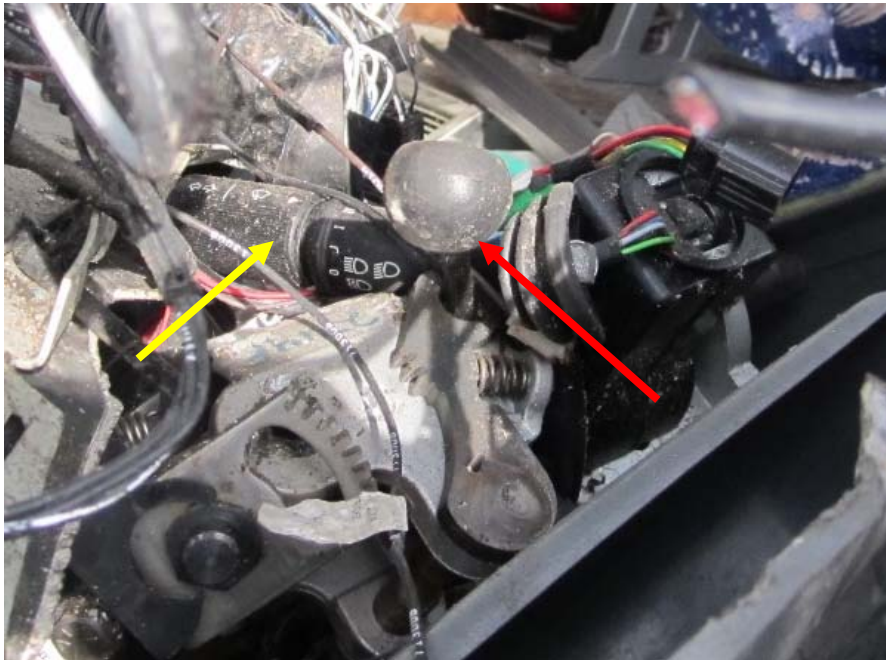
**Photograph 1:** This is a view of the overall, substantial damage sustained by the left-front corner of the motorcoach.



**Photograph 2:** This view is showing the overall damage sustained to the right-front corner of the motorcoach. The red cloth in the picture is the awning from the front of the business that the motorcoach had impacted.

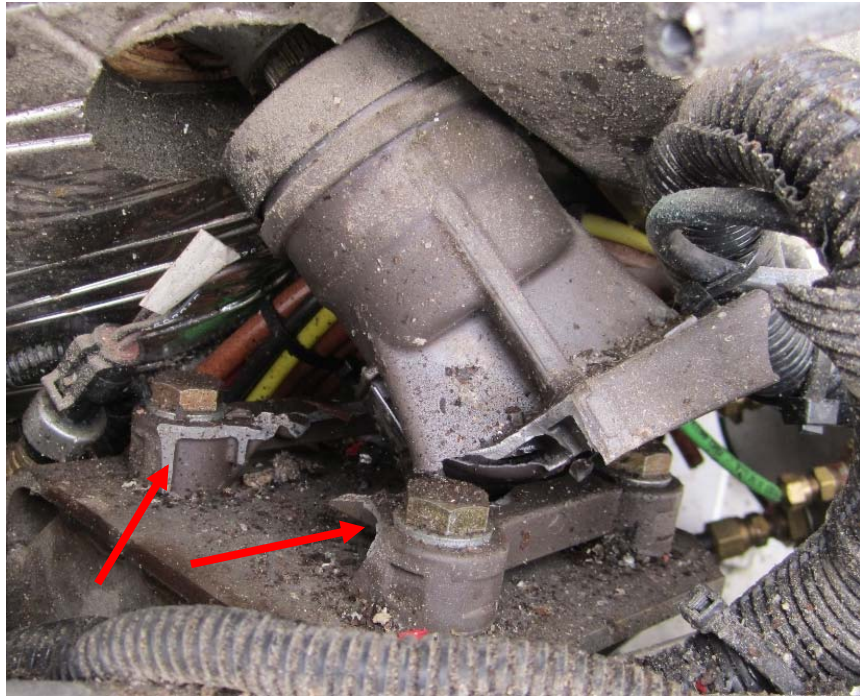


**Photograph 3:** This is a view looking at where the instrument panel would have been located on the Left side of the driver's seat (red box).



