

Your Ref: Mercedes Benz GLC 200
(chassis number WDC2539422F283560)
Our Ref : CI/TP18014298/D

06 August 2018

M/s Lucent Motor Pte Ltd
Block 828 Tampines Street 81
#02-252
Singapore 520828

**INSPECTION REPORT OF AN UNREGISTERD MERCEDES BENZ GLC 200
MOTOR CAR WITH CHASSIS NUMBER WDC2539422F283560**

1. I refer to your request to conduct a physical inspection of an unregistered Mercedes Benz GLC 200 motor car with chassis number WDC2539422F283560 (herein referred to as "**Motor Car**").
2. The purpose of this inspection is to primarily determine: -
 - a) the general road worthiness of the Motor Car;
 - b) whether there is any possible mechanical problem(s) and/or operational issue(s) to the various operating systems of the Motor Car;
 - c) whether repair work has been carried out to the Motor Car, and if carried out, whether all major components, welding and critical points of the Motor Car has been properly restored.
3. Following the request, I had carried out a physical inspection of the Motor Car on 30 July 2018 at the premises of M/s BCC Automotive Pte Ltd, Block 1 Sin Ming Industrial Estate C #01-101, Singapore 575636.
4. The Motor Car was hoisted up during the inspection to facilitate my examination of its undercarriage and body panels from the underside. I also conducted a test drive of the Motor Car during this inspection.
5. I now set out below my observations and comments with respect to this inspection and test drive.

Inspection of the Motor Car

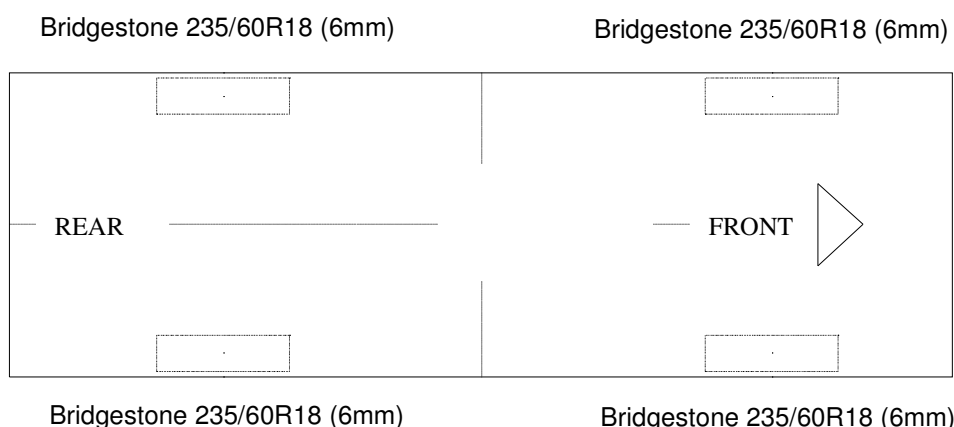
6. The mileage of the Motor Car recorded at the time of my inspection was 408km.

Exterior Condition

7. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.

Tyres and Wheel Rims

8. It was fitted with 18inch sport wheel rims that were wrapped with tyres that were observed to be of serviceable condition. The tyres were also sufficiently inflated for vehicular operation. The tyre brand, tyre size and approximate remaining tread depth of the 4 tyres of the Motor Car were recorded as follows: -



Body Panels (Detachable & Non-detachable)

9. The detachable body panels of the Motor Car like the front fenders, front bumper, rear bumper, doors, bonnet and rear bootlid amongst others were all found to be fitted securely.
10. Checks on the non-detachable body panels like the rear fenders, floor panel, roof panel, pillars and rocker panels amongst others, revealed that these body panels were spot welded onto the structure body of the Motor Car. The original factory sealant at the joints of the non-detachable body panels was all untouched indicating no replacement of the non-detachable body panels was carried out; and that these body panels were all originally fitted.

