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SAMPLE REPORT · FICTIONAL CASE FOR DEMONSTRATION

THIS REPORT IS PREPARED FOR

Maria Delgado

Private Client

REGARDING

Three-Vehicle Intersection Collision: Collision Sequence and Fault

REPORT DATE

October 30, 2026

Client vehicle	2014 Nissan Altima (V3)
Other vehicles	2017 Honda Fit (V1), 2011 Honda Civic (V2)
Date of loss	09/12/2026
Police report no.	26-091207 (sample)
Accident Dynamics USA case no.	DR-26-SAMPLE-2
Prepared by	Zachary Sprague, Collision Reconstructionist

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FINDINGS AT A GLANCE

Question	Finding	Basis
Was the client's Altima stopped when it was struck?	**Yes**	Altima EDR: 0 mph and brake applied for all 5 seconds (Table 2)
Did the Altima enter the intersection?	**No**	At rest behind the limit line, in its own lane (Figures 1, 5)
Which vehicles collided first?	**The Fit and the Civic**	Mirrored rear-slap damage on both (Figures 2–3)
Did the Altima cause or contribute to the collision?	**No**	Damage, EDR, rest positions and momentum analysis
Was the Civic traveling southbound, as its driver stated?	**No, northbound**	Side of the rear-slap damage and the rest positions (Direction of Travel section)
Which driver ran the red signal?	**The Civic (northbound)**	Client's EDR, two independent witnesses, signal phasing (Signal Phase section)
Is the Civic driver's account consistent with the evidence?	**NOT consistent**	Statement comparison table
How fast were the Fit and the Civic traveling?	**About 25 mph and 39 mph**	Two-direction conservation of momentum

ASSIGNMENT

Accident Dynamics USA was retained by Ms. Maria Delgado, the driver of the 2014 Nissan Altima, to determine the sequence of a three-vehicle collision, whether her vehicle was stopped or moving when it was struck, whether her vehicle caused or contributed to the collision, and which driver had the right of way. The driver of the 2011 Honda Civic has alleged that the Altima rolled past the limit line into the intersection, forcing the other vehicles to react, and that the Altima is responsible for the collision. The Civic driver has also stated that he was traveling southbound on Linden Avenue, not northbound as recorded in the collision report, so his direction of travel was also evaluated.

DOCUMENTS REVIEWED

1. Traffic Collision Report No. 26-091207, including the officer's scene diagram (no measurements recorded).
2. Scene photographs taken by a bystander, showing the vehicles at final rest.
3. Photographs of all three vehicles at the storage facility.
4. Bosch CDR report for the 2014 Nissan Altima, downloaded with the client's written authorization.

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5. Written statements of the three drivers.
6. Statements of two independent witnesses (W-1 and W-2), as recorded by the investigating officer in the collision report.
7. Google Maps aerial imagery of the intersection, measured with the Google Maps distance measurement tool.
8. Published curb weights for all three vehicles.

CONCLUSIONS

Based on a thorough review of the submitted material, collision reconstruction training, and professional experience, it is the opinion of this expert that the client's 2014 Nissan Altima was stopped behind the limit line, in its own lane, when it was struck, and that it did **NOT** cause or contribute to this collision.

The collision began when the westbound Honda Fit and the northbound Honda Civic collided in the intersection. Both vehicles rotated as they separated, producing mirrored rear-slap damage to the Fit's left-rear quarter and the Civic's right-rear quarter. The Fit then traveled 51.7 feet northwest and struck the front-left corner of the stationary Altima. The Altima's event data recorder shows it at 0 mph with the brake applied for the full five seconds before it was struck. The Civic driver's account that the Altima entered the intersection is **NOT** consistent with the physical evidence. The client's EDR data, two independent witnesses and the signal phasing show that the westbound Fit had the green signal and the northbound Civic entered the intersection against a red signal.

DISCUSSION

The only questions considered for the purpose of this report are those requested in the case assignment.

