



**VEHICLE FACTORS ATTACHMENT**

**2020 Volvo Post-Crash CVSA Inspection**

**Greenville, AL**

**HWY21MH009**

(4 pages)

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 3.0.0.17

ALABAMA LAW ENFORCEMENT AGENCY
MOTOR CARRIER SAFETY UNIT
PO BOX 1511
MONTGOMERY, AL 36102-1511
Phone: (334)242-4395 Fax: (334)277-3285

Report Number: ALJLJG011363
Inspection Date: 06/22/2021
Start: 09:30 AM CT End: 3:00:00 PM CT
Inspection Level: I - Full
HM Inspection Type: None

HANSEN & ADKINS AUTO TRANSPORT INC
3552 GREEN AVENUE
LOS ALAMITOS, CA 90720
USDOT#: 00568253 Phone#: (562)430-4100
MC/MX#: 277621 Fax#:
State#:

Driver:
License#: State: AL
Date of Birth:
CoDriver:
License#: State:
Date of Birth:

Location: WRECKER YARD
Highway: US 31
County: BUTLER, AL

MilePost:
Origin: MOBILE, AL
Destination: TARRANT, AL
Shipper:
Bill of Lading:
Cargo: EMPTY

VEHICLE IDENTIFICATION

Table with columns: Unit, Type, Make, Year, State, Plate #, Equipment ID, VIN, GVWR, CVSA #, CVSA Issued #, OOS Sticker. Contains 2 rows of vehicle data.

BRAKE ADJUSTMENTS

Table with columns: Axle #, 1, 2, 3, 4, 5. Rows for Right, Left, and Chamber.

VIOLATIONS

Table with columns: Vio Code, Section, Unit, OOS, Citation #, Verify, Crash, Violations Discovered. Lists various traffic violations.

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: Post Crash

State Information:

Nearest City: GREENVILLE;

Report Prepared By:

Badge #: 1112

Copy Received By:

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00568253 AL ALJLJG011363

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X \_\_\_\_\_

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Pursuant to authority contained in Title 32, Chapter 9A, Code of Alabama, I hereby declare the above indicated vehicles "OUT OF SERVICE" until such time as those defects marked "out of service" have been repaired. No person shall operate the vehicle or remove the "out of service" sticker applied to the vehicle until it is in safe operating condition.

Mechanic Certification: Please repair violations noted on this report, sign the certification below, and return this report within fifteen (15) days to the address at the top of the report. Retain a copy at the motor carrier's principal place of business or where the vehicle is housed for 12 months from the date of the inspection. RETURN WITHIN FIFTEEN (15) days by MAIL or e-mail at MCSUinfo@alea.gov or FAX to (334)-277-3285.

Signature Of Repairer X: Facility: Date:

The undersigned certifies that all violations on this report have been corrected and action taken to assure compliance with the Federal Motor Carrier Safety and Hazardous Material Regulations insofar as they are applicable to motor carriers and drivers. This certification MUST BE SIGNED by the Motor Carrier and RETURNED WITHIN FIFTEEN (15) days by MAIL or e-mail at MCSUinfo@alea.gov or FAX to (334)-277-3285.

Further information can be found at: http://www.alea.gov/MC

\*\* Failure to return this report with the required certification can result in penalties up to \$1000 per day for each day the violation continues, up to a total of \$10,000.

Signature Of Motor Carrier X: Title: Date:

Report Prepared By:
[Redacted]

Badge #:
1112

Copy Received By:
[Redacted]



00568253 AL ALJLJG011363

X \_\_\_\_\_

X \_\_\_\_\_

## DRIVER/VEHICLE EXAMINATION REPORT



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**Phone#:** (562)430-4100 **Fax#:**  
**USDOT#:** 00568253 **MC/MX#:** 277621  
**State#:**

**Driver:** [REDACTED] **State:** AL  
**License#:** [REDACTED]  
**Date of Birth:** [REDACTED]  
**CoDriver:**  
**License#:** **State:**  
**Date of Birth:**

### Inspection Notes

QC ran on Company

Driver thru CDLIS

An inspection was performed at Till's wrecker yard off of US 31. Assisting was Cpl. Jerry Allen and Trooper Steven Kelley. Also, present was NTSB Investigator Brain Bragonier.

The rear of Unit #2 was raised with a Loader and placed on CMV brake drums. The brakes for axles #2,3,4 and 5 were uncaged by personnel from the wrecker service. A supply line was attached from a large wrecker to the rear supply tank with pressures between 90-100 psi to get the reading for the pushrods on axles #4 and 5. I, removed the cat-walk cover to allow access to the Brake Chambers of axles 2 and 3. Cpl. Allen along with Trooper Kelley connected each of the chambers on axles 2 and 3 separately to get the push-rod measurements. Cpl. Allen was marking, engaging the air valve, and reading the measurements. The supply pressure was observed/maintained by a handheld system controlled by Cpl. Allen.

The cover to the rear trailer/stinger electrical and air supply lines was removed to gain access to the electrical system to check the lights. It was determined that the electrical system cable was not long enough to connect into a donor truck to verify the operation of the lights. A jumper box/system was purchased and wired by Trooper Kelley that allowed for the testing of the lights.

Due to the severe nature of the crash, NTSB personnel were enroute to assist and provide resources. The post-crash inspection was delayed until Tuesday.

Video of on-board camera system shows operation of windshield wiper system at time of crash.

**Special Studies** No Special Study Data Recorded