National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

# HUMAN PERFORMANCE ATTACHMENT

Mack Driver NTSB Interview

(42 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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| Investigation of: | * | |
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| FATAL MULTI-VEHICLE COLLISIONS | * | |
| NEAR SWANTON, OHIO ON | * | Accident No.: HWY24MH013 |
| AUGUST 15, 2024 | * | |
| | * | |

Interview of: HASHIM HALL
Driver of Mack

1048 Foxworth Boulevard
Lombard, Illinois

Tuesday,
September 3, 2024

APPEARANCES:

JUSTIN SNIDER, Senior Highway Accident Investigator
National Transportation Safety Board

SHAWN CURRIE, Senior Highway Accident Investigator
National Transportation Safety Board

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I N T E R V I E W

(2:10 p.m. CDT)

MR. SNIDER: This is Justin Snider, spelled J-u-s-t-i-n, S-n-i-d-e-r, senior highway accident investigator with the National Transportation Safety Board. We are at 1048 Foxworth Boulevard in Lombard, Illinois, and it is currently 2:10 Central Daylight Time on September 3rd, 2024.

This interview is for Case HWY24MH013, which occurred near Swanton, Ohio, on August 15th, 2024.

I intend to record this interview to best preserve the information being discussed today. Do you consent to the recording of this interview?

MR. HALL: Yes.

MR. SNIDER: Please say and spell your name for the record?

MR. HALL: Hashim K. Hall, H-a-s-h-i-m, last name Hall, H-a-l-l.

MR. SNIDER: And can you please provide your contact information?

MR. HALL: Phone number?

MR. SNIDER: Yeah.

MR. HALL: [redacted] is the only number that I have.

MR. SNIDER: Thank you. This interview is being conducted to learn more about Hashim Hall's role as a driver during the crash being investigated.

MR. CURRIE: My name is Shawn, S-h-a-w-n, Currie, C-u-r-r-i-

e, also an investigator with the National Transportation Safety Board.

MR. JAGNOW: William, W-i-l-l-i-a-m, Jagnow, J-a-g-n-o-w. I'm a hazardous materials safety investigator with the FMCSA.

MR. BALLARD: Zachary Ballard with Salmon Ricchezza, and I represent Mr. Hall and CJJ.

MR. RUSSO: Brian, B-r-i-a-n, Russo, R-u-s-s-o, owner of CJJ.

MR. HUDSON: David Hudson, law firm of Reminger. I also represent Hashim Hall and CJJ Industries.

MR. RUSSO: Daniel Russo, D-a-n-i-e-l, R-u-s-s-o, co-owner of CJJ.

UNIDENTIFIED SPEAKER: By the way, Hashim, nice to meet you.

MR. HALL: Nice to meet you.

INTERVIEW OF HASHIM HALL

BY MR. SNIDER:

Q. Okay. I understand you don't remember a lot from the day of the crash, but I'm still going to ask. Can you tell me what you do remember, if anything, from the morning of the crash?

A. I mean it really wasn't much to say. I was -- I think it was, you know, there was a lot of construction going on, on there. I think I came out of a construction zone, put my, you know, my cruise control back on, and started going down the road. I know I was -- I knew I came -- was coming close to the -- that toll -- the toll. I can't call it a booth because it's, you know, the toll -- the E-ZPass --

Q. Okay.
A. -- toll area. And next thing I know, I hit something, and I'm heading towards a wall.
Q. The construction zone, do you remember about how far you had been out of that construction zone when you were involved in a crash?
A. Not necessarily because I do the same about every day. I know -- so it's (indiscernible), I just click what's its name back on because I'm usually on a time -- within a -- I'm within a timeframe and I was already in that timeframe. So, no, I'm not exactly sure because they're constantly doing different construction along that same road all the time. I can't exactly say, oh, yeah, it was right here because they've been finishing and moving to different parts.
Q. Okay.
A. So I mean I do it every day but I can't, I can't make that distinction, no.
Q. Was traffic backed up or anything when you went through there or --
A. No.
Q. -- what?
A. No traffic pretty much whatsoever.
Q. Okay. Was that true for like the whole trip in that area or just in that --
A. Once -- if there was any traffic -- once I got through Ohio,

