

Ralph's Accident Reconstruction Newsletter

Volume 9, Number 1—Page 2

Bosch recently released hardware and software for Crash Data Retrieval version 3.4. In addition to some user-friendly software enhancements, new coverage for 2010 vehicles included Chrysler Cirrus, PT Cruiser, and Sebring; Dodge Avenger, Caliber, Nitro, and Ram pickups 1500 through 3500; Ford Edge, Focus, and Ranger; and Lincoln MKX. Also, coverage was added for the Powertrain Control Module (PCM) in the 2008 Ford F150, which was not previously accessible with the Bosch CDR Toolkit. The hardware update included cables to directly access the rollover sensor (ROS) in late-model GM vehicles which were equipped with one.

The effective rate of deceleration of motorcycles is often difficult to assess after a collision. A fundamental difference between motorcycle brakes and the brakes on most other vehicles is that, with few exceptions, the operator of a motorcycle can operate his front brake separately from his rear brake. He may choose to use the front and not the rear, or the rear and not the front. There are some details to examine after an accident which may help identify whether front brake, rear brake, or both were used, but some of those need to be evaluated at the site, before the motorcycle is moved, and very few police officers know what motorcycle evidence to check at the scene. The latest issue of *Collision* magazine had two interesting articles on motorcycle braking: one on the linked brakes on late-model Honda Gold Wing motorcycles and the other on a series of tests conducted by the Ft. Worth, Texas, police department to determine the deceleration rates of experienced motorcycle riders in hard-braking applications. On the one hand, most modern motorcycles are capable of decelerating at rates significantly greater than the deceleration rates for most cars; on the other hand, not every rider, and not every experienced rider, avails himself of those capabilities. For the 30 mph “panic stop,” drag factors ranged from 0.51 to 1.09. For the 20 mph rear wheel skid to a stop, the drag factors ranged from 0.40 to 0.65. For each case involving motorcycle skidding, a decision regarding drag factor or drag factor range needs to be made based on some physical evidence and/or other aspects of the case.

Thank you for reading my newsletter. Please contact me anytime you have a question regarding my services or fees or whenever you need any of the motor-vehicle-related forensic services I offer.

Ralph Cunningham, Inc.
Accident Reconstruction
www.RalphCunningham.net

Collision Analysis

On-road/Off-road

Pedestrian/Bicyclist

Motorcycle Collisions

Conspicuity Evaluations

Lamp Filament Evaluations

EDR Downloads

Tire Failure Evaluations

Brake/Steering Evaluations

Seat Belts/Airbags



1804 Thornhill Pass, SE

Conyers, GA 30013

770.918.0973

Fax: 770.918.8076

Ralph Cunningham, Inc.
1804 Thornhill Pass, SE
Conyers, GA 30013