**Photograph 4:** This is a view of the tilt/telescoping control lever (red arrow) and the multifunctional turn signal control lever (yellow arrow).





**Photograph 5:** This is a view of the miter box steering assembly. The mounting bolsters for the miter box were broken (red arrows).



**Photograph 6:** This is a view of the left-side tire and wheel (axle 1) of the motorcoach. Since the motorcoach has already been placed on blocks in this photograph, the tire appears to be inflated, but, due to the damaged sustained to the sidewall of the tire (red oval) from the displacement of the forward wheel well opening, the tire had been punctured and was deflated.

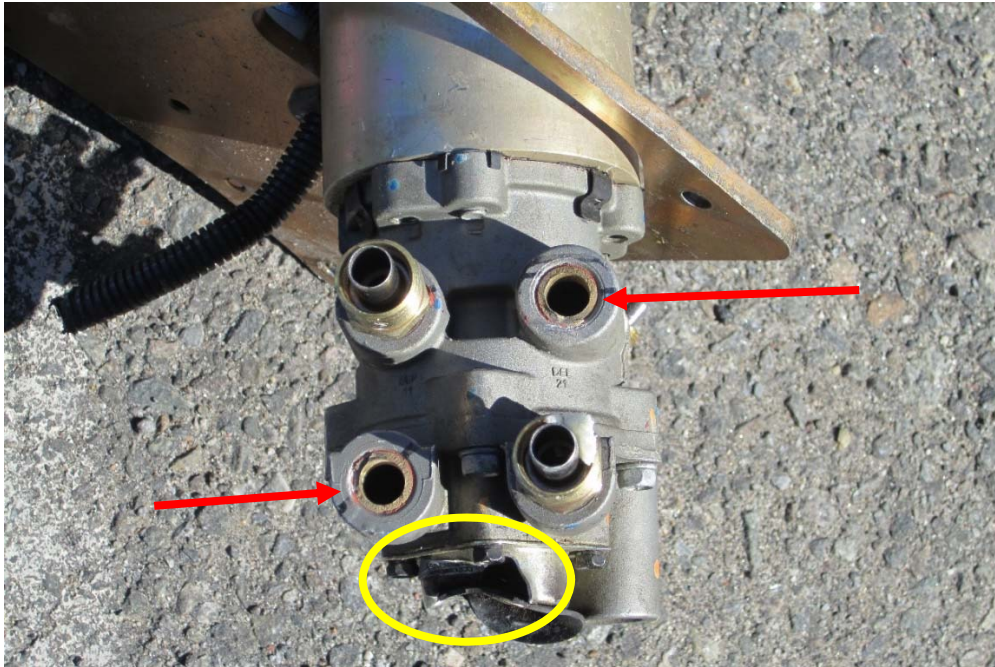


**Photograph 7:** This is a view of the right-side tire and wheel (Axle 1) of the motorcoach. Due to the crash, the tire sustained numerous cuts and abrasions. The tire sidewall had been punctured in two locations as well (red ovals).

