

Truck Accident & Incident Experts, LLC **dba/ Scott L. Turner Consulting**

“The Finest in Transportation Consulting to the Legal Community”

Nationwide Services

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Profile: Highly qualified and well-rounded expert opinions are supported by nearly 30-years experience in the highly specialized field of commercial motor vehicle (CMV, meaning “truck”) crashes and incidents, including 16 years at the helm of a national incident response company. Specializing in CMV crash investigation, CMV loading/offloading incidents, scene investigation and post crash/incident CMV inspection/investigations, Scott’s career of service includes response and investigation to well in excess of 1,000 CMV tractor-trailer crashes, 1,000 CMV loading/off-loading incidents, over 200 CMV cargo-tank truck crashes/incidents and a multitude of industrial setting incidents such as loading rack fires and/or explosions.

Trained in Level 1 FMCSA CMV roadside enforcement inspections and CMV post crash inspections, Scott’s in-depth knowledge of the Federal Motor Carrier Safety Regulations, detailed and well written reports, in-depth knowledge of applicable standards of care and professionally delivered testimony can be a focal point of any civil or criminal litigation or arbitration where CMV crashes, with or without hazardous material involvement and/or transport related matters are at issue.

In addition to Scott’s years of experience responding to and/or investigating truck crashes, Scott spent several years behind the wheel as an 18-wheeler CMV tractor-trailer driver. In his overall driving experience, he was a driver of low-boys (flatbeds), dry-van trailers and cargo-tanks. During Scott’s experience as a CMV operator, he became extensively experienced as to both driving, loading and offloading of van trailers, load securement on drop-decks (flatbeds) and cargo-tanks. The approximate total mileage driven as a CMV operator was 250K.

During part of the years as detailed above, from 1996-2009 Scott was an instructor for the New Jersey State Police. In this specific discipline, Scott was a CMV crash specialist instructor for cargo-tank truck incidents and as an Instructor with a focus on CMV tractor-trailer crashes, incidents and recovery with or without HM.

Scott has inspected many Commercial Motor Vehicles for road worthiness as required by the FMCSA. Not only was he responsible for inspecting his own trucks in the late 1980’s as pre- and post-trip inspections, then overseeing a fleet of CMV inspections through the 1990’s and 2000’s, he eventually came to inspecting CMVs side-by-side with the New Jersey State Police at various CMV roadside inspections/weight stations. In addition, as aforementioned, Scott has responded to and/or inspected in excess of 1,000 CMV crashes.

On a multitude of responses and cases Scott has managed incidents involving cargo related loading and/or offloading incidents including loading dock; forklift related; loading rack incidents; and, flatbed cargo securement failures.

Scott’s CMV expert consulting career started in January 2010. It has provided him a rich experience whereas he has continued inspecting CMVs post crash, crash scene/site investigations and inspections, litigation support and examining discovery documents and evidence, then pulling a seemingly impossible universe of documents together, then proffered into a well constructed report in the most difficult and complex of cases. Having served as a CMV expert in numerous cases for both Defense and Plaintiff throughout the United States, spanning from Hawaii to New York and from Texas to Michigan, Scott has earned an outstanding reputation as clearly indicated on the website testimonial section.

Professional History:

2010 – Present; Truck Accident & Incident Experts, LLC; dba/ Scott L. Turner Consulting
1993 – 2009; President/CEO HMHTTC Response, Incorporated (owned and operated a fleet of tractor trailers within HMHTTC Response, Inc.)
1996 – 2009; New Jersey State Police, Cargo Tank Truck Specialist Instructor
1996 – 2009; New Jersey State Police, HM Instructor for CMV Incidents
1991 – 1993; EPS, CMV Crash Response Manager / HM Management
1988 – 1991; Heavy Highway Construction Management (Hardroads/Della-Pello Highway Construction)
1985 – 1988; Professional CMV Tractor Trailer Driver/Owner-Operator hauling van-trailers and flatbed type semi-trailers

Descriptive Certifications/ Training:

