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Our Ref : CI/TPD18010665/Z

07th August 2018

Fatal Accident Investigation Team
Traffic Police Department
Singapore Police Force
10 Ubi Avenue 3
Singapore 408865

MECHANICAL INSPECTION REPORT OF MOTOR TAXI SHB 8858J

1. We refer to your request on 24th April 2018 to conduct a physical inspection of a motor taxi bearing registration number SHB 8858J (herein referred to as "**Motor Taxi**"), which was involved in a fatal road traffic accident on 19th April 2018.
2. The purpose of this inspection is to primarily determine if there was any possible mechanical failure to the Motor Taxi that may have contributed to the accident.
3. Following the request, we carried out a physical inspection of the Motor Taxi on 24th May 2018 at the premises of Traffic Police vehicle pound, 517 Airport Road Singapore 539942. We now set out below our observations and comments with respect to this inspection.

General Condition

4. The mileage of the Motor Taxi at the time of our inspection was not recorded due to the damages sustained as a result of the accident.
5. The Motor Taxi had sustained extensive impact damage at its frontal left & right portion, left portion (severe) & rear portion. The impact force was significant, causing the various parts and components of the Motor Taxi to be damaged. This had included its steering system and body structure, which were amongst the multiple parts and components that were pushed from the left side of the Motor Taxi.

6. Other body parts that were damaged had included a dislodged front lower bumper, buckled front left & right side fenders, missing front left headlamp amongst others. The interior compartment was not affected by the accident. See photo 1 to 9 below.



Photo 1 shows a general view of the frontal portion of the Motor Taxi at the time of our inspection. The Motor Taxi was observed to have sustained extensive impact damage at its frontal, left & rear portion. The impact force was significant, causing the various parts and components to be damaged as a result of the accident.



Photo 2 shows a general view of the front right portion of the Motor Taxi at the time of our inspection. The Motor Taxi was observed to have sustained extensive impact damage at its front right portion.



Photo 3 shows a general view of the front left portion of the Motor Taxi at the time of our inspection. The Motor Taxi was observed to have sustained extensive impact damage at its front left portion.



Photo 4 shows a closer view of the damage sustained on the left portion of the Motor Taxi. The impact force was significant, causing the left portion of the Motor Taxi to be pushed inwards, towards the right of the Motor Taxi.



Photo 5 shows a closer view of the damage sustained on the front left of the Motor Taxi. The impact force was significant, causing the various parts and components inside the engine compartment to be damaged.



Photo 6 shows a closer view of the Motor Taxi roof top. The impact force was significant, causing it to be corrugated.



Photo 7 shows a closer view of the damaged rear boot lid. The impact force was significant, causing it to be misaligned due to the accident's impact.



Photo 8 shows the interior portion of the Motor Taxi. The impact force did not affect the interior portion.



Photo 9 shows a general view of the rear right portion of the Motor Taxi at the time of our inspection. The rear portion was observed to have minor misalignment by the accident.

Tyres and Wheel Rims

7. The condition of the Motor Taxi's 4 tyres was observed to be in serviceable condition. We did not find any tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the 4 tyres. The 4 tyres were also observed to be sufficiently inflated for vehicular operation. The tyre brand, tyre size and remaining tread depth of the 4 tyres were recorded as follows:-



8. The 4 tyres were observed to be wrapped around alloy wheel rims that were found to be without any significant damage apart for some relatively minor kerb grazing type of damage on the rim covers. See photo 10 – 13 below.



Photo 10 shows the condition of the front right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 3mm. There was no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of this tyre.



Photo 11 shows the condition of the front left tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 4mm. There was no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of this tyre, which was also sufficiently inflated for vehicular operation.



Photo 12 shows the condition of the rear right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 4mm. There was also no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of this tyre.



Photo 13 shows the condition of the rear left tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 3mm. There was also no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of this tyre.

Engine Compartment & Operating Fluids

9. Upon examination of the engine compartment of the Motor Taxi, we had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The brake fluid, engine oil and engine coolant were all found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids.
10. Further examination of the engine compartment revealed no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment of the Motor Taxi.
11. Our subsequent checks on the underside of the Motor Taxi also revealed no fluid stain. Visually, the various undercarriage components of the Motor Taxi were all observed to be intact and without any visible damage. See photo 14 – 20 below.



Photo 14 shows a general view of the Motor Car's engine compartment. The various parts and components inside the engine compartment were unaffected by the accident. There was also no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment.



Photo 15 shows the close up view of the engine coolant that was seen with sufficient level not affected by the accident's impact.



Photo 16 shows the close up view of the brake fluid that was seen with sufficient level not affected by the accident's impact.



Photo 17 shows the close up view of the radiator that was not affected by the accident's impact



Photo 18 shows the close up view of the engine coolant reservoir that was seen with sufficient level not affected by the accident's impact.