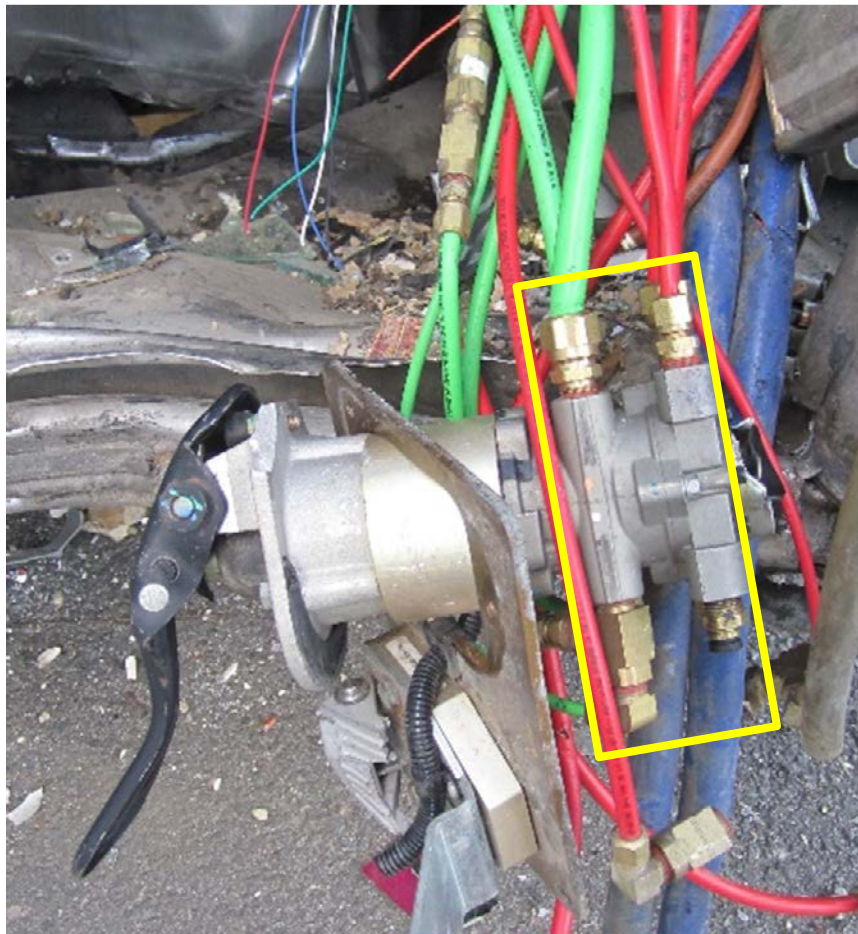


**Photograph 8:** This is a view of the brake pedal and accelerator pedal. Both the brake and accelerator pedals are deformed, and accelerator pedal is broken close to the pedal mounting pin.





**Photograph 9:** This is a view of the treadle valve before repairs. Notice the two broken fittings that had to be removed and replaced (red arrows), and the damage to the exhaust port (yellow oval).



**Photograph 10:** This is a view of the brake pedal and treadle valve after the airlines, which supplied air to the vehicle brakes, had been re-attached (yellow rectangle). The port that is plugged, on the lower right of the treadle valve, was not needed for the brake application.