there is very sparse with cars. I mean you don't see a whole lot of vehicles coming and moving around that time of morning, no.
Q. Okay. Do you remember anything -- what's the first thing you remember after the, after the crash?
A. Not being able to breathe, you know, I was trapped inside the truck.
Q. Okay. Do you remember how you were like positioned in the truck or how it ended up?
A. I don't know how it ended up. All I know is my legs were trapped, and I was stuck inside there. I never actually got to see what the truck looked like other than the fact that I'm on an angle because it's -- the way my legs were trapped, it was pushing me forward. That's the best way I can describe that, and other than that, I have no clue what it looked like.
Q. Okay. Other than just that area, that space that you were in.
A. That's all that I saw, yeah. Once they pulled me out, they got me on a stretcher and all I could see was sky. So, yeah, I never really got to see much of anything else.
Q. And I know you're probably not watching your watch or anything after the crash happened to remember to do, you know, how long it took somebody to get to you, but do remember kind of roughly about how long that was?
A. It felt like forever to me because I could feel my legs and then I couldn't feel my legs. It was long enough that I started

panicking because I couldn't feel my legs any more. That's the best I can say.
Q. Okay. And I bet it did.
A. Yeah, it was pretty messed up.
Q. So eventually somebody, somebody did contact you at the cab and assisted you?
A. I know there was a voice that was talking to me most of the time. I do remember someone breaking the window. That's how I was able to finally breathe. There was just somebody talking to me. I imagine it might have been another truck driver or something --
Q. Okay.
A. -- because they were saying, hey, you know, somebody's coming, somebody's here. I don't know exactly who it was though.
Q. You said breaking a window. Would that be your window --
A. Driver's side.
Q. -- the driver window?
A. Driver's door window, yeah.
Q. Okay. So it was intact when you were in there initially after the crash?
A. Yes.
Q. Okay. Tell me about your -- just the -- your trip leading up to the incident for that particular trip. Where you started, what time, your process for getting the truck ready.
A. I normally start around, I don't know, 11:30, 11:45,

somewhere in there. I get to the yard, started my truck. I do my pre-trip, you know, go through my checks, head over to the Brenntag (ph.) just like normal. I get over there somewhere around 10 minutes to 12, 11:45, somewhere in that range. I hook up to the trailer. I wait for the person loading the truck to -- the trailer to give me the okay that it's -- he's not in -- you know, everything is ready to go. I'll go and start hooking up. I'll pull it off the dock. I do a once around while I'm closing the doors just to make sure everything is still working, you know, like there's no flat tires or I don't have any lights out on the trailer, close it up. I grab my paperwork, go sit, take a, you know, get my placards. I go through the paperwork, make sure I've got all the proper placards, proper placards, put them on the trailer, and then I head out. I think it was -- nothing out of my usual for any other day, and then nothing different.

Q. Okay. Just to clarify. You said about 11:30 you show up there. That's 11:30 p.m.

A. Yeah.

Q. So you drive mostly at night, right?

A. Pretty much.

Q. The nightshift.

A. Yeah.

Q. Okay. And where's the yard located where you pick the truck up?

A. It's probably about 15 minutes away from Brenntag. Don't ask

me the exact address. I know how to get there. It's 5130 something.

Q. Okay. So you pick the tractor up and it's just a bobtail tractor.

A. It's a bobtail, yeah.

Q. And then you -- so you do a pre-trip on the tractor itself before you start?

A. Yes.

Q. Is that right?

A. Yes.

Q. And then as part of that you have an electronic log that you have to log into. Is that right?

A. Yes.

Q. Okay. And so then you drive 15 minutes about, or about 15 minutes to --

A. It's really about like 13 minutes.

Q. Okay.

A. It's literally 13 minutes, 15 miles away.

Q. And the location where you pick the trailer up, is that where you pick the trailer up like every day?

A. Yes. It's the actual -- it's a site-to-site transfer for a company called Brenntag.

Q. Okay.

A. So that's the -- that's where I -- everything, you know, they load it, unload it, everything happens there. It stays there. It

goes there and stays there.
Q. So when you arrive there, the trailer's being loaded by somebody else, right? And then you're just -- you just standby until it's ready.
A. Yeah, sometimes it's loaded. Sometimes they're still in the process.
Q. Okay. And then is it different loads?
A. Yes.
Q. So --
A. I mean it's just -- for all intents and purposes, just random hazmat, random chemicals that they're transferring from site-to-site.
Q. Okay. And so what's your process? You said you have to pull the right placards. Walk me through kind of your process in deciding what placards to put on the trailer?
A. Oh, I just go -- they put the paperwork in the rear of the trailer. So I just go read it, and I go in my cab, and I start going through it to see what placards are necessary, you know, for that particular load.
Q. Okay. So you're looking at the -- just the material safety data sheet. Is that what you're referring to or the --
A. The actual -- the shipping invoice.
Q. Shipping invoice?
A. Yea, you know, what I'm saying, and I keep a -- basically a -- I keep a ton of placards of all -- almost everything that I've

