Truck inspection protocoll

| Case no: | |
|------------------|--|
| | |
| Vehicle no: | |
| Vehicle reg. no: | |

General Information CDC and deformation Frontal collisions Rear collisions

Doors and Glazing
Wheels
Airbags
Interior variables
Seating
Interior observations
Active systems
Cargo and trailer

För att få plats med alla variabler på ett snyggt sätt har jag inte skrivit ut **U**=Unknown,

- = Not applicable **OT** = other

General Information

| Vin number | | | |
|--------------------------------|-------------------|---|------------------------|
| Country of registration | FI=Finla NL=No | weden DK=Denmark NO= and DE=Germany GB=Gre etherlands PL=Poland RU nia LV=Latvia LT=Lithuani | eat Britain =Russia |
| Number of occupants | | | |
| Occupied seats | | 1=No 2=Yes | |
| Source of locating the vehicle | | ver 2=Passenger 3=Owr 5=Towing service 6=W 7=sos | |
| Distance to inspection site | | _km | |
| Inspection date | | _ | |
| Inspection duration | | _ Start | stop |
| Investigators | | | |
| Make | | | _ |
| Model | | | _ |
| Year and month of manufacture | | | _ |
| Model Year | | | _ |
| Colur according reg. | | | _ |
| | | | |
| | | | |

| Number of side doors Gearbox type | 1=Manual 2=Automatic 3=Automatic with manual shift mode 4=other, specify in comments |
|---|---|
| Dive of vehicle Hybrid Vehicle Engine Power | 1=Left 2=Right 1=No 2=Yes kW |
| Fuel TypeAlternative Fuel Type | 1=petrol or etanol 2=Diesel/RME 3=Electricity 1=petrol or etanol 2=Diesel/RME 3=Electricity |
| Truck Type | 1=Cab over engine, COE 2=Conventional |
| Cab Type | 1=L1H1(Day Cab) 2=L2H1(std sleeper 1 bunk) 3=L2H2(sleeper 2 bunks) 4=L2H3(sleeper 2 bunks standing height) |
| Combination Type | 1=Tractor only 2=Tractor with semitrailer 3=tractor with semitrailer and centre axle trailer 4=Tractor with b-double 5= tractor with other combination 6=Truck only 7=Truck with centre axle trailer 8= Truck with drawbar trailer 9=Truck with dolly and semitrailer |
| Superstructure type | 1=Flatbed 2=Van body 3=Canvas cover 4=Tipper 5=Concrete mixer 6=Timber 7=Tanker 8=Fifth Wheel 9=chassis only 10=waste body 11=Dump |
| Stering on any rear axle | 1=No 2=Yes |
| Traileing axle position | 1=down 2= upp |
| Axle arrangement | |
| | Truck front Non-driven axle |
| | 4x2 |
| | 4x4 <u>+</u> + |
| | 6x2 tag + |
| | 6x2 pusher + |
| | 6x4 + + |
| | 6x6 + + + |
| | 8x2 + (+) |
| | 8x4 |

