

Summary of Testimony: Robert Krenz

Mr. Krenz will testify about his training and experience in the area of motor vehicle accident reconstruction, including his BS and MS degrees, and his professional training subsequent to that. He will testify about his professional experience in motor vehicle accident reconstruction and his prior testimony as an expert in the area of motor vehicle accident reconstruction. He will testify about his other credentials including memberships in certain professional organizations and specialized training and research.

He will testify that he reviewed the reports in this case, including those of Deputy Gnacinski, his diagrams, and the photographs. He also visited the scene of the crash and made some of his own measurements and observations. He concluded that Deputy Gnacinski's measurements and the diagram were correct.

He will testify that based on his experience and observations and measurements, etc., and to a reasonable degree of scientific certainty, the speed of the Raisbeck vehicle at the time it began to skid was between 73-81 mph. He will testify that these speeds do not account for energy loss due to striking trees, bushes, etc. The critical speed of the curve was 66 mph. He will explain what those figures mean and how he got to those conclusions.

He will testify about energy based analysis and critical speed analysis, their differences, and his techniques. He will testify about the scuff marks and what they signal regarding braking or other activities of the Raisbeck vehicle. He will testify that it does not appear that the driver of the Raisbeck vehicle locked the brakes prior to leaving the road. He will testify about how he came to his conclusions and other observations about the crash and its cause and effect.