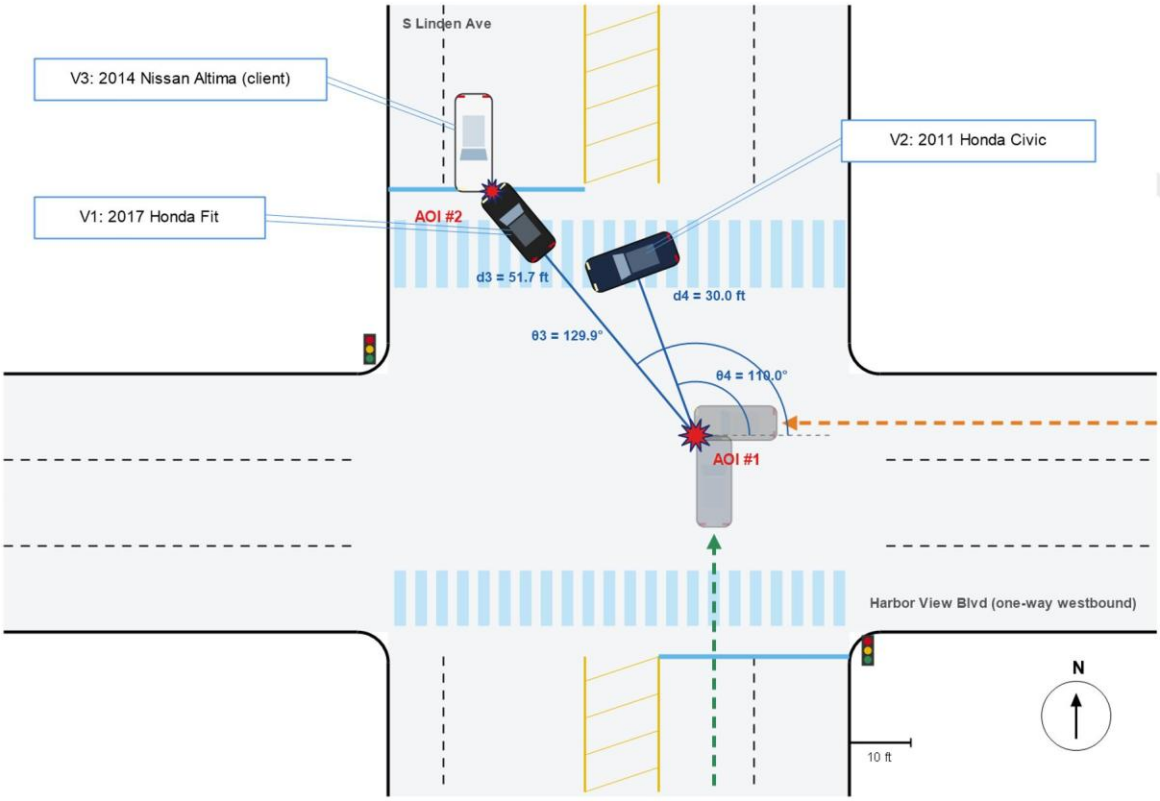
BACKGROUND INFORMATION

The collision was reported to have occurred at about 2:15 p.m. on Saturday, September 12, 2026, at the signal-controlled intersection of Harbor View Boulevard and Linden Avenue in Sample City, California. Harbor View Boulevard is a one-way, three-lane westbound street. Linden Avenue is a two-way street with two lanes in each direction, separated by a painted median. The posted speed limit on both streets is 35 mph. The weather was clear and the asphalt was dry.

According to the collision report, which relied on the Fit driver's and the client's statements, the Honda Fit (V1) was westbound on Harbor View Boulevard, the Honda Civic (V2) was northbound on Linden Avenue, and the client's Nissan Altima (V3) was southbound on Linden Avenue, stopped for the signal. The driver of the Civic gave a different account. He stated that he was traveling southbound on Linden Avenue, that the Altima "pulled out past the line," and that the Fit swerved to avoid it. The client stated that she was stopped for a red light when the Fit came toward her after colliding with the Civic. The Fit driver stated that her light was green. The collision report also records statements from two independent witnesses

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interviewed by the officer at the scene: W-1, the driver of a pickup stopped behind the Altima, and W-2, a pedestrian waiting on the northeast corner. The Civic driver stated that his light was green.



Collision Diagram

Drawn to scale from Google Maps aerial measurements. Origin = AOI #1, angles measured counterclockwise from east. Ghosted vehicles show approach positions.