Chassis Body

11. Visually, I did not find any weld marks, other than the original spot weld marks, on the chassis body of the Motor Car. The original factory sealant at the joints along the chassis was also untouched, again indicating that no replacement of the chassis body was carried out; and that the chassis body was originally fitted.

Interior Compartment (Seats)

12. The seats of the Motor Car were found to be secured to the floor panel of the Motor Car via seat rails bolted onto the floor board. Retractable seat belt reels and pre-tensioners were fitted on all seats of the Motor Car. The seat belt reels were able to be fastened securely to the respective pre-tensioner that is fixed to the side of all the seats.

Electronic Safety Features

13. The Motor Car's automatic self-test of the functionality of its various electronic safety features like the Anti-Brake Lock System (ABS), Supplemental Restraint System (SRS), Power Steering Assist (PSA) and Electronic Stability Program (ESP) during cranking of the engine had indicated that these systems were in working condition. This was determined from the respective warning lights disappearing from the instrument panel after the self-test.

Engine Compartment & Operating Fluids

14. My examination of the Motor Car's engine compartment revealed that the various parts and components inside the engine compartment were all intact and properly fitted. The engine oil, brake fluid and engine coolant were all found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids.
15. My checks on the underside of the Motor Car revealed no sign(s) or indication(s) of fluid leakage and/or fluid stain(s). The engine block and automatic transmission assembly were both secured properly. They were not mounted onto the chassis body or any integral body part of the Motor Car. All undercarriage components of the Motor Car were also observed to be intact and secured in an appropriate manner.

Steering System & Braking System

16. Static brake tests conducted on the Motor Car revealed no abnormality. The brake booster had responded well to the various tests conducted. There was no abnormal movement of the brake pedal when it was depressed. The brake hoses and brake pipes were all intact with no leakage found. In general, the static brake tests had suggested that there was no internal leakage of pressure/vacuum in the braking system of the Motor Car and that the braking system is in serviceable condition.
17. Static test on the steering system of the Motor Car also revealed no abnormality to the steering system. I did not experience any abnormal free play and/or other resistance when turning the steering wheel left and right to full lock positions. My visual examination of the various steering components which had included the rack and pinion, tie rods, tie rod ends and ball joints revealed that these components were all generally in good condition.

Test Drive of the Motor Car

18. I subsequently conducted a test drive of the Motor Car to operationally determine if there was any possible mechanical problem(s) to the various operating systems of the Motor Car.
19. During the test drive, the Motor Car was driven at various speeds and through various right turns and left turns; over different height and type of road humps along a route which covers several arterial roads. The general performance, stability, braking and handling of the Motor Car were satisfactory throughout the Motor Car's test drive. No abnormal sound(s) was heard when executing left and right turns or when the Motor Car was going over road humps.
20. Operationally, I did not find any abnormal behaviour of the steering system and braking system. The Motor Car had responded well to my steering input and was able to come to a complete stop effectively during braking. The mileage of the Motor Car at the end of the test drive was 412km.

Conclusion

21. Basing on my physical inspection of the Motor Car, I am of the view that the overall general condition of the Motor Car was relatively good. There was no sign(s) or indication(s) of any work done to the structural body of the Motor Car. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found.

22. My test drive of the Motor Car revealed no evidence to suggest possible mechanical problem(s) to the Motor Car. I did not experience any abnormal behaviour and/or sound(s) from the various operating systems of the Motor Car. The general performance, stability, braking and handling of the Motor Car were satisfactory throughout the Motor Car's test drive.

23. In general, I had found the Motor Car to be of road worthy condition. See photo 1 – 18 below taken at the time of my inspection.



Photo 1 shows a general view of the front right body of the Motor Car at the time of my inspection. The Motor Car was observed to be in relatively good general condition with no loose exterior fittings observed.



Photo 2 shows a general view of the rear left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in relatively good general condition with no loose exterior fittings observed. It was also hoisted up during my inspection for checks on its underside.



Photo 3 shows the chassis number of the Motor Car. The chassis number recorded was WDC2539422F283560.



