

This is an extract from a statement made a man who witnessed Robert McBride's 2006 accident on the R511.

On Thursday 21 December 2006, I was off duty driving on the R 511 in my own private vehicle. I was on my way back from visiting relatives near Hartbeespoortdam. Just after 18:20, I am not 100% sure of the time but it was after 18:20, I was driving near Hennopsriver area. I saw a yellow Mazda driving at a high speed past me. I saw a blue car trying to avoid the yellow car and then started rolling across the road from the left to the right. I saw a BMW coming from the opposite direction and flashed his lights and I immediately realized that there was an accident. I was convinced that the yellow car was in the accident.

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When I got to the accident scene I immediately parked my car and rushed to assist the people. I just saw it was a blue car. I saw a woman assisting the injured person. I rushed over to assist. I then realized it was the Chief. I told the lady that is was my Chief. I saw the Chief was bleeding from the head and he was sitting on the side of the road in front of the damaged car. He asked me to assist him as he was injured.

This is an extract from a statement made by a man who worked on McBride's official Ekurhuleni metro police car.

The vehicle Chevrolet Lumina TXT 822 GP, blue in colour was handed over to the Chief of Police R.J McBride Friday 1 September 2006.

After about two weeks the Chief reported to me that the left rear door would not open and that the brakes were making a heavy grinding noise. I personally took the vehicle to our internal workshop and they had a look at the brakes and the door. The brakes according to them were just dust. The door was temporarily repaired and they advised me to have the door fixed at the agents since the vehicle were still under warranty. I told them that when the vehicle goes for the first service the issues will be addressed.

On 30 October 2006 the Chief contacted me again and told me that the brakes were making a noise again. I collected the vehicle on 2 November 2006 and drove it for the weekend. I noticed that as soon as the vehicle's brakes became warm the vehicle's ability to stop quickly was severely affected by the heat and sometimes even fail to brake at all. The vehicle took much longer to slow down and stop.

I contacted the dealership on Monday, 6 November 2006 regarding the problem. They advised me to bring the vehicle in on 10 November 2006. The vehicle was serviced, the door repaired and the front brake disks replaced. The service agent showed me the disks and told me that the disks became very hot that is why they are discoloured. (See annexure A) Old disks are available for inspection at my office in Kempton Park.

The vehicle again showed signs of brake failure after only two weeks. I again contacted the dealership on Monday, 4 December 2006 regarding the problem. This occurred after only 2,363 kilometres was travelled. On 5 December 2006 the dealership again replaced all the brake pads on the vehicle. (See annexure B) Old pads are available for inspection at my office in Kempton Park.

In my opinion as the fleet manager dealing with vehicle safety...
