



Your Ref: TP/IP/52477/2018  
Our Ref : CI/TPD18019478/Z

09<sup>th</sup> November 2018

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

### **MECHANICAL INSPECTION REPORT OF MOTOR LORRY YN 4673L**

1. We refer to your request on 19<sup>th</sup> October 2018 to conduct a physical inspection of a motor lorry bearing registration number YN 4673L (herein referred to as "**Motor Lorry**"), which was involved in a fatal road traffic accident on 12<sup>th</sup> September 2018.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Lorry that may have contributed to the accident.
3. Following the request, we had carried out a physical inspection of the Motor Lorry on 08<sup>th</sup> November 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 Lorry at the time of our inspection was recorded as 281316km.
5. The Motor Lorry was observed to be unaffected by the accident likely due to at time of accident it ran over a motorcyclist where the only contact was the tyre, hence no visible damage to any part of the Motor Lorry.
6. This was likely due to the consistency of the accident's case facts that the Motor Lorry was driving along AYE towards Tuas on the 1<sup>st</sup> lane of 3 lanes road when he swerved to his left and resulted his rear portion collided onto a motorcyclist on 2<sup>nd</sup> lane before his front right portion collided onto the vehicle rear left portion on 1<sup>st</sup> lane. The impact caused the motorcyclist to fall onto 3<sup>rd</sup> lane and resulted Motor Lorry (YN 4673L) front right tyre to run over him. See photo 1 to 5 below.



**Photo 1** shows the mileage of the Motor Lorry at the time of our inspection was recorded as 281316km.



**Photo 2** shows a general view of the front portion of the Motor Lorry at the time of our inspection. The Motor Lorry was observed to be in good condition unaffected by the accident.



**Photo 3** shows a general view of the front left of the Motor Lorry at the time of our inspection. The Motor Lorry was observed to be in good condition unaffected by the accident.



**Photo 4** shows a general view of the front right of the Motor Lorry at the time of our inspection. The Motor Lorry was observed to be in good condition unaffected by the accident.





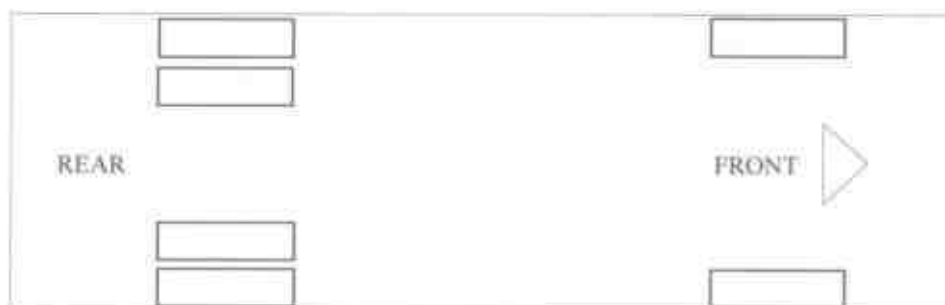
Photo 5 shows a general view of the Motor Lorry's rear body at the time of our inspection. There was no damage found to the rear portion of the Motor Lorry.

### Tyres and Wheel Rims

7. The 2 front tyres and 4 rear tyres of the Motor Lorry were observed to be in serviceable condition and sufficiently inflated for vehicular operation. 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 6 tyres. The tyre brand, tyre size and remaining tread depth of the 6 tyres of the Motor Lorry were recorded as follows:-

Yokohama LT151R 195/85 R15 (4mm)

Yokohama LT151R 195/85 R15 (8mm)



Yokohama LT151R 195/85 R15 (9mm)

Yokohama LT151R 195/85 R15 (7mm)

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8. The 6 tyres were observed to be wrapped around standard steel wheel rims that were found to be without any damages. See photo 6 to 9 below.



**Photo 6** shows the condition of the front left tyre of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 8mm.



**Photo 7** shows the condition of the front right tyre of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 7mm. The tyre was also observed to be sufficiently inflated for vehicular operation.



**Photo 8** shows the condition of the rear left tyres of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 4mm. The tyres were also observed to be sufficiently inflated for vehicular operation.



**Photo 9** shows the condition of the rear right tyres of the Motor Lorry, which were observed to be in serviceable condition with remaining tread depth of approximately 7mm.



### Engine Compartment & Operating Fluids

9. Upon examination of the Motor Lorry's engine compartment, we had observed that 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 found that there was no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine compartment of the Motor Lorry.
11. Our subsequent checks on the underside of the Motor Lorry also revealed no sign of fluid stain. Visually, the various undercarriage components of the Motor Lorry were all observed to be intact and without any visible damage. See photo 10 – 13 below.



**Photo 10** shows a general view of the Motor Lorry's engine compartment, which was accessed by lifting the front cabin of the Motor Lorry. The various parts and components inside the engine compartment were unaffected by the accident. There was also no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine.



**Photo 11** shows the brake fluid reservoir of the Motor Lorry at the time of our inspection. The brake fluid was observed to be of sufficient level and without any visible contamination (arrowed).



**Photo 12** shows the engine coolant reservoir of the Motor Lorry at the time of our inspection. The engine coolant was observed to be of sufficient level and without any visible contamination (arrowed).