ever used --
Q. Okay.
A. -- you know what I mean, from -- because I've been doing that route for about, I don't know, 4 years now, maybe 4 or 5.
Q. I did notice that on the truck, you had a bunch of placards.
A. Yeah, I keep a bunch of placards so I don't have to constantly run in there and then, not to mention, as I've been doing that route for so long, certain weather conditions deteriorate them. So I make sure I always backups --
Q. Okay.
A. -- you know what I'm saying.
Q. So you go through your shipping papers, find the placards --
A. The placards that's necessary, yeah.
Q. -- placard the truck, and then make sure it's closed up and everything, hook up to the trailer, and you do a walk around before you -- so are you looking for lights and tire pressure?
A. I mean I do the walk around initially when I pull it off the dock. I'll take a walk around. Then I'll close the doors, you know, that's when I'm grabbing the paperwork. Then I grab the paperwork, grab the placards, and as I'm putting the placards on, I'm also still doing another walk around just to double check, making sure of everything because sometimes I've had issues at times that don't always -- you might look one time and the light might be there on and then one time it might be out. So, I just go around, do a double check and as long as I see everything is

good, I get on the road.
Q. Is the truck you normally drive?
A. It's pretty much -- 99 percent of the time I'm only in one tractor.
Q. Okay. And so you're familiar with that truck that you were in?
A. That particular -- well, I'm familiar with quite a few of them because quite a few of them have been around.
Q. Okay.
A. They're all made the same, but yes.
Q. How long have you been driving that particular truck? Do you remember?
A. I don't know, 5, that particular one, 4 or 5 years.
Q. Okay. Do you remember what year that truck was? Basically when it was new?
A. It probably maybe 70,000 on it I think when I first started driving it.
Q. Okay.
A. So I guess, yeah, it be typically new.
Q. But you were familiar with the truck obviously?
A. Yes.
Q. Okay. As far as stuff in the truck, you had the ELD in there for your logging.
A. Well, the ELD is the actual program --
Q. Okay.

A. -- that we download for our phones.
Q. Okay. So you don't --
A. So all your ELD information is on the -- you're actually using -- my phone is like a hub.
Q. Okay. So it's not a separate device, what you're using?
A. No.
Q. You're using your personal phone for that?
A. Yes.
Q. And where do you keep that in the truck when you're setting up? Do you have like a mount that's attached on the dash or --
A. I have a mount that's -- yeah, it's directly right here on the dash.
Q. Okay. Like to the left of you, to the right?
A. To the right.
Q. To the right of you. Okay. Anything else in the truck that you interface with, controls, radio, stuff like that?
A. It's all pretty much bluetooth. Everything is, everything is bluetooth. So all radio controls are actually -- all those controls are right there on the steering wheel.
Q. Okay.
A. So anything I need to -- if I need to change anything, pretty much it's all right here on the steering wheel separate also from -- the radio is here. The controls are right here on the steering wheel.
Q. Okay. Do you use your phone for navigation or anything like

that or do you use --
A. No.
Q. -- maps or just your --
A. I've been doing it so long, I don't need maps.
Q. Okay. Do you get notifications about changing traffic conditions on your phone or anything else as far as like if there's congestion in an area or construction, stuff like that? Is there a way that you get notification?
A. No, I would only get those if I was actually using Maps.
Q. Okay.
A. So you know what I mean. I don't -- it's -- I don't get no notifications, no.
Q. So that would be like Google.
A. Yeah, that would be Google, but those are necessary for trucking.
Q. Right. Yeah. Okay. I think you mentioned earlier this route is a common route for you? About how long have you been driving that particular route? Maybe take me through what your route would be, where you're going and if that's --
A. I mean my entire route is essentially I --
Q. Okay.
A. -- that's I would say about 90 percent of the route right there, is just come out 80. I will get off at Exit 59. It is kind of pretty straight. You go down -- I can't -- I don't know the actual streets. I just know the direction because it's -- you

come off of 59, you go up to the Wendy's, you make a right, you follow that Airport Road around and it just winds around right to the street that, for better or lack of purpose, it's kind of a residential neighborhood, right in the middle of a residential neighborhood, but it winds around right to the street that takes you directly to Brenntag.

Q. Okay. And that's -- but that's where you start and where you end your day there, right? Where do you, where do you -- where's your terminal that you drop off or you change your load out?

A. That's in Toledo.

Q. What's that? In Toledo.

A. That's in Toledo.

Q. Okay.

UNIDENTIFIED SPEAKER: That's the one you just described, right?

MR. HALL: Yeah, that's what I say, Exit 59.