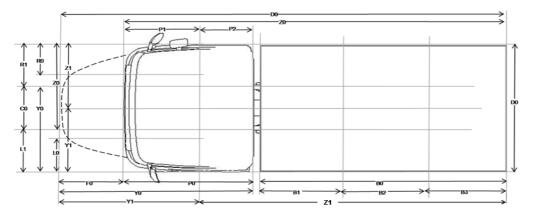
Geometry

| Truck Length | mm |
|---|---|
| Vehicle width | mm |
| Total combination length | mm |
| | <u> </u> |
| Front steel bumber | 1=No 2=Yes |
| Steel bumper height | mm |
| Front underrun protection Front underrun protection | 1=No 2=Yes |
| height | mm |
| Cab floor height | mm |
| Chassis frame to ground | |
| clearence Platform height | mm mm |
| i latioitii ileigitt | |
| Side underrun protection Side underrun protection | 1=No 2=Yes |
| height | |
| | |
| Rear underrun protection | 1=No 2=Yes |
| Rear underrun protection | |
| height | |
| | |
| Kerb Weight | |
| Gross combination weight | |
| Weight at accident, total | |
| combination | |
| | |
| Vertical center of gravity (truck) | 1=High, >1,8 m above ground 2=Medium, 1,5-1,8 m above ground 3=Low, <1,5 m above ground |
| Longitudinal center of gravity | one to ground a lead, who is small ground |
| (truck) | 1=Front 2=Center 3=Rear |
| Load distribution combination | |
| before accident | 1=Even 2=Uneven 3=Unloaded 4=Movable load |
| | r=cveri z=oneveri s=onioaded 4=iviovable ioad |
| Signs of load displacement | 1=No 2=Yes |
| Dangerous goods | 1=No 2=Yes |
| | |
| | |
| | |

Deformations

| | | Jeioiman | 0113 | | | |
|----------------------------|-------|-------------|--------------|-------------|------------|------------|
| Number of crash events | | | | | | |
| TDC | 1 & 2 | 3 | 4 & 5 | 6 | 7 | 8 |
| Impact 1 | | | | | | |
| Impact 2 | | | | | | |
| Impact 3 | | | | | | |
| Impact 4 | | | | | | |
| | | | | | - | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Left A-pillar deformation | | 1=None 2 | =Minor de | formation (| 0-2 cm) 3= | :Moderate |
| Left B-pillar deformation | | deformat | tion (3-10 d | cm) 4=Majo | or deforma | tion (>10 |
| Left C-pillar deformation | | | • | n) 5=Ruptu | | , |
| · · · | | ı | | , , | | |
| Right A-pillar deformation | | 1=None 2 | =Minor de | formation (| 0-2 cm) 3= | :Moderate |
| Right B-pillar deformation | | | | cm) 4=Majo | • | |
| Right C-pillar deformation | | | • | n) 5=Ruptu | | (|
| | | | | , | | |
| | | | | | | |
| of Deformation above Seat | | | | | | |
| 1.1 | | 1=None 2 | =Minor de | formation (| 0-2 cm) 3= | :Moderate |
| 1.2 | | | | cm) 4=Majo | • | |
| 1.3 | | doronna | • | n) 5=Ruptu | | |
| | | l | · · · | ., • | • | |
| Rear Cab wall Deformed | | 1=No 2=Y | es | | | |
| 1 | | | | | | |
| Only Distance and | | 1=No 2=I | Dislocated | rearwards | 3=Disloca | ted to the |
| Cab Dislocated | | left 4=Disl | ocated to t | he right 5= | Turned ov | er forward |
| | | 6=Com | pletely sep | arated 7=[| Dislocated | forward |
| _ | | - | | | | |
| Damage to steering system | | 1=No 2=Y | es | | | |
| Front axle displacement | | 1=No 2=Y | es | | | |
| Frame damage | | 1=No 2=Y | es | | | |
| Brakes damaged | | 1=No 2=Y | es | | | |
| Frailer connection damaged | | 1=No 2=Y | es | | | |
| | | 1 | | | | |
| derrun protection damaged | | 1=No 2=Y | es | | | |
| Front | | 1=No 2=Y | | | | |
| Side | | 1=No 2=Y | | | | |
| Rear | | 1=No 2=Y | | | | |
| _ | | 1 | | | | |
| | | | | | | |
| | | | | | | |