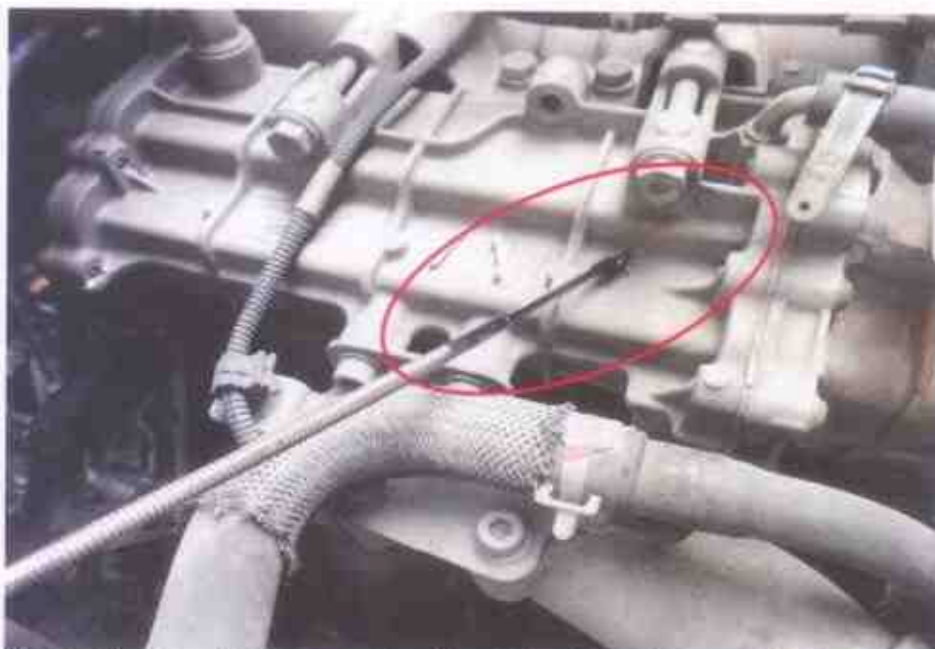


Photo 13 shows the engine dip stick of the Motor Lorry at the time of our inspection. The engine oil was observed to be of sufficient level and without any visible contamination (circled).

### Steering System & Braking System

12. The mechanical components of the Motor Lorry steering system were all found to be visually intact and undamaged. The steering wheel, steering tie rods, drive shafts and ball joints of the Motor Lorry were observed to be intact and securely attached to the front left wheel and front right wheel.
13. Static test on the steering system of the Motor Lorry also revealed no abnormality to the steering system. We did not experience any abnormal free play and/or other resistance when turning the steering wheel left and right to full lock positions. Our visual examination of the various steering components which had included the rack and pinion, tie rods, tie rod ends and ball joints had revealed that these components were all generally in good condition. See photo 14 & 15 below.



**Photo 14** shows the various undercarriage components at the front left wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Lorry were all found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.



**Photo 15** shows the various undercarriage components at the front right wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Lorry were all found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.

14. Static brake tests conducted on the Motor Lorry revealed no abnormality. The brake booster had responded well to the various tests conducted. There was also no abnormal movement of the brake pedal when it was depressed. In general, the static brake tests had suggested that there was no internal leakage of pressure/vacuum in the braking system of the Motor Lorry. The braking system of the Motor Lorry was likely to be in serviceable condition at the material time. This was also taking into consideration that the brake fluid was of sufficient level, and also that there was no sign(s) of brake fluid leakage along the brake hoses and brake pipes.
15. Checks on the brake shoes (brake pads) at the rear wheels of the Motor Lorry revealed that the brake shoes (brake pads) were in serviceable condition with sufficient frictional material for operational purposes. In general, our visual inspection of the mechanical components of the Motor Lorry's braking system appear to suggest that its braking system was in serviceable condition at the material time of accident. See photo 16 below.



**Photo 16** shows the various undercarriage components at the rear wheels of the Motor Lorry. There was no sign(s) of brake fluid leakage along the brake hoses and brake pipes.



### Electronic Safety / Warning Indicators

16. The Motor Lorry's automatic self-test of the functionality of its electronic operating systems such as the Anti-Brake Lock System (ABS) during cranking of the engine was observed to be lighted up. The indicator was noted to stay lighted up even after the engine was in idling speed. See photo 17 below.



Photo 17 shows the warning indicator for Anti-Brake Lock System (ABS) was observed to be lighted up during cranking & after engine was in idling speed.

### Operational Behaviour of the Motor Lorry

17. A short operational test of the Motor Lorry, to primarily determine whether there was any abnormality to its various operating systems like its engine system, its transmission system, steering system and braking system was subsequently carried out. The test was conducted by driving the Motor Lorry forward, stopping, before reversing and coming to a stop again.
18. During the operational test, the various transmission gears of the Motor Lorry were able to be engaged without any difficulty by stepping on the clutch pedal and manually shifting the gear lever. There were no abnormal sound heard and/or abnormal behaviour of the Motor Lorry's engine system. It was able to move forward and backward normally. The braking system was also found to be in working condition as the Motor Lorry was able to slow down and come to a complete stop upon depressing of the brake pedal. See photo 18 below.



**Photo 18** shows the operational test on the Motor Lorry. It was observed to be in serviceable condition. Operational test such as moving forward, turn left & right and also braking test on the Motor Lorry was conducted successfully.

## Conclusion

19. From our physical inspection of the Motor Lorry, it appears that its engine system, steering system, braking system and transmission system were all in serviceable condition. We did not find any evidence(s) to suggest that there was possible mechanical failure to the Motor Lorry that may have caused and/or contributed to the accident. This is also taking into consideration that the operational test of the Motor Lorry, which we had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its various operating systems.
20. The Anti-Brake Lock System (ABS) indicator was noted to stay lighted up even after the engine was in idling speed. This would indicate that there was an electronic fault to the Anti-Brake Lock System (ABS). However, we are of the opinion that this did not cause and/or contributed to the accident as the braking system was still able to function normally as per our operational test conducted, explained in paragraph 17 & 18 above.

21. The 2 front tyres and 4 rear tyres fitted on the Motor Lorry were also found 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 6 tyres. The 6 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 4mm to 9mm each.



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