BY MR. SNIDER:

Q. So do you drop the trailer and pick another one up or --

A. No.

Q. -- or does it get emptied?

A. No, they live unload and load that same truck, the very same trailer.

Q. Okay. And while that's happening, somebody else is doing the actual work. You're just --

A. I'm sitting my -- I'm usually sitting in my cab relaxing.

Q. Okay. So you go off duty for that period? Is that correct?
A. No, not necessarily. You just kind of put it on duty, not driving.
Q. Okay. And that shows -- that would show up in your ELD, just on duty, not driving, while you're sitting there?
A. Yeah, because you have to input that. When you get to a location, they have prompts to, okay, you can input what you're doing, loading, unloading, waiting, blah, blah, blah, blah, you what I mean. You can just put in there that once I get to that location, I immediately go into there and say, hey, I'm not driving any more. I'm at this location unloading.
Q. Okay. And that's -- you do this every day, pretty much --
A. Five days a week, yeah.
Q. Five days a week.
A. Yeah.
Q. Okay. I want to go back a little bit further to like Tuesday and kind of go through your days up to the morning of the trip or I guess the night leading up to the trip that the crash occurred on which would be Tuesday. Do you remember, you know, did you start the same time about?
A. Well, typically, yeah. I mean maybe within about 10 minutes or so sometimes. I might wake up a little bit later or something like that, but relatively, yeah, I'm there, I'm starting around the same time pretty much every night.
Q. Okay. How far do you typically drive or how far do you drive

from your house to where the yard is?
A. About a 15 minute drive.
Q. Okay. So you're pretty close.
A. Yeah.
Q. And you drive yourself to the yard?
A. Yes.
Q. Okay. Tell me about your sleep. Do you sleep well? How do you, you know, do you have to have your -- a certain environment to sleep in? I know you're sleeping during the day. I've worked at night previously and, you know, you might have to do certain things to make sure everything's dark. Just tell me about your sleep.
A. No, after so long of doing it, I've just gotten in a -- I can't say habit, but just a -- I don't really know. I don't really need it to be particularly dark. I just need to go lay down --
Q. Okay.
A. -- you know what I mean. Just -- it's a schedule that I'm not that picky of a sleeper.
Q. Okay.
A. That's the best way to say it. I need XYZ conditions in order for me to get to sleep every night. I go home and go to bed.
Q. You're fortunate.
A. I mean I always -- it's a long day already. So it's easy to

just go lay down.
Q. So when you get done with a normal shift, what time would you normally get home to sleep?
A. Anywhere between 12 to 1:30.
Q. Okay. In the afternoon.
A. Yeah.
Q. And do you normally go right to sleep or do you --
A. No, I probably sit, eat, you know, watch TV or something until the TV starts watching me or something like that, you know.
Q. That's the truth. Okay. So you'll hang out a little bit, kind of digest the day and kind of --
A. Yeah, I mean --
Q. -- relax.
A. -- it's long enough a period of time that I don't need to sleep for 12 hours.
Q. Right.
A. So, you know, I just sit down and, you know, usually by the time I'm asleep, it's probably, I don't know, 3, 4 o'clock.
Q. 3 or 4 in the afternoon?
A. Yeah.
Q. And then you'll sleep until about what time before --
A. Literally about 11:15 or so, 11:20.
Q. Okay. And do you normally feel rested after that, that period?
A. Typically, yeah.

Q. Okay. Do you wake up during the middle of that sleep period at all ever or --
A. Yeah, if somebody calls my phone. Other than that, no, but generally everybody knows my schedule. So, no.
Q. So unless you're, unless you're interrupted by somebody you sleep through that period?
A. Yep.
Q. And then you feel well rested after that?
A. Relatively, you know what I mean. I usually have a cup of coffee when I get up.
Q. Okay. So, going back to kind of that 3 day period, pretty much -- I mean was it the same type of shift and go home, relax, sleep pattern for those previous days?
A. It might have been a little bit more hectic because my CDL was expiring because my birthday was that following Sunday.
Q. Okay.
A. So I needed to get that all done before that week, but I did but I also had -- renewing my license, I was informed that I had to take all those tests, retake all my tests.
Q. What tests did you have to take?
A. All of them.
Q. Like driving tests?
A. Yeah. Your written tests, all the written tests.
Q. Okay. So were you doing that stuff while you were at home in between shifts or tell me what you were --

A. No, I mean I think I -- that Monday, I -- when I came -- when I got off work, I went to -- the driver school I went to was Progressive. They're on like -- they're pretty close to the base. They're probably about, you know, a few miles away. I went there to use their computer to review. They close at 4. So I was out of there by then, went home, went to sleep. The next day when I got off, I went in and renewed my license, and that was it.
Q. So, would that be Tuesday that you renewed it?
A. Tuesday I renewed it. Wait. I can tell you exactly which day because I know I went in the day before, studied and then the next day I went and took the tests.
Q. Okay. Was that the same facility that you took the tests there or did you have to go somewhere else?
A. What do you mean?
Q. You had take a test to renew your license.
A. That would be issued on the 13th. So, yeah.
Q. Okay. So that would be Tuesday.
A. Yeah. That Tuesday, yeah, I went in. That Monday I went in, reviewed, Tuesday I went and took the tests and that was it.
Q. Okay. And so Wednesday, you had a clear day?
A. Pretty much, yeah.
Q. And then after you finished the test on Tuesday, you had a clear day --
A. Yeah.
Q. -- for the rest of the day?