Photo 4 shows the engine compartment of the Motor Car. The various parts and components inside the engine compartment were all observed to be intact and properly fitted. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found inside the engine compartment. The engine oil, brake fluid and engine coolant were all checked and found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids.



Photo 5 shows the warning lights for the various electronic safety features appearing on the instrument panel of the Motor Car during its self-test when the engine is cranked, in particular the Anti-Brake Lock System (ABS), Supplemental Restraint System (SRS), Power Steering Assist (PSA) and Electronic Stability Program (ESP) (arrowed).



Photo 6 shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, PSA and ESP systems of the Motor Car during the self-test. These electronic safety features were hence in working condition at the time of my inspection.



Photo 7 shows the interior compartment of the Motor Car. The seats of the Motor Car were found to be secured to the floor panel of the Motor Car via seat rails that were bolted onto the floor board. Retractable seat belt reels and pre-tensioners were fitted on all seats of the Motor Car. The seat belt reels were able to be fastened securely to the respective pre-tensioner that is fixed to the side of all the seats.



Photo 8 shows the Motor Car hoisted up for checks on its undercarriage. My examination of the Motor Car's exhaust system revealed no sign(s) or indication(s) of any cut or weld marks along its exhaust pipes and on its rear muffler (arrowed).



Photo 9 shows the various undercarriage components at the rear left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. There was also no sign(s) or indication(s) of fluid leakage and/or fluid stain(s).



Photo 10 shows the various undercarriage components at the front right wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. There was also no fluid leak and/or fluid stain observed on the underside of the Motor Car.



Photo 11 shows the various undercarriage components at the front left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. There was also no fluid leak and/or fluid stain observed on the underside of the Motor Car.

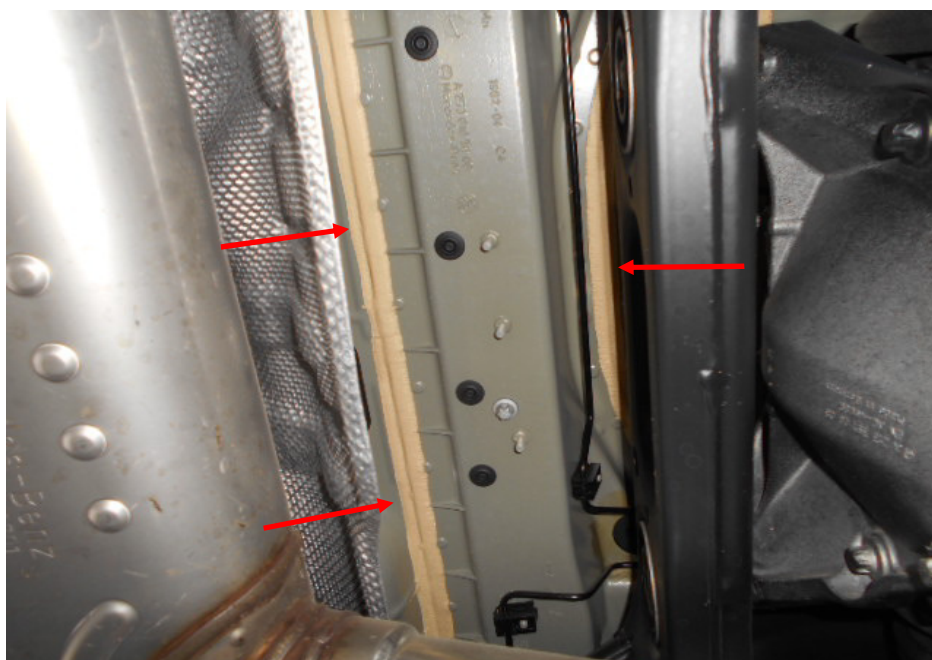


Photo 12 shows the structural body/floor panel at the rear of the Motor Car. The original factory sealant (arrowed) at the joints along the body panels were observed to be untouched, indicating no work was done on the rear structural body/floor panel of the Motor Car and that the structural body was originally fitted.