| 1 & 2 | 00 01 02 03 04 05 06 07 08 09 10 11 12 Unknown | CDC. Column 1&2 = Direction of force (Force direction in clock system according to SAE J224) See picture. (00 for rollover and other non-horizintal forces) |
|-------|--|--|
| | | |
| 3 | FLRBTUSUnknown | CDC Column 3 - Area of deformation (Projected area of initial contact according to SAE J224) See picture |
| 4 & 5 | L R C Z Y P B U nknown | CDC column 4 (&5)- Longitudinal or lateral area (Impact area, for side deformations use longitudinal areas, for front deformation use lateral according to SAE J224) See picture If Front or Rear impact, code along width: R0 = 1/4 from right side L0 = 1/4 from left side R1 = 1/3 from left side L1 = 1/3 from left side C0 = 1/3; centre Z1 = 1/2 from right side Y1 = 1/2 from left side O0 = 2/3 from right side Y0 = 2/3 from left side D0 = Distributed across entire width If Side impact (or if box 3 = T or U), code along length: F0 = Hood* P0 = All of cab (excl. hood, if conventional) P1 = Between A-pillar and B-pillar P2 = Between B-pillar and C-pillar B0 = Behind rear cab wall B1 = Frontmost 1/3 between rear cab wall and end of truck B2 = Centre 1/3 between rear cab wall and end of truck B3 = Rearmost 1/3 between rear cab wall and end of truck Y0 = Front of hood to rear cab wall* Y1 = Front of hood to B-pillar* Z0 = All of truck (excl. hood if conventional) Z1 = From B-pillar to end of truck D0 = Distributed across entire length* * Only for conventional trucks |
| | H G L M W A E T Unknown | CDC column 6- Vertical or lateral area (Impact area, for front, side and rear deformations use vertical areas, for roof or underbody deformation use lateral area according to SAE J224) See picture A = All L = below upper edge of frame rail M = above upper edge of frame rail to lower edge of windscreen G = above lower edge of windscreen to top of cab roof T = above cab roof E = everything below lower edge of windscreen H = above upper edge of frame rail top of cab roof W = wheels and tyres only CDC column 7 - Type of damage distribution (Coding of wide or narrow impact area, sideswipe, rollover, etc. according to SAE J224) O = Rollover N = Narrow <41 cm not including a corner E = Narrow <41 cm including a corner |
| 8 | J B Unknown 1 2 3 4 5 6 7 8 9 | W = Wide >41 cm S = Side or end swipe (10 cm or less) J = Jack-knife B = Overrun CDC column 8 - Crush extent (Crush depth zone according to SAE J224) See |
| | Unknown | picture |



If Front or Rear impact, code along width:

R0 = 1/4 from right side L0 = 1/4 from left side

R1 = 1/3 from right side

L1 = 1/3 from left side C0 = 1/3; centre Z1 = 1/2 from right side Y1 = 1/2 from left side

Z0 = 2/3 from right side Y0 = 2/3 from left side

D0 = Distributed across entire width

If Side impact (or if box 3 = T or U), code along length:

P0 = All of cab (excl. hood, if conventional)

P1 = Between A-pillar and B-pillar

P2 = Between B-pillar and C-pillar

B0 = Behind rear cab wall

B1 = Frontmost 1/3 between rear cab wall and end of truck

B2 = Centre 1/3 between rear cab wall and end of truck

B3 = Rearmost 1/3 between rear cab wall and end of truck

Y0 = Front of hood to rear cab wall*

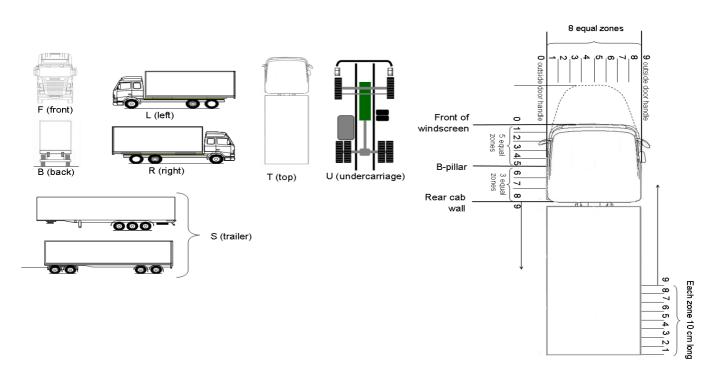
Y1 = Front of hood to B-pillar*

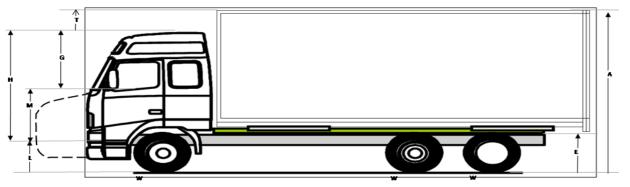
Z0 = All of truck (excl. hood if conventional)