A. Yeah.
Q. Okay. This Progressive, is that where you received driver training initially?
A. That's where I did my initial driver training and everything, yes.
Q. And how long ago was that?
A. I finished up in 2012, around December I think of 2012.
Q. Okay. And you've been driving commercial vehicles since then?
A. Yes.
Q. Have you driven for anybody else or --
A. I've driven for Pepsi. I did a lot of temp work. It was about three or four different companies with the temp company. I drove a school bus immediately after school.
Q. Okay. Right after you finished your driving training with Progressive, you drove a school bus. Is that --
A. I went through a school and drove school bus. Then I drove for Entrent (ph.), a teaching company.
Q. Okay.
A. Actually getting into a semi was -- it was either Pepsi first or the temp company first. I'm not sure.
Q. Do you remember when that was?
A. '14, '15.
Q. Okay.
A. Then about a year and half, 2015, 2016, I think that's when I

moved over to -- I started driving semis.
Q. Okay. Any crashes other than this one in that time?
A. Minor accidents.
Q. In a commercial vehicle or --
A. You know, minor paint transfers basically, yeah. Minor, little, small incidents but --
Q. Okay.
A. -- no crashes, not.
Q. Like fender benders?
A. Yeah.
Q. Can you describe one of those?
A. Easiest one to describe I was trying to make a -- come around a corner that I probably shouldn't have because they had cars, you know, it's one of those streets where it's more like an intersection, two intersections --
Q. Okay.
A. -- but it's all residential. It's a residential area. So they had -- I was going I would say east, the north and west street -- coming up to this north and west street in order to get off or go out. There was a car parked way past the corner, I tried to get around it, and ended up, you know, scraping the bumper.
Q. So just like the trailer --
A. No, this was in a bus.
Q. Oh, this was in a bus.

A. Yes.
Q. Okay.
A. Oh, you meant with the other jobs?
Q. In any of them but I guess it's the same thing though. You've got a long wheelbase. So --
A. Yeah, you can't make --
Q. -- where the --
A. I didn't have enough room for me to actually make that turn.
Q. Okay. But that's like most -- is that kind of --
A. That was --
Q. It wasn't crashes. Just kind of --
A. Little, minor, yeah. It was nothing -- no serious -- nothing serious.
Q. Okay. How's you -- before the crash, how was your health?
A. Pretty good.
Q. Good. See a doctor for anything? How's your vision?
A. With contacts close to 20/20.
Q. Close to 20/20. Okay. You wear contacts? How long have you been wearing contacts?
A. About 20 some years now?
Q. Okay. I just found out that I'm going to join the club for glass wearers because I'm not 20/20 vision any more. Do you wear those all the time while you're driving?
A. Yeah.
Q. Everything falls apart. Okay. So other than the -- just

getting prescriptions updated, and when was your prescription last updated, do you remember, for your contacts?
A. It was pretty recently. It was within the last maybe -- it has been within a year, within the year, I just got a new prescription.
Q. You look like you're healthy otherwise. I mean notwithstanding your leg injury out of this.
A. Yeah.
Q. Do you have a primary doctor that you see?
A. I do not before, no, I didn't.
Q. Okay. So you didn't see anybody --
A. I was going to just to take, you know, go to the clinic or see someone as necessary which was very much because it wasn't nothing really.
Q. Do you know what clinic you went to for check ups and stuff?
A. Should be random, those little 24 hours, always available, you know, like the place called Best West Express, places like that.
Q. Okay. Is that like an urgent care or --
A. Yeah.
Q. Is that what that is?
A. You know what I mean because you wouldn't be -- I didn't have very many things. It might be something minor.
Q. Okay. Obviously you're receiving treatment for the injuries from the crash. What injuries did you receive? I know your leg's

in a --
A. Just the fractured I think they said tibia, the plateau of the tibia and then a bunch of scratches. I have a bunch of scratches and bruising.
Q. Okay.
A. Cuts and bruises mostly.
Q. So your right arm.
A. Yeah, right arm, both shins and there was a cut up here under my nose and then a cut on my right ear.
Q. Have you seen pictures of the cab since the crash?
A. No, I haven't.
Q. You don't know what it looks like.
A. Did not want to.
Q. Okay.
A. I saw the inside.
Q. You're very lucky.
A. Yes.
Q. Very lucky.
A. Very much so.
Q. Did you have your seatbelt on --
A. No.
Q. -- during the crash? No seatbelt.
A. No.
Q. Okay. Do you normally don't wear it or just --
A. No, I just didn't have it on.