Figure 1 Accident Dynamics USA Diagram

VEHICLE DESCRIPTION

Vehicle	Year / make / model	Direction	Weight with driver
V1	2017 Honda Fit	Westbound	2,740 lb
V2	2011 Honda Civic Coupe	Northbound	2,930 lb
V3 (client)	2014 Nissan Altima	Southbound, stopped	3,320 lb

INFORMATION FROM PHOTOGRAPHIC EVIDENCE



Figure 2 Supplied Images, Honda Civic (V2)

The Civic has frontal crush across the bumper, hood and radiator support, with the front-right corner more heavily displaced than the front-left. Its right-rear quarter panel and bumper corner are crushed inward, while the left-rear quarter is undamaged. Damage at the front and at only one rear corner, with nothing between them, indicates two separate contacts.



Figure 3 Supplied Images, Honda Fit (V1)

The Fit has heavy frontal crush, with the bumper, radiator support and both front corners displaced. Its left-rear quarter panel and bumper corner are crushed inward, and the right-rear quarter is undamaged. The rear damage on the Fit and the Civic is on opposite sides of the two vehicles. That mirrored pattern is the signature of a rear slap, described in the Collision Sequence section.



Figure 4 Supplied Image, Nissan Altima (V3)

The Altima's damage is confined to its front-left fender and the leading edge of the left front door, which are pushed inward and rearward. The front bumper face, grille and hood are undisturbed, and there is no damage to the rear or the right side. A vehicle that strikes another is damaged on its front face; this damage shows the Altima was struck at its front-left corner, not that it struck anything.

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Figure 5 Supplied Scene Photograph

The scene photograph shows the Fit at rest with its front against the Altima's front-left corner. The Altima is straight in the inside southbound lane, behind the limit line. Its position and alignment show no sign that it moved into the intersection or turned. The Civic came to rest east of the Fit, across the median at the north crosswalk, outside the frame of this photograph.

COLLISION SEQUENCE

1. Primary impact (AOI #1)

The westbound Fit and the northbound Civic collided in the intersection, front to front at an oblique angle. Each vehicle's front was pushed away from the other, which started both vehicles rotating.

2. Rear slap

As the two vehicles rotated, their rear ends swung toward each other. The Civic's right-rear quarter struck the Fit's left-rear quarter. This secondary contact, commonly called a rear slap, can only occur between two vehicles that have just collided and are rotating apart. The Altima has no rear or side damage that could have produced it, so the Civic and the Fit collided with each other before any vehicle reached the Altima.

3. Terminal impact (AOI #2)

The Fit separated from the Civic and traveled 51.7 feet northwest to the southbound limit line, where its front struck the Altima's front-left corner. The Fit and the Altima came to rest in contact, as photographed. The Civic traveled 30.0 feet north-northwest and came to rest across the painted median at the north crosswalk.

DIRECTION OF TRAVEL OF THE CIVIC

The Civic driver stated that he was traveling southbound. The side of the rear-slap damage and the vehicles' rest positions show that he was traveling northbound. Each is an independent test.

Test 1: Which rear corners slapped

When two vehicles collide front to front at an angle and rotate apart, their rear ends swing toward each other on the sides that faced each other at impact. The Fit was westbound, so its left side faced south. A northbound Civic approaches the Fit from the south with its right side toward the Fit; a southbound Civic would approach from the north with its left side toward the Fit.

If the Civic was	Expected rear-slap damage	Matches the photographs?
Northbound	Civic right-rear and Fit left-rear	**Yes (Figures 2–3)**
Southbound (as stated)	Civic left-rear and Fit right-rear	**No: both of those corners are undamaged**

The Civic's frontal crush is also heavier on its front-right corner, the side that faced the westbound Fit if the Civic was northbound.