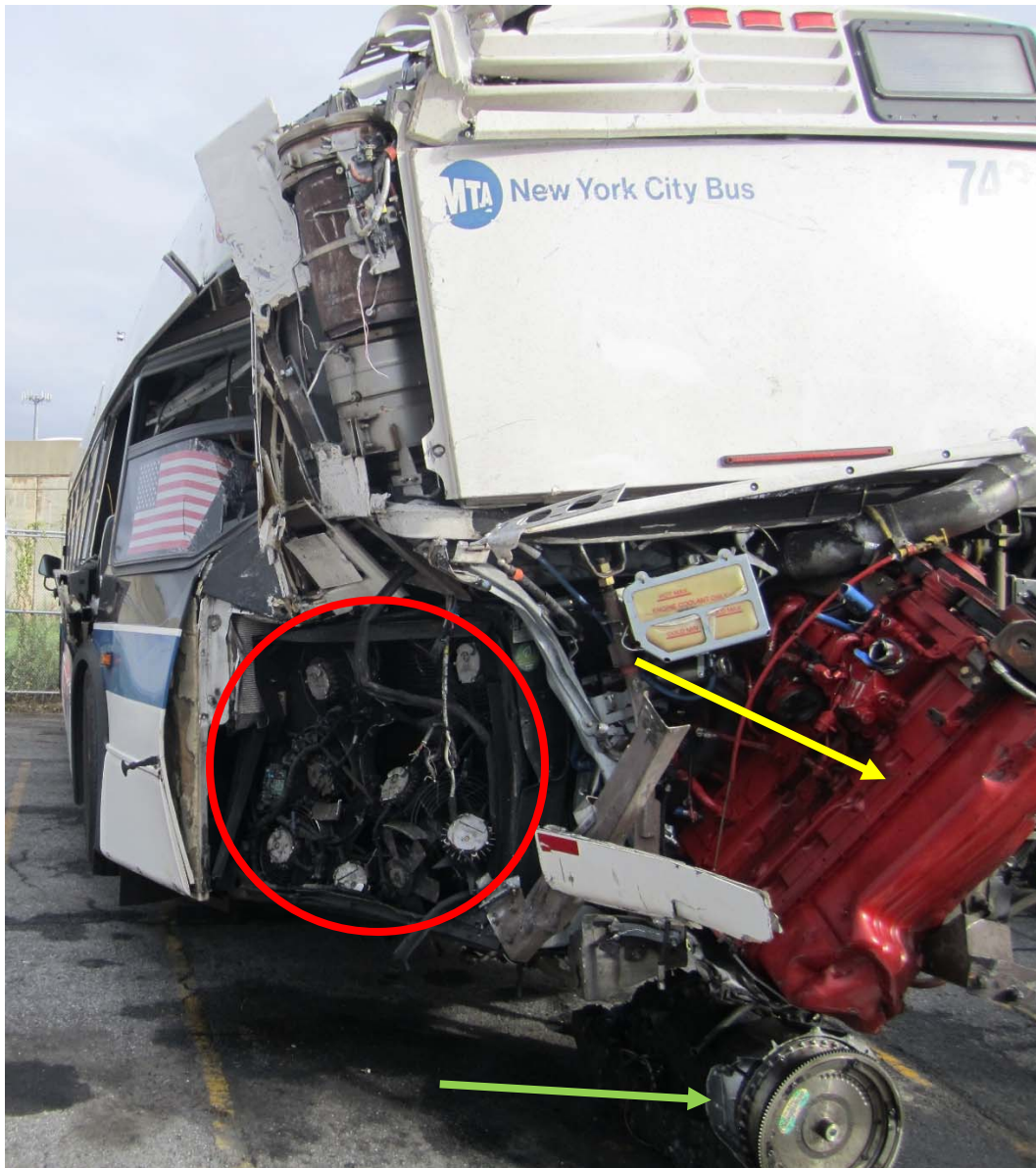




**Photograph 11:** This is a view of the engine and engine compartment of the transit bus. Most of the fluid hoses and electrical wiring had been severed. The engine cradle is still attached to the engine (yellow arrow).



**Photograph 12:** This is a view of the damage sustained to the transmission that had been mounted on the rear of the engine.