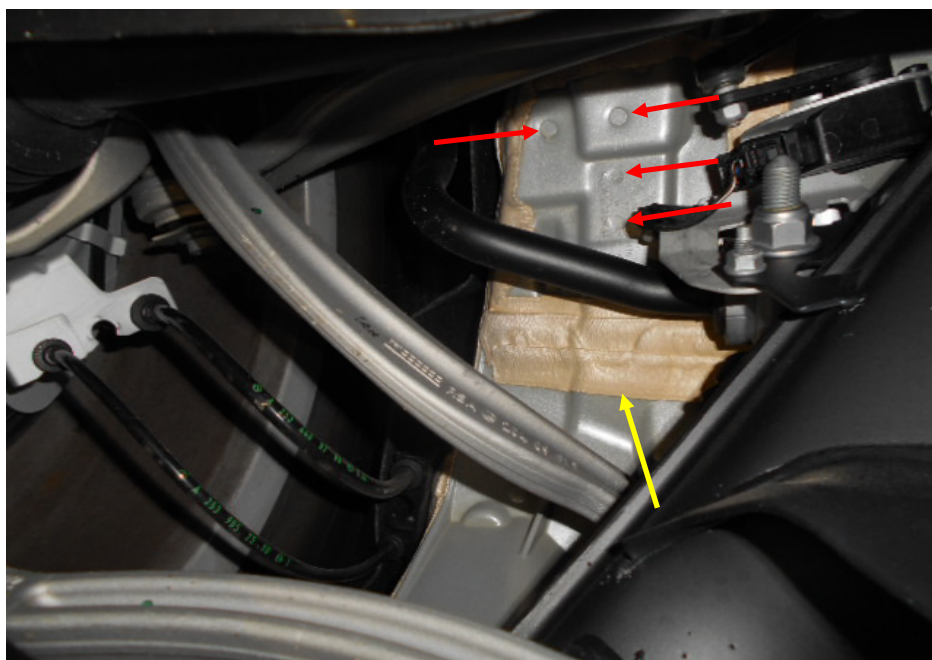


Photo 13 shows the structural body/floor panel at the rear left wheel house panel of the Motor Car. I did not find any weld marks, other than original spot weld marks (red arrow), on the rear left wheel house panel of the Motor Car. The original factory sealant (yellow arrow) at the joints along the body panels were also untouched, indicating no work was done on the rear left wheel house panel of the Motor Car and that the structural body was originally fitted.