Institute of Police Technology & Management, Commercial Vehicle Crash Investigation
New Jersey State Police/USDOT Commercial Vehicle Inspections, Enforcement; Level I – FMCSA
New Jersey State Police/USDOT Commercial Motor Vehicle Inspections, Enforcement; Level III – FMCSA
New Jersey State Police/USDOT Roadside HazMat Inspections, Enforcement; PHMSA
New Jersey State Police/USDOT Passenger Vehicle Inspection (Bus and Motorcoach)
New Jersey State Police Weights and Measures; Commercial Motor Vehicle
New Jersey State Police, HM Highway Transportation Emergency Response Instructor
New Jersey State Police, Cargo-Tank Specialist, Highway Transportation Specialist Instructor
Essex County College, Police Academy; Commercial Motor Vehicle Crash Investigation
Tennessee MTA, North American Transportation Management Institute; Safety Supervisor Training
Tennessee MTA, North American Transportation Management Institute; Director of Safety Training
New Jersey MTA, Air Brake Foundation, 10/2017
New Jersey MTA, Air Brake Foundation, 10/ 2014
New Jersey MTA, Air Brake Foundation, 5/2011
New Jersey MTA, Federal Motor Carrier Regulations
NTTC, Cargo-Tank Test, Inspection and Repair
Bendix, Air Brake Systems – Operation and Maintenance
University of Findlay, Advanced Emergency Response – Cargo-Tank Truck
University of Medicine & Dentistry of New Jersey, Site Investigation Certification
University of Medicine & Dentistry of New Jersey, Site Investigation Supervisor Certification
AAR/Bureau of Explosives, Rail-Tank Car Specialist
New Jersey State Police, Confined Space Operations-Trainer
Rutgers University, Traffic Control Coordinator Certified - MUTCD
Smith System, Multi-Company Driver Trainer-Instructor Certified
Smith System, Principles of Space Cushion – No Accident Driving
National Safety Council; Defensive Driver Certified

*Additional relative certifications available upon request

Professional Experience:

In excess of 1,000 CMV Tractor-Trailer Crashes
In excess of 1,000 CMV Loading/Offloading Incidents
In excess of 200 CMV Cargo-Tank Crashes
In excess of 1,000 CMV Post-Crash; and, FMCSA Compliance and Pre-Trip Inspections
Motorcoach and Bus Crash Inspection/Investigation
Load Securement Failures CMV Flatbeds
Driver Qualifications; Hours-of-Service; Motor Carrier Fitness; CDL
Highway construction Zone Crashes - CMV
Loading/Offloading Incidents (Loading Docks/Loading Racks)
Forklift Operations/Loading Dock
CMV Post Crash Inspections
FMCSA & PHMSA Regulatory

Hazardous Materials Regulations (HMR)
Maritime Shipping Container/Chassis Incidents

Professional

Associations: Commercial Vehicle Safety Alliance
National Tank Truck Carriers (NTTC)
American Trucking Association (ATA)
North American Transportation Institute (NATMI)
Tire Industry Association (TIA)
Accident Reconstruction Communications Network (ARC)
National Academy of Sciences; Transportation Research Board (NAS;TRB)

- Speaking engagements: American Law Firm Association (ALFA); Transportation Lawyers Association (TLA); National Tank Truck Carriers (NTTC) annual conferences (Annual Safety Managers Conference, Annual Board of Directors meeting); NJ State Safety Council Annual Conferences; Middlesex County Fire Academy; Hazardous Materials Advisory Council's, Transportation Regulatory Compliance Enforcement Program; Marine Fire Fighting Task Force; Association of American Railroads (BOE); American Towmen's Association; Vessel Operators HM Association; Pennsylvania Association Annual Conference (HACC); California Regional HM Response Organizations (CRHMRO); etc.

Geographic

Area: Continental US, Hawaii, Puerto Rico, Alaska, US Virgin Islands, Canada and Brazil

Fees: Expert and consulting rates schedule available upon request

Litigation

Case History: Available upon request