Q. Okay. We already covered the cell phone. You weren't using it for anything other than an ELD during the trip?
A. I listen to audio books while I'm out there driving. I've been doing that lately for the past 6, 7 months.
Q. Okay. Did you have one on at the time --
A. Yeah.
Q. -- on that morning? What were you listening to?
A. This little crazy thing called Super Gene.
Q. Super Gene. All right.
A. It's anime (ph.) basically. That's the best way I can --
Q. Okay.
A. That's the best way I can describe it.
Q. All right. So you just play that on the -- is that playing on your phone?
A. Playing through --
Q. It's playing through bluetooth.
A. Playing through bluetooth, yeah.
Q. On the radio in the truck. Okay. So you had that going on. And that's playing on the stereo.
A. Yeah.
Q. We've covered that. You've driven through that toll plaza before since it's your normal route, right?
A. (No audible response.)
Q. Have you noticed anything in your trips through there previously, cars do anything, coming up to that toll plaza at all?

A. Yeah. I mean I can't see necessarily that particular toll plaza, but I'm out there every night. I see cars do crazy crap every day.
Q. Just in general?
A. In general period. It's -- I could probably write a book on the crazy stuff I've seen every night.
Q. What's some of the stuff you see cars doing? I know car drivers can act poorly around trucks a lot. So what's the stuff you see?
A. I mean you see -- I'm doing the speed limit of 65 out there. So you're hitting the speed limit, and people driving past you like you're standing still. Or they're zip zagging through stuff like it's, you know, they're on Fast and Furious, or something like that.
Q. Okay.
A. You know, you see people putting on their makeup, you know what I'm saying. You see people doing like this while they're driving. It's like, okay, let me get the hell away from them.
Q. That's probably a good strategy.
A. Yeah, but I mean it's -- I'm probably seeing the entire spectrum of crazy things that people do along that route, you know what I mean. It's -- I guarantee I've seen it all because I see cars -- it's not a week goes by that I don't see a car or a truck off in a ditch somewhere, you know what I mean.
Q. Right.

A. It's the same route. If you don't -- if I didn't see that within a certain, you know, within an hour or 2 of it happening, I see the aftermath of it the next day, you know. You just see all kinds of craziness out there.
Q. Right. As far as going through those toll plazas, specifically in Ohio, because I know there's different toll plazas you go through in Indiana also. There's toll plazas on 80 there, right?
A. Yes.
Q. Going through there, you have -- I think you mentioned you have the E-ZPass, right?
A. Yes.
Q. So you would normally just drive through there.
A. I just go through the (indiscernible).
Q. When you go through at that time of day, is there, is there any reason to slow down or anything or you just, you just drive straight through the pass for the toll plaza?
A. No, there's really no reason for me to slow down or I don't really see a reason for -- going through a toll plaza is -- either you know you've got one or you don't because I think it's only -- they put the two new ones where they're -- they veer off to the side --
Q. Um-hum.
A. -- for a booth, you know what I mean but, no, I can't say other than -- in my time, I've never seen anything that says, that

I've seen anything slow down or --
Q. Okay.
A. -- but it's pretty far off.
Q. So normally traffic's just flowing the same speed.
A. Yeah, for whatever -- but it's also -- that's what I'm saying. It sparse traffic at all --
Q. Right.
A. -- you know what I mean. The only time you'll see -- you'll start seeing is when they have the long stretches of construction.
Q. Okay.
A. That's when you would, that's when you would notice cars around you because everybody's kind of cramping up at those points, but other than those long stretches of construction, you're kind of almost out there by yourself most of the time.
Q. So is it fair say when you're normally driving through those tolls plazas, it's early in the morning. There's just not a lot of traffic for you to --
A. It is.
Q. -- kind of make observations about what cars are doing through there? Is that -- I think that's kind of what you're saying?
A. Yeah, it's -- you don't -- you're not seeing enough to actually get a -- to actually need to pay attention to it.
Q. Okay.
A. You know what I'm saying. There's no -- basically, yes.

There's not enough traffic to actually make like a combination of one way or the other.

Q. So it's never like slowing -- traffic's not backing up because it's so early in the morning, and there's not much traffic. I think that's what you're saying.

A. If I see any backup, it'll be the east bound lane was I'm going west heading back towards Chicago.

Q. Okay. Because you're probably picking up the commute traffic at that time.

A. Yeah, I'm coming about -- going about 7, early in the morning back, what I would say is work's rush hour or --

Q. Okay. So you're kind of driving back opposite of --

A. I'm driving opposite at that point when I do see backup on that side.

Q. And would that be kind of traffic going into Toledo area? Is that when it's --

A. I just notice the backup, you know. I never really paid attention to where they was going at that point.

MR. SNIDER: Do you have anything, Shawn?