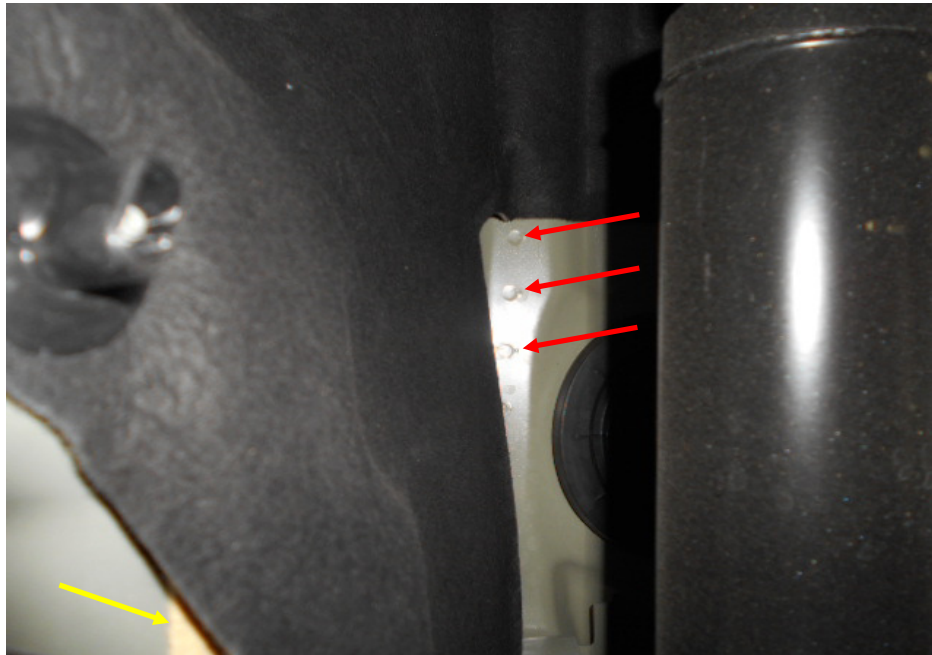


Photo 14 shows the structural body/floor panel at the centre of the Motor Car. I did not find any weld marks, other than original spot weld marks (red arrow), on the body panels of the Motor Car. The original factory sealant (yellow arrow) at the joints along the structural body/floor panel were also untouched, indicating no work was done on the structural body/floor panel of the Motor Car and that the structural body was originally fitted.

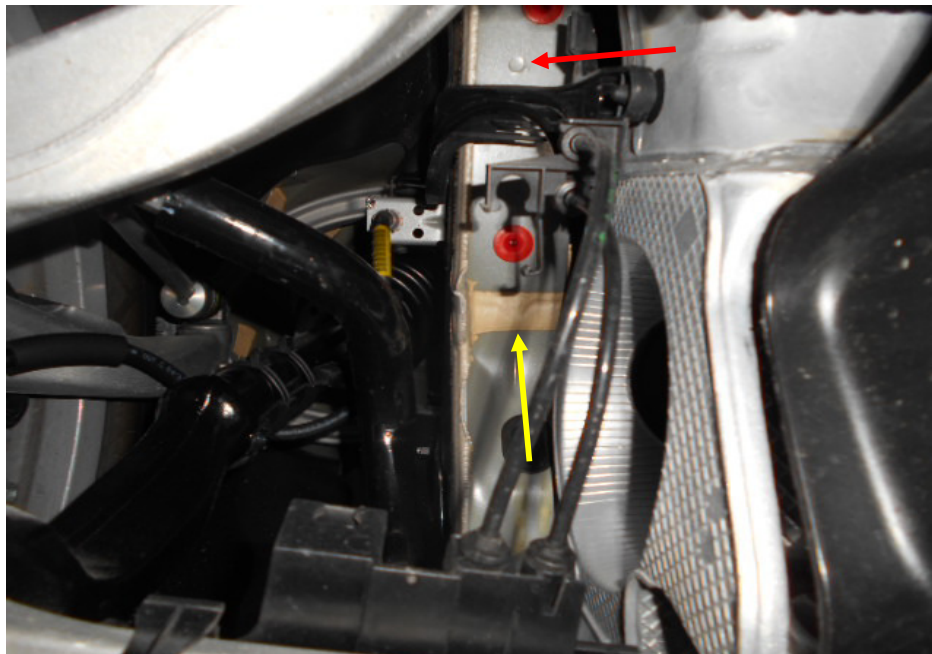


Photo 15 shows the chassis body at the front left of the Motor Car. The original factory sealant (yellow arrow) and original spot weld marks (red arrow) at front left chassis body were observed to be untouched, indicating no work was done on the front left chassis body of the Motor Car and that the structural body was originally fitted.



Photo 16 shows the rear right body panel of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the non-detachable body panels of the Motor Car, indicating that there was no re-welding works carried out; and that the non-detachable body panels of the Motor Car were originally fitted.



Photo 17 shows the rear left body panel of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the non-detachable body panels of the Motor Car, indicating that there was no re-welding works carried out; and that the non-detachable body panels of the Motor Car were originally fitted.



Photo 18 shows the front right “A” pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the non-detachable body panels of the Motor Car, indicating that there was no re-welding works carried out; and that the non-detachable body panels of the Motor Car were originally fitted.

Ang Bryan Tani

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

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