Test 2: Where the vehicles came to rest

After the primary impact, both vehicles moved north: the Fit traveled 39.7 feet north (51.7 feet in all) to the Altima and the Civic came to rest 28.2 feet north of the impact. Before the impact the westbound Fit had no north-south momentum, so all of the northward momentum after the impact had to come from the Civic. The north-south momentum equation in the Speed Analysis section shows this directly:

$$m_2 v_2 = m_1 v_3 \sin\theta_3 + m_2 v_4 \sin\theta_4 = +114{,}282 \text{ lb·mph (northward)}$$

A southbound Civic would have carried southward momentum into the collision, and the two vehicles' combined movement after the impact would have been to the south. Instead, both vehicles moved north. That is only possible if the Civic was northbound. In addition, W-1, who was stopped behind the Altima in the southbound lanes, described no southbound vehicle passing them into the intersection.

Both tests independently show that the Civic was traveling northbound. The Civic driver's statement that he was traveling southbound is not consistent with the physical evidence.

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INFORMATION FROM BOSCH CDR REPORT (CLIENT'S ALTIMA)

The Altima's airbag control module was downloaded with the Bosch CDR tool, with the client's written authorization. It recorded one non-deployment event. The CDR reports speeds in kilometers per hour; they are converted to miles per hour in this report.

Event type	Frontal, non-deployment
Maximum delta-V, longitudinal	3.7 mph, rearward (recorded as 6 km/h)
Maximum delta-V, lateral	3.1 mph, toward the right (recorded as 5 km/h)
Resultant delta-V	4.9 mph ($\sqrt{(3.73^2 + 3.11^2)} = 4.85$ mph)
Principal direction of force	About 40° left of straight ahead (arctan(3.11 ÷ 3.73) = 39.8°)
Driver seat belt	Buckled

Table 1. Recorded event data.

Time before impact	Vehicle speed	Accelerator	Service brake
−5.0 s to −0.5 s (10 samples)	0 mph	0%	On
0.0 s (impact)	0 mph	0%	On

Table 2. Pre-crash data, recorded every 0.5 seconds.

The Altima was stationary, with the brake applied and no accelerator input, for the entire five seconds before it was struck. It did not roll forward. The Altima faced south (270°) and the Fit arrived traveling at 129.9°, so the force on the Altima came from 309.9°, which is 39.9° to the left of the Altima's heading. That matches the recorded principal direction of force of about 40° left, and confirms that the impact came from the Fit along the path measured on the aerial imagery (Figures 1 and 6).

SCENE MEASUREMENTS: AREA OF IMPACT TO POINT OF REST

The collision report shows the area of impact and the rest positions on the officer's diagram but does not include measurements, which is common. The distances and directions were therefore measured from Google Maps aerial imagery of the intersection, using the Google Maps distance measurement tool.

- **Locating the points.** AOI #1 was placed where the officer's diagram and the scene photographs show the gouge marks and the center of the fluid and debris field, in the northernmost westbound lane just east of the Linden Avenue median. The Fit's rest position (AOI #2) was placed from the scene photograph (Figure 5), at the southbound limit line in the inside southbound lane, using the curb lines, limit line, crosswalk, median and lane lines as landmarks. The Civic's rest position, outside the frame of Figure 5, was placed from the officer's diagram and a second bystander photograph showing the Civic across the median at the north crosswalk.

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- **Measuring.** The distance from AOI #1 to each rest position was measured with the distance tool. The measurement to the Fit is shown in Figure 6; the measurement to the Civic was made the same way. The direction of each line was measured against the east-west lane lines of Harbor View Boulevard.
- **Checking the measurements.** Each distance was measured twice, and the two measurements agreed within 1 foot.



Figure 6 Google Maps Measurement (Imagery ©2026 Airbus, Maxar Technologies; Map data ©2026 Google)

The measured distances and directions were converted to east-west (x) and north-south (y) components, with the origin at AOI #1:

$$\Delta x = d \times \cos\theta \qquad \Delta y = d \times \sin\theta$$

Fit (V1): d_3 = 51.7 ft, θ_3 = 129.9°

$$\Delta x = 51.7 \times (-0.6414) = -33.2 \text{ ft} \qquad \Delta y = 51.7 \times 0.7672 = 39.7 \text{ ft}$$

Civic (V2): d_4 = 30.0 ft, θ_4 = 110.0°

$$\Delta x = 30.0 \times (-0.3420) = -10.3 \text{ ft} \qquad \Delta y = 30.0 \times 0.9397 = 28.2 \text{ ft}$$

As a check, the Fit's components return the measured distance: $\sqrt{(33.2^2 + 39.7^2)} = \sqrt{2{,}678.3}$ = 51.8 ft, within 0.1 ft of the Google Maps measurement of 51.71 ft.