MR. CURRIE: I do. Just a few questions. Do you need a break or anything?

MR. HALL: I'm fine.

BY MR. CURRIE:

Q. So you said you had -- this is Shawn Currie. You said you had a CDL since about December of 2012?

A. December of 2012.
Q. And you went to Progressive Driving School which is, you said by the base, but I'm not from Chicago.
A. No, I'm sorry. It's -- they have three locations, but the location I went to is I want to say 31st and Cicero. I can look it up if you want.
Q. No, no, that's good enough.
A. Yeah.
Q. All right. And you said for your work history you worked for Pepsi, did some temp work and drove a school bus.
A. I did -- no, I did the school bus first.
Q. Right.
A. From the school bus, I went to a -- they did basically paratransit but I didn't do para. I worked at Loyola Campus doing the campus shuttle. From there, I did go to Pepsi. I worked there for about 2 years, and then from there I did temp work, and from the temp work, I ended up with them.
Q. Okay.
A. With CJJ.
Q. And you've been with them for about how long?
A. Six, seven years.
Q. Okay. And, you've been doing the same trip for 5 years did you say?
A. The beginning of pandemic. So, yeah, it's been about 4 years now, 4 or 5 years. It was right around that time that I started

-- because we would switch up. Everybody in the company would switch up, taking on responsibilities for that particular route --
Q. Okay.
A. -- around that particular time, right before the pandemic. Right around the beginning of the pandemic is when I started doing it permanent.
Q. Okay. And you do this same route 5 days a week?
A. Yes.
Q. What days? Monday through Friday.
A. Essentially, yes.
Q. Essentially. What's that mean?
A. I start Sunday night.
Q. Okay.
A. Monday morning would be 12 a.m. Monday morning.
Q. And you get off Friday morning and then --
A. Yes.
Q. All right. Cool. And, you said it runs from about 11:30 to around noon, 1:30, depending on traffic and everything else.
A. Yeah.
Q. When you pick up at Brenntag in Chicago, right, you said you back up to the trailer. Are you there while they're loading or are you in your cab?
A. I'm in my cab then because sometimes it's loaded when I get there. Sometimes they're finishing up. Sometimes they haven't started.

Q. Okay. Are the doors closed and sealed when you pick it up or are they open with the paperwork in the back?
A. They're open because it's coming directly off the dock.
Q. Okay. Do you -- are you responsible for securing the load at all, any load bars, straps or any of that stuff?
A. No.
Q. Okay. That's all Brenntag?
A. That's Brenntag, yeah.
Q. Okay. Do you look at that stuff to make sure it's there or --
A. Yeah, I do check and make sure it's all strapped up and everything. I mean I handled -- I do the strap -- when I'm coming from Toledo, I go in and strap it --
Q. Okay.
A. -- from that end.
Q. And you said, I'm going through this stuff because I'm trying to get it for another investigator. So you pull off from the dock and you go over and you check your paperwork, and that's when you check. I've got "X" amount of methyl whatever, and it's got to have this kind of placard, and then you do your placard check to make sure they're there. Does Brenntag pretty much have their stuff together with that? I mean it is what they do for a living?
A. What do you mean?
Q. Are they the ones who placard it or --
A. No, I do.

Q. You do.
A. No, I keep -- in the course of this, they are supposed to normally supply them, but once they started supplying them, it was such a -- they had a lot of different people loading. So it became easier for me to just handle them and make sure everything is copacetic on my end. So I told them, hey, look, I'll take care of this on my end. When I'm here, I'll deal with all the placarding and everything, to make sure it's --
Q. Okay. So you're responsible for that?
A. Yes.
Q. You've made that your responsibility?
A. Yes.
Q. Okay. Good idea because you're responsible driving over the road. So, once you go through and make sure everything's the way it's supposed to be, all your lights, your tires and your placards, then you roll?
A. Yes.
Q. Okay. About what time do you usually get to Brenntag in Toledo? It can vary because of weather and traffic, but --
A. A normal time would be between 6:35, 6:45. That's average. I'm sorry. It has to be Toledo Time. 5:00, 5:35, 5:45 Chicago time.
Q. Okay. So 5:30 to 5:45-ish?
A. Yeah.
Q. And, is it the same idea? You back it up to a door and

