

3 February 2010



Reg. No. 1997/016952/07

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An actual Accident – Driver death involved – this is a typical C-track Accident Report

C-track Accident Report: “ ND389409 1 February 2010 19:46 ”

We have performed the DOWNLOAD function from the above C-track Unit onto our computer and now submit our findings :

Attached are the reports as run by myself. The information will be kept on my Computer should this be required at any stage.

The reports that I have printed are :

A) The Ctrack Usage Report showing vehicle activity on 1 February 2010 from 00:35 to the incident at 19:46

(ND389409 C-track Usage Report 1-2-2010 00h35 to 19h46.Pdf)

B) The Ctrack Map Replay Report, showing the Vehicle Movements at a Regional level on 1 February 2010 from 00:35 to the incident position at 19:46

(ND389409 Map Replay Regional 1-2-2010 00h35 to 19h46.Pdf)

C) The Ctrack Map Replay Report, showing the Vehicle Movements in more detail on 1 February 2010 from the stationary position at Mvoti Toll from 18:44 to 19:40, to the incident position at 19:46

(ND389409 Map Replay Detailed 1-2-2010 19h40 to 19h46.Pdf)

D) The Ctrack Tachograph Report showing Speed recordings in 10 second intervals on 1 February 2010 from 19:40 to 19:46.

(ND389409 Tachograph 1-2-2010 19h40 to 19h46.Pdf)



DIRECTORS: N.H. Vlok (**Chief Executive Officer**), M.D. Rousseau (**Managing Director**),
D. Nieuwoudt, M.W. Hill, H.F. Jordt, N.A. Gasa*, S.S. Ntsaluba*

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E) The Ctrack Tachograph Report showing Speed recordings in 1 second intervals on 1 February 2010 from 19:44:56 to 19:46:52.

(ND389409 Tachograph 1-1-2010 19h44m56s to 19h46m52s.Pdf)

My findings, based on the above and attached Reports are :

The Ctrack Tachograph Report in 1 second intervals (Paragraph E above) shows speed immediately prior to the incident recorded at 19:46:07 ;

- 1) During Open Road type travel, from 19:44:56 recorded road speeds decrease gradually from **79 Km/h**, ultimately to **77 Km/h** at 19:46:04. This is a period of 1 minute 8 seconds.
- 2) From **77 Km/h** at 19:46:04, recorded road speeds reduce gradually to **71 Km/h** at 19:46:06. This is a 2 second period.
- 3) From **71 Km/h** at 19:46:06, recorded road speeds reduce sharply to **62 Km/h** at 19:46:07. This is a 1 second period.
- 4) At **62 Km/h** an incident is recorded – this is shown on the graph as a straight horizontal line to the right for number of seconds
- 5) Recorded road speeds then reduce very sharply from **62 Km/h** to the **0 Km/h** standstill position.

It should be noted that this vehicle was driven for some 10 hours over +- 600 Kilometers prior to the accident incident. Fatigue as a possible explanation for the incident should not be ruled out.

We trust that we have assisted in your enquiry.

Yours Faithfully

DigiCore Fleet Management



Mark Hill

(Member of the Institute of Tachograph Chart Analysts and related vehicle Recording Equipment of South Africa)



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