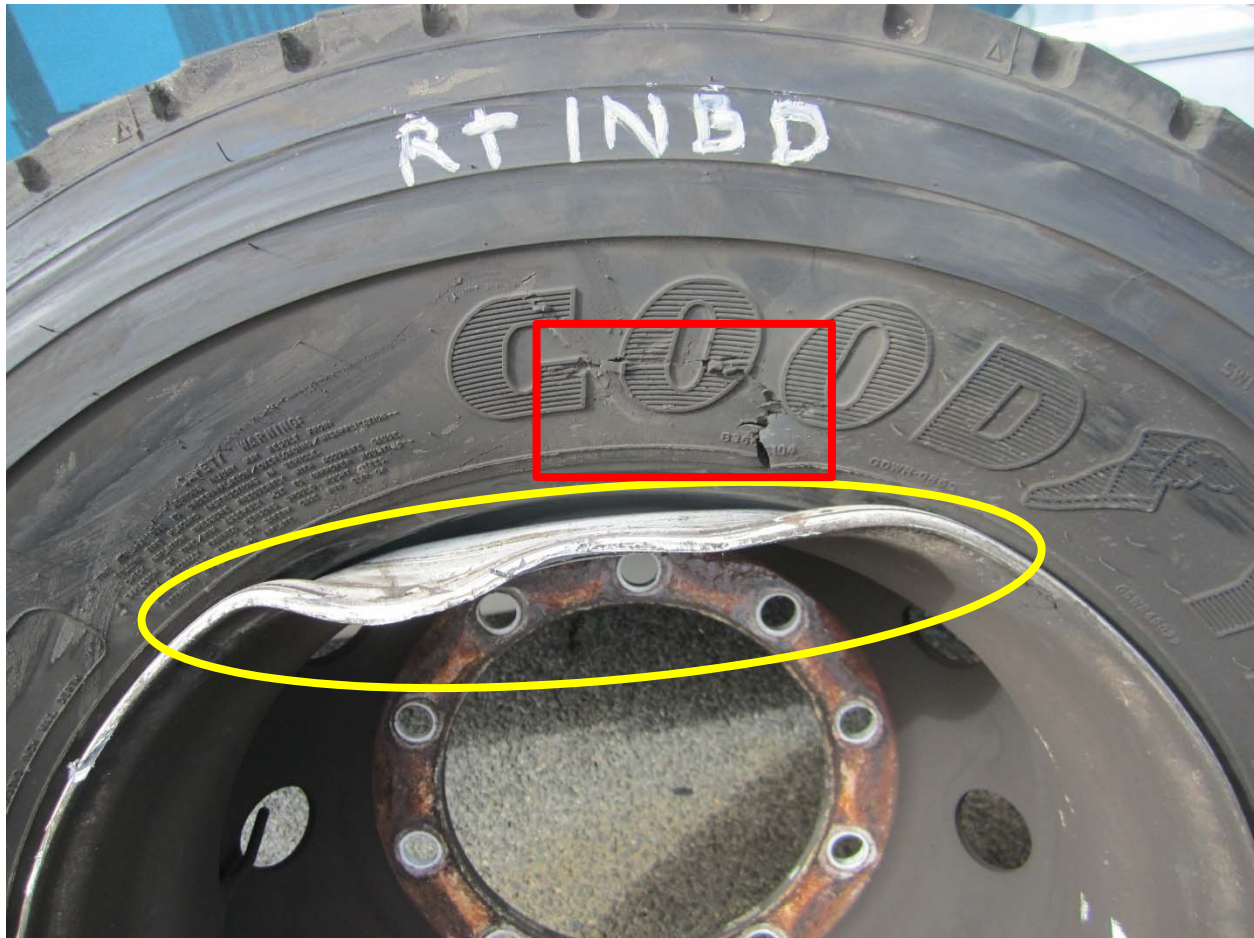


**Photograph 13:** This view is looking from the left-rear corner towards the front of the Transit Bus. This photograph depicts the damage sustained to the left-rear of the transit bus. Notice the displacement of the engine compartment to the right. You can also see the engine (yellow arrow) and transmission (green arrow) have sustained major damage and are no longer connected. The rear windows are either shattered or missing and the engine cooling fans have been crushed (red circle).





**Photograph 14:** This is a view looking towards the rear of the transit bus. The left corner shows evidence of an impact which resulted in substantial damage. There is obvious displacement of the engine compartment components to the right. The engine is displaced rearward from the engine compartment, and the front of the engine is pointing up to the sky (yellow arrow). The engine is also rotated to the right (broken blue line). The broken green line indicates approximately where the front of the engine should be located. Below the engine is the transmission (red arrow) which became separated from the engine during the crash.



**Photograph 15:** This is a view of the tire and wheel that was mounted on the right-side of axle 2 – at the inside position. Axle 2 had dual tires and wheels mounted to each axle end. The yellow oval shows the radial collapse of the wheel. The red rectangle on the tire sidewall shows the location of the L-shaped puncture.