Vehicle	Δx (ft)	Δy (ft)	Distance (ft)	Angle
Fit (V1)	−33.2	39.7	51.7	129.9°
Civic (V2)	−10.3	28.2	30.0	110.0°

SPEED ANALYSIS

The speeds of the Fit and the Civic were reconstructed in three steps, working backward from the end of the collision sequence. Distances and angles are from the Scene Measurements section, with the origin at AOI #1, east as the positive x-direction and north as the positive y-direction. Angles are measured counterclockwise from east.

Step 1: The Fit's speed when it struck the Altima

The Altima's recorded delta-V and the two vehicles' weights give the Fit's speed at AOI #2. For a stationary vehicle that is struck, momentum and restitution give:

$$\Delta V_3 = [\, m_1 \div (m_1 + m_3) \,] \times (1 + e) \times V_c \;\Rightarrow\; V_c = \Delta V_3 \div \{\, [\, m_1 \div (m_1 + m_3) \,] \times (1 + e) \,\}$$

$$V_c = 4.85 \div \{\, [\, 2{,}740 \div (2{,}740 + 3{,}320) \,] \times (1 + 0.15) \,\} = 4.85 \div (0.452 \times 1.15) = \mathbf{9.3\ mph}$$

Using a restitution range of 0.10 to 0.20, the Fit's speed at AOI #2 was between 8.9 and 9.8 mph. This equation treats the corner impact as a straight-line collision, which is an approximation for an oblique contact. The result has little effect on the speeds below: even if the Fit's speed at AOI #2 were anywhere from 0 to 15 mph, the Fit's speed before the primary impact would change only between 24.3 and 26.8 mph, and the Civic's between 37.9 and 40.7 mph.

Step 2: Post-impact speeds leaving AOI #1

After the primary impact, both vehicles slid with locked or damaged wheels. The slide-to-stop equation gives the speed needed to cover a measured distance with a given drag factor. For the Fit, which was still moving at 9.3 mph when it reached the Altima, that speed is added:

$$S = \sqrt{(\, S_{end}^2 + 30 \times d \times f \,)}$$

S	speed at the start of the slide (mph)
S_{end}	speed at the end of the slide (mph); 0 if the vehicle came to rest
d	slide distance (ft)
f	drag factor; 0.45 for post-impact sliding on dry asphalt

Fit (V1): d = 51.7 ft, S_{end} = 9.3 mph

$$v_3 = \sqrt{(\, 9.3^2 + 30 \times 51.7 \times 0.45 \,)} = \sqrt{(\, 86.5 + 698.0 \,)} = \sqrt{784.5} = \mathbf{28.0\ mph}$$

Civic (V2): d = 30.0 ft, came to rest

$$v_4 = \sqrt{(\, 30 \times 30.0 \times 0.45 \,)} = \sqrt{405.0} = \mathbf{20.1\ mph}$$

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Step 3: Pre-impact speeds (conservation of momentum)

Momentum is conserved separately in the east-west and north-south directions. Before impact the Fit was moving west (180°) and the Civic north (90°). After impact the Fit departed at $\theta_3 = 129.9°$ and the Civic at $\theta_4 = 110.0°$.

East-west (x):

$$m_1 v_1 \cos 180° + m_2 v_2 \cos 90° = m_1 v_3 \cos \theta_3 + m_2 v_4 \cos \theta_4$$

$$-2{,}740\ v_1 = 2{,}740 \times 28.01 \times (-0.6414) + 2{,}930 \times 20.12 \times (-0.3420)$$

$$-2{,}740\ v_1 = -49{,}226 - 20{,}167 = -69{,}393 \ \Rightarrow\ v_1 = \mathbf{25.3\ mph}\ (\text{Fit})$$

