



Photo 16 shows a general view of the slight burnt marks and burnt residual remains (circled) that were found within the parking lot. This was towards the front centre of the parking lot, where the Insured Vehicle was parked.



Photo 17 shows a closer view of the slight burnt marks and burnt residual remains (circled) that were found within the parking lot. This was towards the front centre of the parking lot, where the Insured Vehicle was parked.

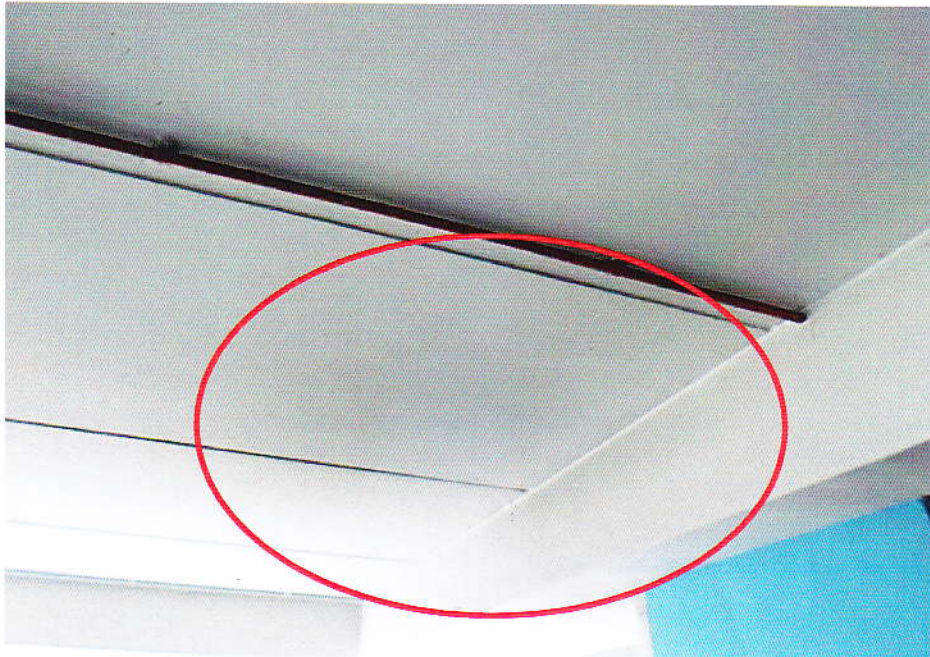


Photo 18 shows the slightly blackened ceiling (circled) that was directly above parking lot 43.

22. Although there was no CCTV camera(s) around the location of incident, I was however able to obtain some photographs which were taken by Mr Leo whilst the Insured Vehicle was still at the incident scene. The photographs were taken after the fire was extinguished.
23. In general, the information that could be gathered from these photographs had corresponded to the events that were related to me by Mr Leo. My close examination of these photographs also showed no unusual foreign material(s) and/or object(s) found on the ground in the immediate area of the parking lot where the Insured Vehicle was parked. See photo 19 & 20 below.



Photo 19 shows the Insured Vehicle at the incident scene before it was towed away. There appears to be no abnormal foreign material(s) and/or object(s) found on the ground in the immediate area where the Insured Vehicle was parked. In general, the information that could be gathered from these photographs had corresponded to the events that were related to me by Mr Leo.



Photo 20 shows the Insured Vehicle at the incident scene before it was towed away. The damages of burnt nature to the Insured Vehicle was observed to be similar to the damages as seen during my inspection of the Insured Vehicle.

24. Given the circumstances of incident as reported, the possibility of the cause of fire to the Insured Vehicle being due to engine overheating would seem unlikely as the fire had started after the engine was switched off for a period of time (approximately 1 hour).
25. The possibility of the fire being due to external factor (foreign material(s) stuck on hot surfaces, arson and sabotage amongst others) would also seem unlikely given that my examination of the available incident scene photographs did not reveal any unusual material(s)/object(s) found on the ground near where the Insured Vehicle was parked. The location where the Insured Vehicle was parked at the material time was also not at a secluded location.