Z1 = From B-pillar to end of truck

D0 = Distributed across entire length*

* Only for conventional trucks





Fire battery and lekage

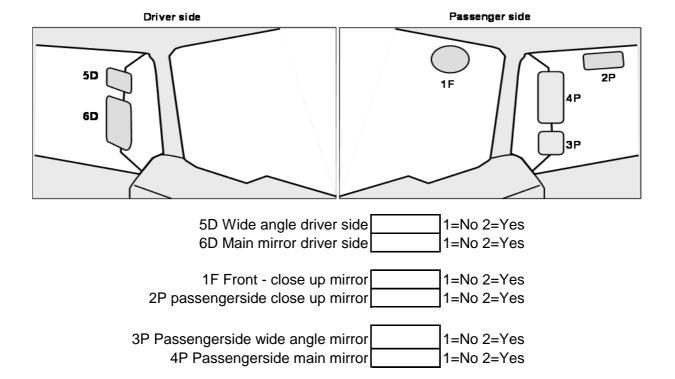
| Fire | 1=No 2=Yes |
|-------------------------|--|
| Fire start location | 1=Engine and engine compartment 2=Cab 3=Load carrier or truck 4=Under vehicle 5=Trailer 6=outside source |
| Marks from extrication, | |
| tow away tec. | 1=No 2=Yes |
| | |
| Battery damage | 1=None 2=Minor Damage 3=Moderat damage 4=Major Damage |
| Battery attachment | 1=Attached 2=Lose |
| Fuel tank damage | 1=Intact 2=Damaged without holes 3=Damaged with holes |
| Fuel pipe damage | 4=Proven leakage |
| Leakage of | |
| Liquid Fuel | 1=No 2=Yes |
| Gas Fuel | 1=No 2=Yes |
| Engine oil | 1=No 2=Yes |
| Gearbox oil | 1=No 2=Yes |
| Power steering Oil | 1=No 2=Yes |
| Washer fluid | 1=No 2=Yes |
| cooling liquid | 1=No 2=Yes |
| Acid . | 1=No 2=Yes |
| break fluid | 1=No 2=Yes |
| other | 1=No 2=Yes |
| Fueltank Placing | |
| Right | 1=No 2=Yes |
| INION | |

Doors, windows and interior observations

| Door Function - left Door Function - Right | 1=Openable 2=Openable only from outside 3=Openable only from inside 4=Unopenable 5=Door opened in crash 6=door opend by rescue service usin tools |
|--|---|
| Ç | usin tools |
| Door opening longitudinal deformation - left Door opening longitudinal deformation - Right | 1=None 2=Minor (0-2 cm) 3=Moderate (3-10 cm) 4=Major (>10 cm) |
| Sill Longitudinal deformation - left Sill Longitudinal deformation -Right | 1=None 2=Minor (0-2 cm) 3=Moderate (3-10 cm) 4=Major (>10 cm) |
| Side window damaged - left Side window damaged - Right | 1=No 2=Yes, broken not holed 3=Yes, holed and/or partly separated 4=Yes, completly separated/crushed |
| Side window Laminated - left Side window Laminated - Right | 1=No 2=Yes |
| Roof Hatch | 1=No 2=Yes |
| Roof Hatch damaged | 1=No 2=Yes, broken not holed 3=Yes, holed and/or partly separated 4=Yes, completly separated/crushed |
| Windscreen damaged Bonded windsceen | 1=No 2=Yes, broken not holed 3=Yes, holed and/or partly separated 4=Yes, completly separated/crushed 1=No 2=Yes |
| Bonded windsceen | T=NO Z=TeS |
| Steering wheel out of position Steering wheel deformation | 1=No 2=Yes 1=No 2=Yes |
| Dashpanel intrusion left side Dashpanel intrusion right side | 1=None 2=Minor (0-5 cm) 3=Moderate (5-15 cm) 4=Major (>15 cm) |
| Foot well deformation - left side Foot well deformation - right side | 1=None 2=Minor (0-5 cm) 3=Moderate (5-15 cm) 4=Major (>15 cm) |
| Inner acceccories (if yes specify) Bed restraint Cargo in passenger compartment | 1=No 2=Yes 1= Yes in use 2= no bed restraint in use 1=No 2=0-25 kg 3=26-50 kg 4=51-100 kg 5= more than 100 |