North-south (y):

$$m_1 v_1 \sin 180° + m_2 v_2 \sin 90° = m_1 v_3 \sin \theta_3 + m_2 v_4 \sin \theta_4$$

$$2{,}930\ v_2 = 2{,}740 \times 28.01 \times 0.7672 + 2{,}930 \times 20.12 \times 0.9397$$

$$2{,}930\ v_2 = 58{,}873 + 55{,}409 = 114{,}282 \ \Rightarrow\ v_2 = \mathbf{39.0\ mph}\ (\text{Civic})$$

Check: equal and opposite changes in momentum

The change in each vehicle's velocity at AOI #1 follows from its velocity before and after the impact. The Fit's changed by 22.7 mph and the Civic's by 21.2 mph. Multiplying each by the vehicle's weight should give the same result, because the force each vehicle applied to the other was equal and opposite:

$$m_1 \times \Delta V_1 = 2{,}740 \times 22.7 = 62{,}198 \qquad m_2 \times \Delta V_2 = 2{,}930 \times 21.2 = 62{,}116$$

The two values agree within 0.2%, the difference coming from rounding the two delta-V values, which confirms the solution is internally consistent.

Sensitivity to the drag factor

Drag factor, f	0.35	0.45	0.55
Fit leaving AOI #1	25.1 mph	28.0 mph	30.7 mph
Civic leaving AOI #1	17.7 mph	20.1 mph	22.2 mph
Fit before impact	**22.6 mph**	**25.3 mph**	**27.8 mph**
Civic before impact	**34.7 mph**	**39.0 mph**	**42.9 mph**

Across the full range of drag factors, the Fit was traveling between about 23 and 28 mph and the Civic between about 35 and 43 mph. None of these results changes the collision sequence or the Altima's role.

Time available to the client

The Fit slowed from 28.0 mph to 9.3 mph over the 51.7 feet between the two impacts:

$$\text{average speed} = (28.0 + 9.3) \div 2 = 18.7\ \text{mph} \times 1.467 = 27.4\ \text{ft/s} \qquad t = 51.7\ \text{ft} \div 27.4\ \text{ft/s} = \mathbf{1.9\ s}$$

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The client had about 1.9 seconds from the primary impact until she was struck. A typical driver needs about 1.5 seconds just to perceive and begin reacting to an unexpected hazard, which would leave her less than half a second to act. The Altima was stopped at the limit line with a crosswalk ahead and traffic around it, so no avoiding action was available.

SIGNAL PHASE AND RIGHT OF WAY

The intersection is controlled by a traffic signal in which northbound and southbound Linden Avenue move on the same signal phase, and westbound Harbor View Boulevard moves on a separate phase. The two phases never show green at the same time. When southbound Linden Avenue has a red signal, northbound Linden Avenue also has a red signal, and Harbor View Boulevard has the green.

Four sources establish which phase was green when the collision began. The witness and driver statements are quoted as recorded in the collision report.

Source	What it shows	Signal for Linden Ave (N/S)
Client's Altima EDR	Stopped at the southbound limit line, brake applied, 0 mph for the full 5 seconds before impact	**Red**
Witness W-1 (driver stopped behind the Altima)	"We were both stopped at the red light. The car going east to west had the green."	**Red**
Witness W-2 (pedestrian, northeast corner)	"I had the walk signal to cross Linden and was about to step off the curb when the black Civic came through the red."	**Red**
Fit driver (V1)	"My light was green the whole way through."	**Red**

The pedestrian signal for crossing Linden Avenue runs concurrently with the Harbor View Boulevard green, so W-2's walk signal means Harbor View had the green and Linden Avenue had the red. According to the collision report, W-1 and W-2 are not connected to any of the drivers, and the officer interviewed both at the scene. Their accounts agree with each other, with the Fit driver, and with the Altima's recorded data.

The physical evidence shows that the Civic did not stop for the signal. It was traveling at about 39 mph (57.2 ft/s) at the primary impact, which was about 36 feet past the northbound limit line. A vehicle starting from a stop at the limit line would need far more distance than that to reach 39 mph, even under hard acceleration of 0.40 g:

$$d = v^2 \div (2 \times a) = 57.2^2 \div (2 \times 0.40 \times 32.2) = 3{,}272 \div 25.8 = \mathbf{127\ ft}$$

The Civic therefore entered the intersection already traveling at speed, not after stopping at the limit line. That is consistent with the two independent witnesses and with the Altima being stopped at the red on the same signal phase.