Photo 19 shows the engine oil dip stick of the Motor Taxi at the time of our inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 20 shows the undercarriage of the engine area. It was observed to be unaffected by the accident's impact.

Steering System & Braking System

12. We were not able to conduct any tests on the steering system of the Motor Taxi. This was due to the damages sustained as a result of the accident, as well as damage to several mechanical components of the steering system. See photo 21 & 22 below.



Photo 21 shows the misalignment at the rear left wheel of the Motor Taxi.



Photo 22 shows the misalignment at the rear right wheel of the Motor Taxi as a result of the accident's impact collision.

13. As for the braking system, our investigation reveals that there was no brake fluid leakage or damages to its supporting components. The brake hoses, brake booster, brake callipers and brake fluid reservoir was found to be intact and unaffected by the accident's impact. The brake fluid was noted to be of sufficient level without any contamination for operational purposes at time of our inspection. See photo 23 - 26 below.



Photo 23 shows the braking components at the front left wheel of the Motor Taxi. We did not observe any leakage of brake fluid at the time of our inspection of the Motor Car.



Photo 24 shows the braking components at the front right wheel of the Motor Taxi. We did not observe any leakage of brake fluid at the time of our inspection of the Motor Taxi.

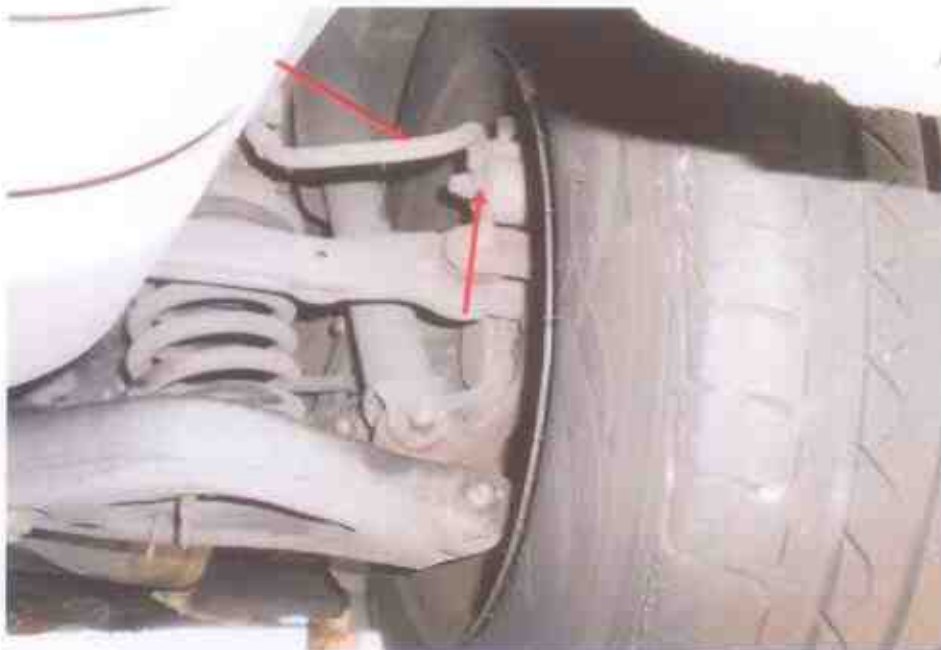


Photo 25 shows the braking components at the rear right wheel of the Motor Taxi. We did not observe any leakage of brake fluid at the time of our inspection of the Motor Taxi.



Photo 26 shows the braking components at the rear left wheel of the Motor Taxi. We did not observe any leakage of brake fluid at the time of our inspection of the Motor Taxi.

Electronic Safety / Warning Indicators

14. The Motor Car's automatic self-test of the functionality of its various operating systems like the Anti-Brake Lock System (ABS) and Supplemental Restraint System (SRS) during cranking of the engine was not able to be initiated as the engine of the Motor Car could not be started due to damage sustained as a result of the accident.

Operational Behaviour of the Motor Car

15. No operational test to primarily determine whether there was any abnormality to the engine system, transmission system and steering system of the Motor Car could be conducted given the extent of damage that it had sustained.

Conclusion

16. For this particular case, we were unable to determine whether there was any possible mechanical failure to the Motor Car that may have contributed to the accident. This was mainly due to the extent of damage that it had sustained. Its engine system and steering system were damaged as a result of the accident.
17. However, from our detailed observation on the braking system, it shows that there's no brake fluid leakage or damages to its supporting components. The brake fluid was noted to be of sufficient level without any contamination for operational purposes at time of our inspection.
18. The 4 tyres of the Motor Car were also found to be in serviceable condition. There was no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the 4 tyres. The 4 tyres were sufficiently inflated for vehicular operation with remaining tread depth of approximately 3 to 6mm each.
19. Our findings were based solely on a static and visual inspection of the Motor Car. No operational test could be carried out to the Motor Car given the extent of damage that it had sustained as a result of the accident.



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