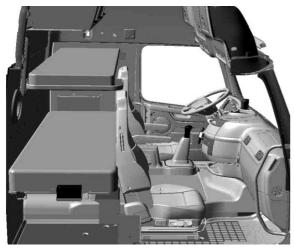
Seating

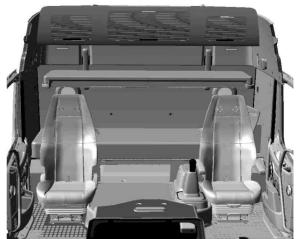
| Seat position | 1.1 | 1.2 | 1.3 | |
|---|-----|-----|-----|---|
| Seat belt code | | | | EV Ar4mnE |
| | | | | EX. Ar4mpE |
| Seat belt type | | | | 0=No belt 2=Twopoint belt 3=Threepoint belt 4=Fourpoint belt 5=fivepointbelt |
| Upper belt attachment | | | | 1=Pillar 2=Seatback 3=Cross-car beam 4=Roof |
| Attachment type | | | | 1=Fixed 2=automatically adjustible 3=manually adjustible |
| Safety belt usage Belt malfunction Pretensioner Activated | | | | 1=No signs 2=Signs of usage 3=signs of not used 1=No 2=Yes (if yes specify) 1=No 2=Yes |
| Friction marks, webbing | | | | 1=No 2=Yes |
| Movement through buckle | | | | 1= No 2=Upwards 3=Downwards 4=Both |
| Belt Jammed | | | | 1=No 2=D-ring 3=Buckle 4=Both |
| Neck restraint Neck restraint position (if adjustible) | | | | 1=No 2=Yes adjustible 3=Yes fixed 1=Top 2=Middle 3=Bottom |
| whiplash protection Whips measurement | | | | 1=No 2=Yes cm |
| Seat position | | | | 1=Front(near end position 2=Middle 3=Rear(near end position) |
| Backrest position | | | | 1=Upright 2=Middle 3=Backward |
| Electric seat adjustment | | | | 1=No 2=longitudinal and backrest 3=only longitudinal 4=only backrest |
| Seat covers | | | | 1=Fabric 2=Leather or leather like 3=Both |
| Additional seat covers | | | | 1=No seat cover 2=seat/back cover 3=cushion 4=kulsits 5=blanket 6=pad 7=Other |
| Backrest deformation | | | | 1=No 2=Deformed by occupant 3=Deformed by other occupant 4=Deformed by cargo 5=Deformed by vehicle structure 6=Deformed by unknown object |
| Seat separated from floor | | | | 1=No 2=Yes |

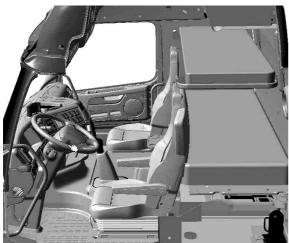




Mark observations, hitmarks, deformations, separations, sharp edges etc. in picture and and describe below







| 1 | | |
|---|--|--|
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| | | |