Based on the client's EDR data, the two independent witnesses, the Fit driver's statement and the signal phasing, the westbound Fit had the green signal and the northbound Civic entered the intersection against a red signal.

STATEMENTS COMPARED WITH THE EVIDENCE

Statement	Evidence shows	Consistent?
Civic driver: he was traveling southbound	Rear-slap on the Civic's right-rear and the Fit's left-rear; both vehicles driven north after impact	**No**
Civic driver: the Altima "pulled out past the line"	EDR: 0 mph, brake on, 0% accelerator for 5 s; Altima at rest behind the limit line	**No**
Civic driver: the Fit swerved to avoid the Altima	Rear-slap damage shows the Fit and the Civic collided first; the Fit's path to the Altima followed that impact	**No**
Civic driver: his light was green	Altima stopped at a red for at least 5 s; W-1 and W-2 both describe a red for Linden Avenue; the Fit had the green	**No**
Fit driver: her light was green	W-1, W-2, the Altima's stop at the red, and the signal phasing	**Yes**
Client: stopped for a red light	EDR and rest position	**Yes**
Client: the Fit came toward her after hitting the Civic	Collision sequence and the Fit's 129.9° departure toward the Altima	**Yes**

LIMITATIONS

- The Fit and the Civic were not inspected, and their event data was not available. Their speeds rely on the scene measurements, the drag-factor range and the published weights.
- The collision report did not include measurements. Distances were measured from aerial imagery, which is not an on-scene survey; the points were located from the officer's diagram and the scene photographs, and an error of one to two feet in any point would change the calculated speeds by less than 1 mph.
- The signal timing charts were not available. The analysis assumes the standard phasing described above, with no protected or leading northbound phase. The city's timing records should be requested to confirm this.
- These opinions are based on the materials listed. Additional information would require a re-evaluation.

SUMMARY

The physical evidence shows a clear sequence. The westbound Fit and the northbound Civic collided in the intersection, rotated apart and struck each other again at their rear corners, leaving mirrored rear-slap damage that no contact with the Altima could have produced. The Fit then traveled 51.7 feet northwest and struck the front-left corner of the client's Altima.

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The Altima's event data recorder shows it stopped, with the brake applied and no accelerator input, for the full five seconds before it was struck. Its damage is confined to the front-left corner where the Fit hit it, and the scene photograph shows it at rest behind the limit line in its own lane. A momentum analysis using the Altima's recorded delta-V, the scene measurements and the vehicle weights places the Fit at about 25 mph and the Civic at about 39 mph before the primary impact, and the analysis checks out with equal and opposite momentum changes.

The Civic driver's statements are not supported by the evidence. The side of the rear-slap damage and the northward travel of both vehicles after the impact show that the Civic was northbound, not southbound as he stated, and nothing shows that the Altima pulled past the line. His statement that his light was green is contradicted by the client's EDR data and by both independent witnesses recorded in the collision report, who place the Linden Avenue signal at red and the westbound green with the Fit.

CONCLUSION

- The client's 2014 Nissan Altima was stopped behind the limit line, in its own lane, with the brake applied, when it was struck.
- The collision began with an impact between the Honda Fit and the Honda Civic, followed by a rear slap between those two vehicles.
- The Fit then struck the Altima's front-left corner at about 9.3 mph, producing a 4.9 mph delta-V on the Altima.
- The Altima did **NOT** cause or contribute to this collision.
- The westbound Fit had the green signal. The northbound Civic entered the intersection against a red signal, as shown by the client's EDR data, two independent witnesses and the signal phasing.
- The Civic was traveling northbound. The Civic driver's statement that he was traveling southbound is **NOT** consistent with the side of the rear-slap damage or the rest positions.
- The Civic driver's account that the Altima entered the intersection is **NOT** consistent with the physical evidence.

The opinions expressed in this report are based on the information available as of the writing of this report. As such, this expert reserves the right to alter those opinions if additional information is made available. Additional information, however, would require a re-evaluation of the facts.

Respectfully submitted,

Accident Dynamics USA



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CA POST Certified – Basic, Intermediate, Advanced, Reconstruction
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