26. The possibility of the fire being due to electrical in nature would then seem more likely given that engine overheating and external factor would both seem unlikely. The fire being due to electrical nature is also supported by the greenish residue found on the wirings of the Insured Vehicle, which was earlier discussed in paragraph 10 above.
27. Although the engine of the Insured Vehicle was switched off at the material time of incident, some electrical current would still be flowing within the electrical system as several electrical and/or electronic components on the Insured Vehicle would require current to remain in operation and/or in standby mode. These components may include the alarm system, clock, radio and cabin light amongst others.
28. My checks with both local and international bodies and associations had revealed that at the time of writing this report, there is an on-going manufacturer recall pertaining to the Anti-Lock Braking System (ABS), which involved the Insured Vehicle. According to the brief details of the recall, the ABS may possibly be damaged by excessive water penetration.
29. As of the time of writing this report, the Insured Vehicle has not been sent for rectification of this ABS issue. Upon clarification with Mr Leo, he informed me that to the best of his recollection, he has not received any letter requesting him to send the Insured Vehicle for rectification. However, given that this issue does not pose a fire risk, the manufacturer recall involving the Insured Vehicle can then be considered to have not contributed or cause this fire incident. See search result from LTA below.

Vehicle Details

Vehicle Registration number:	SGG2789A	←
Make:	NISSAN	
Vehicle Model:	SUNNY 1.6EXM	
Engine No:	QG16410439	
Chassis No:	JN1CFAN16Z0101135	

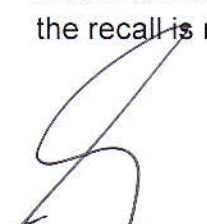
Recall Details

1	Recall No:	R2016030213	
	Manufacturer Recall Date:	10 Mar 2016	
	Estimated Completion Year of Recall:	2017	
	Brief Description (As Provided by Motor Dealer):	ABS ACTUATOR UNIT COULD POSSIBLY BE DAMAGED BY EXCESSIVE WATER PENETRATION DURING HIGH PRESSURE CAR AND/OR ENGINE WASH.	←
	Date Rectified:	-	←

Screenshot shows the LTA search result regarding the manufacturer recall involving the Insured Vehicle. From the information gathered, there is an on-going manufacturer recall pertaining to the Anti-Lock Braking System (ABS), which involved the Insured Vehicle. According to the brief details of the recall, the ABS may possibly be damaged by excessive water penetration. As of the time of writing this report, the Insured Vehicle has not been sent for rectification of this ABS issue. However, given that this issue does not pose a fire risk, the manufacturer recall involving the Insured Vehicle can then be considered to have not contributed or cause this fire incident.

Conclusion

30. Having investigated and technically analysed the damages of burnt nature to the Insured Vehicle, I am of the view that the cause of fire to the Insured Vehicle was of electrical in nature. For this particular case, the fire had originated along the wiring inside the engine compartment, somewhere around the left rear of the engine compartment. The wiring was an original factory wiring leading to the Engine Control Module (ECM) of the Insured Vehicle.
31. I did not find any evidence which had suggested that the cause of fire to the Insured Vehicle was due to poor maintenance and/or recurring electrical problem.
32. There were no modification(s) or additional electronic and/or electrical component(s) fitted on the Insured Vehicle at the time of my inspection of the Insured Vehicle.
33. My investigations also revealed that at the time of writing this report, there is an on-going manufacturer recall that involved the Insured Vehicle. However, as the cause of the recall does not possess a fire risk, I am hence of the opinion that the recall is not related to this fire incident.


Ang Bryan Tani

AMSOE, AMIRTE, AFF SAE, M.MATAI, AFF.Inst.AEA
Senior Technical Investigator
Technical Investigation & Reconstructionist (SAE-A)

DISCLAIMER OF LIABILITY TO THIRD PARTIES:- This Report is made solely for the use and benefit of the Client named on the front page of this Report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the Report wholly or in part. Any third party acting or relying on this Report, in whole or in part, does so at his or her own risk.