they --
A. I pull into the same door every day. I open my doors, back it in. They lock it. They start unloading and load.
Q. Okay. And how long's that usually take?
A. Anywhere from 20 minutes to an hour, hour and a half.
Q. Okay. And now what do you do now that they've loaded you up?
A. I go in. I strap everything in, grab the paperwork, go and check my placards again, pull off the dock, close everything up, put my placards on and hit the road again.
Q. Okay. And just out of my curiosity. Why do you have to do it there but not at the other one?
A. Good question. I don't know. This is something that that particular site manager said that I -- this is what you have to do. I don't -- I didn't argue with it. Hey, no problem.
Q. Okay.
A. Just do it and get it done.
Q. Nope. I'm good with that. You say you've been driving the same truck. Is it a leased truck?
A. Yes.
Q. So it's just --
A. No. I think it's rented.
Q. They rent it for that long of a time, since it was 70,000 miles. Okay. I think that's all I have for you.
MR. SNIDER: This is Justin again.
BY MR. SNIDER:

Q. Is the trailer the same? I know the truck is the same every day. Is it the same trailer every day that you're driving?
A. I'll say 98 percent of the time, yes.
Q. Okay. And I know you're not seeing the doctor for anything, but did you have any prescription medication that you're taking --
A. No.
Q. -- prior to the crash?
A. No.
Q. Okay. Can you think of anything that we haven't asked that could be important for us to know about this -- the trips or --
A. No, that's it.
Q. No.
MR. SNIDER: Does anybody else have any questions that you want to ask for Hashim?
MR. JAGNOW: Yeah, just a couple.
BY MR. JAGNOW:
Q. Talk about your home life. Who do you live with?
A. Myself. No one.
Q. Just you. Okay. All right. And you're -- I mean do you sleep in the bedroom or somewhere else?
A. I sleep on my couch, the bedroom, whichever, whatever.
Q. Okay. What kind of curtains do you have?
A. I have blinds.
Q. You have blinds.
A. Yeah.

Q. Okay. And how long have you been working the, you know, roughly midnight to noon, how long have you been working that shift?
A. Since the beginning of the pandemic, when I wound up here.
Q. Okay. March 2020, thereabouts.
A. Yeah, probably maybe a little before it. It was actually right before it actually started.
Q. Okay. And, I mean I know your memory is a little fuzzy. So this happened as you were approaching the toll facility, right?
A. I believe so, yeah.
Q. Okay. And were you on your way to just go on through the pass through lanes or were you going to pull over --
A. No, I was heading through the pass through.
Q. Okay. Just the pass through at speed.
A. Yeah.
Q. All right. Final and most important question. You said you like anime. Do you prefer subs or dubs?
A. I'm not that deep into it.
Q. That's all I've got.
MR. JAGNOW: Oh, by the way, this is Bill Jagnow, FMCSA.
BY MR. SNIDER:
Q. Justin Snider again. I do have a question about your sleeping. You have -- you work at night, typically 5 days a week. Do you switch your schedule, like your sleep schedule on your days off? So that would be what? Friday night and Saturday night or

do you just stay on the same schedule?
A. I really typically stay on the same schedule.
Q. So on your days off, you'll just -- you'll sleep during the day --
A. I sleep most of the day.
Q. -- and you'll be up at night?
A. And up most of the night, yeah.
Q. Okay.
MR. SNIDER: Anybody else?
(No response.)
MR. SNIDER: That's all I have. All right. It is 2:55.
(Whereupon, at 2:55 p.m., the interview was concluded.)

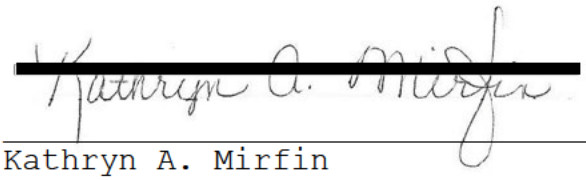
CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

| | |
|---|---|
| IN THE MATTER OF: | FATAL MULTI-VEHICLE COLLISIONS<br>NEAR SWANTON, OHIO ON<br>AUGUST 15, 2024<br>Interview of Hashim Hall |
| ACCIDENT NO.: | HWY24MH013 |
| PLACE: | Lombard, Illinois |
| DATE: | September 3, 2024 |

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.



Kathryn A. Mirfin
Transcriber

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

**Interview Clarification Form**

Sheet 1 of 1

NTSB Interview of: Hashim Hall

Date of Interview: September 3, 2024

NTSB Case Number: HWY24MH013

INSTRUCTIONS: After reading the transcript or summary of your interview, please note any clarifications or additions on this sheet. If additional space is needed, make as many additional copies of the second page as necessary. When completed, please sign the bottom of each sheet. DO NOT make any marks or notations on the actual transcript.

If there are no changes, please check this box ☑ and sign the bottom of this sheet.

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Reason for Change: _____

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I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Hashim Hall

Signature: [redacted]

Date: 1-8-25