| Airba | gs | | No | | Yes | | | | | | |
|---|----------------------------|---------|----|---|-----|---|---|---|---|--|--|
| 1=Steering when 2=Facia 3=Knee 4=Footwell 5=Back of seat in 6=Door thorax 7=Door head & th 8=Door thorax & 9=Door head & th 10=Door NFS | n front norax pelvis | & pelvi | | | | 11=Seat-back thorax 12=Seat-back head & thorax 13=Seat-back thorax & pelvis 14=Seat-back head & thorax & pelvis 15=Seat-back NFS 20=Inflatable tube for this seat 21=Inflatable tube for this seat and position behind 22=Inflatable curtain for this seat 23=Inflatable curtain for this seat and position behind 24=Cant rail NFS 25=Door mounted inflatable curtain (e.g. No. 1) | | | | pelvis orax & pelvis s seat s seat and position this seat this seat and position | |
| | Α | В | С | - | D | Е | F | - | G | Н | |
| Airbag type Seat position | | | | | | | | | | | |
| Airbag deployment | | | | | | | | | | | 1=Not deployed 2=Deployed 3=Deployed but |
| Airbag damaged | | | | | | | | | | | 1=No 2=Yes |
| Airbag removed post-crash | | | | | | | | | | | 1=No 2=Yes |
| Airbag turned of | | | | | | | | | | | 1=No 2=Yes |
| Number of chambers (if side airbag) | | | | | | | | | | | 1=No 2=Yes |

Support and safety systems

| Impairment warning | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
|------------------------------|--|
| alcolock | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| Lane depature warning | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| | |
| forward collision warning | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| | 1=No 2=Non-adaptive, in use 3=Non-adaptive, not in use |
| | 4 =Non-adaptive, unknown if in use 5 =Adaptive, in use |
| cruise control | 6 =Adaptive, not in use 7 =Adaptive, unknown if in use |
| | 8 =Unknown type, in use 9 =Unknown type, not in use |
| | 10=Unknown type, unknown if in use |
| blind spot indicator | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| back up alarm | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| | |
| xenon lights | 1=No 2=Yes, low beam only 3=Yes,high beam only |
| active headlamps | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| | |
| reversing lamps | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| side camera | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| rear camera | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| | |
| Electronic stability control | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| Traction control | 1=No 2= yes, Not in use 3=Yes, in Use 4= yes unknown if |
| Brake system Truck | 1= No ABS/EBS 2=ABS 3=EBS 4=Other |
| active broke lights | 1=No 2=Yes |
| active brake lights | 1=No 2=Yes |
| automatic emergency brakes | I=NO Z= res |
| | |
| | |
| | |
| | |
| | |

Trailer Id Chassis frame ground clearence on trailer [mm] Platform height trailer [mm] 1=Even 2=Uneven 3=Unloaded Load distribution trailer before accident 4=Movable load Longitudinal centre of gravity -1=Front 2=Center 3=Rear trailer Number of axles on trailer Steerable trailer or semitrailer 1=No 2=Yes 1=Flatbed 2=Van body 3=Canvas cover 4=Tipper 5=Concrete mixer 6=Timber Superstructure on trailer 7=Tanker 8=Fifth Wheel 9=chassis only 10=waste body 11=Dump Brake system Trailer 1 1= No ABS/EBS 2=ABS 3=EBS 4=Other Brake system Trailer 2 Brake system Trailer 3 Brake system Trailer 4 Trailer brake system 1=High, >1,8 m above ground 2=Medium, 1,5-1,8 m above ground 3=Low, <1,5 m above ground Trailer brakes damaged Trailer connection damaged

Trailer length [mm]

Vertical centre of gravity – trailer

Trailer

| Axle number Position on axle | (count from front of vehicle) Left outer outer=1 Left inner =2 ETC. |
|---|---|
| Rim type | 1=Steel 2=Alloy 3=Other 4=Small size spare wheel |
| Tyre type | 1=Summer 2=Winter studded 3=Winter not studded |
| Tyre make | <u></u> |
| Tyre name | <u> </u> |
| Tyre width Aspect ratio Rim diameter | 175/70 R13 |
| Load index Tyre speed rating Manufacturing date | 313 821 |
| Track depth | |
| Rim condition | 1=Undamaged 2= minor damage 3=major damage |
| Tyre pressure | |
| Wheel separated from vehicle Recapped tire | 1=No 2= Yes Partly 3= yes completely 1= no 2= Yes |

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