

paper. It provides ink-jet printing which is equivalent to conventional processing and enlarging techniques, and it is capable of printing on paper as large as 13 inches wide by 44 inches long. Its significant use to me, however, is that I can now print accident-reconstruction drawings on 11 x 17 sheets and in full color. Until I purchased this printer, the largest sheet I could print in-house was 8.5 x 14 inches.

I finally had an opportunity to put the VC3000 to good use. There was an allegation of a brake failure on a particular vehicle. (Details are not available to be released at this time.) The vehicle was in drivable condition. After the foundation brakes and hydraulics were thoroughly examined and no evidence of a problem found, the vehicle was driven in urban traffic, after which six test skids were conducted. The VC3000 provided demonstrative proof of the efficacy (and potential shortcomings) of the braking system on this vehicle, which was an SUV which featured a rear-only anti-lock braking system (RABS). An RABS has become standard equipment on virtually every pickup truck and on some SUV's based on their pickup truck cousins. One thing to check when there is an allegation of brake malfunction is the sensor in an RABS system. Many of those sensors are magnets installed in the differential housing; contamination of the magnet with ferrous particles, whose presence is not unusual in a differential housing after some years of service, could cause a malfunction of the RABS resulting in release of the rear brakes when unnecessary. Usually, the only way to check for that condition is to remove the sensor and examine it.

Please call me if you have any questions regarding the services I offer. I hope all of my readers are having a safe and happy summer

Ralph Cunningham, Inc.
Accident Reconstruction
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