

Your Ref: TP/IP/56239/2018
Our Ref : CI/TPD18022201/Z

07th March 2019

Fatal Accident Investigation Team

Traffic Police Department
Singapore Police Force
10 Ubi Avenue 3
Singapore 408865

MECHANICAL INSPECTION REPORT OF MOTOR BUS PC 1706K

1. We refer to your request on 28th November 2018 to conduct a physical inspection of a motor bus bearing registration number PC 1706K (herein referred to as "**Motor Bus**"), which was involved in a fatal road traffic accident on 02nd October 2018.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Bus that may have contributed to the accident.
3. Following the request, we had carried out a physical inspection of the Motor Bus on 21st December 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 Bus at the time of our inspection was recorded as 115111km.
5. The Motor Bus was observed to have sustained minor damage at its lower frontal right portion. Its front lower bumper was observed to be slightly dented at time of our inspection.
6. This was likely due to the consistency of the accident's case facts that 02 Motorcycle (JSJ 8870 & JPH 1866) was travelling on the left lane of a 4 lanes road when both motorcycles side swiped onto each other causing rider of motorcycle JPH 1866 to be flung to lane 3. As a result the rider was run over by Motor Bus PC 1706K travelling on lane 3. See photo 1 – 6 below.

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Photo 1 shows the mileage of the Motor Bus at the time of our inspection was recorded as 115111km.



Photo 2 shows a general view of the front body of the Motor Bus at the time of our inspection. The Motor Bus was observed to have sustained minor damage at its front lower right portion as a result of the accident's collision.

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Photo 3 shows a general view of the rear portion of the Motor Bus at the time of our inspection. The Motor Bus was observed to be in good condition unaffected by the accident.



Photo 4 shows a close-up view of the front right lower bumper of the Motor Bus at the time of our inspection. The Motor Bus front right lower bumper was observed to sustained slight dent due to the accident's impact.

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Photo 5 shows a general view of the front right of the Motor Bus at the time of our inspection. The Motor Bus front right lower bumper was observed to sustained slight dent due to the accident's impact.



Photo 6 shows a general view of the front left of the Motor Bus at the time of our inspection. The Motor Bus front right lower bumper was observed to sustained slight dent due to the accident's impact.

Tyres and Wheel Rims

7. The 6 tyres fitted on the Motor Bus were all 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 Motor Bus's 6 tyres were recorded as follows:-

Aeolus AGB21 10R 22.5 (8mm)

Aeolus AGB21 10R 22.5 (2mm)

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Double Coin 10R 22.5 (8mm)

Aeolus AGB21 10R 22.5 (7mm)

8. The 6 tyres were observed to be wrapped around standard alloy wheel rims that were found to be without any damage. See photo 7 – 10 below.



Photo 7 shows the condition of the front right tyre of the Motor Bus, which was observed to be in serviceable condition with remaining tread depth of approximately 2mm. The tyre was also observed to be sufficiently inflated for vehicular operation.

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Photo 8 shows the condition of the front left tyre of the Motor Bus, 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.

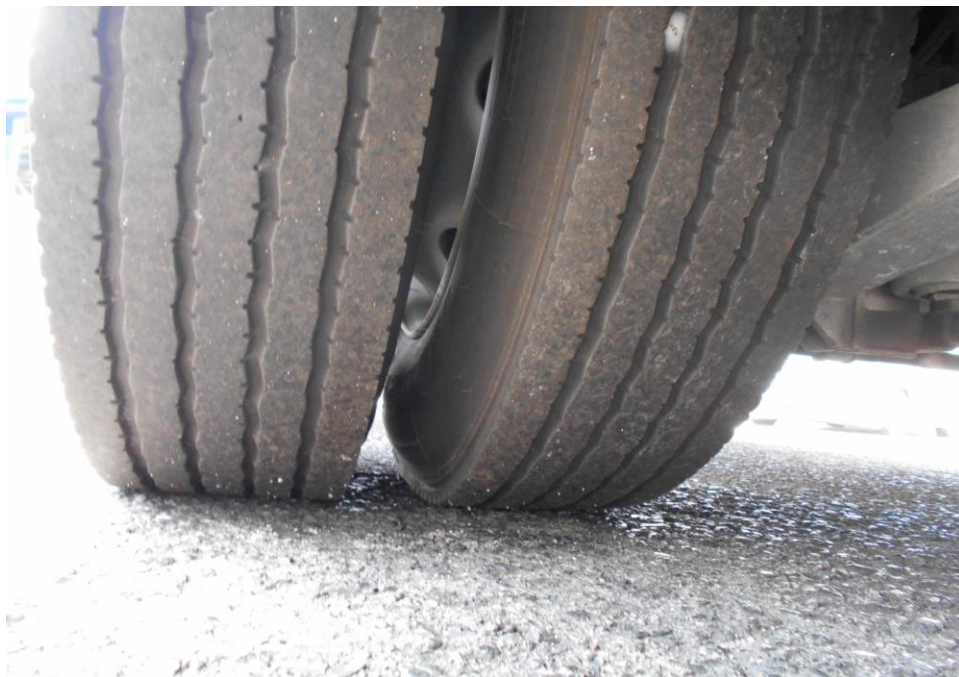


Photo 9 shows the condition of the rear right tyres of the Motor Bus, which were observed to be in serviceable condition with remaining tread depth of approximately 8mm. The tyres, which were wrapped around standard alloy wheels rims, were also observed to be sufficiently inflated for vehicular operation.



Photo 10 shows the condition of the rear left tyres of the Motor Bus, which were observed to be in serviceable condition with remaining tread depth of approximately 8mm. The tyres, which were wrapped around standard alloy wheel rims, were also observed to be sufficiently inflated for vehicular operation.

Engine Compartment & Operating Fluids

9. Upon examination of the engine compartment of the Motor Bus, we had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The engine oil and steering fluid 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 Bus.
11. Our subsequent checks on the underside of the Motor Bus reveals some fluid stain sighted under the engine compartment. Further investigation found that the fluid stain was a pre-existed prior the accident & not a fresh fluid. This was due to some dirt observed on the fluid stain. Conclusively, it is not likely to be related to the accident. Visually, the various undercarriage components of the Motor Bus were observed to be intact and without any visible damage except for the damage caused by the accident. See photo 11 – 14 below.

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Photo 11 shows the engine compartment of the Motor Bus was located at the rear of the Motor Bus.



Photo 12 shows the engine undercarriage of the Motor Bus. Some pre-existed fluid was observed at time of our inspection.

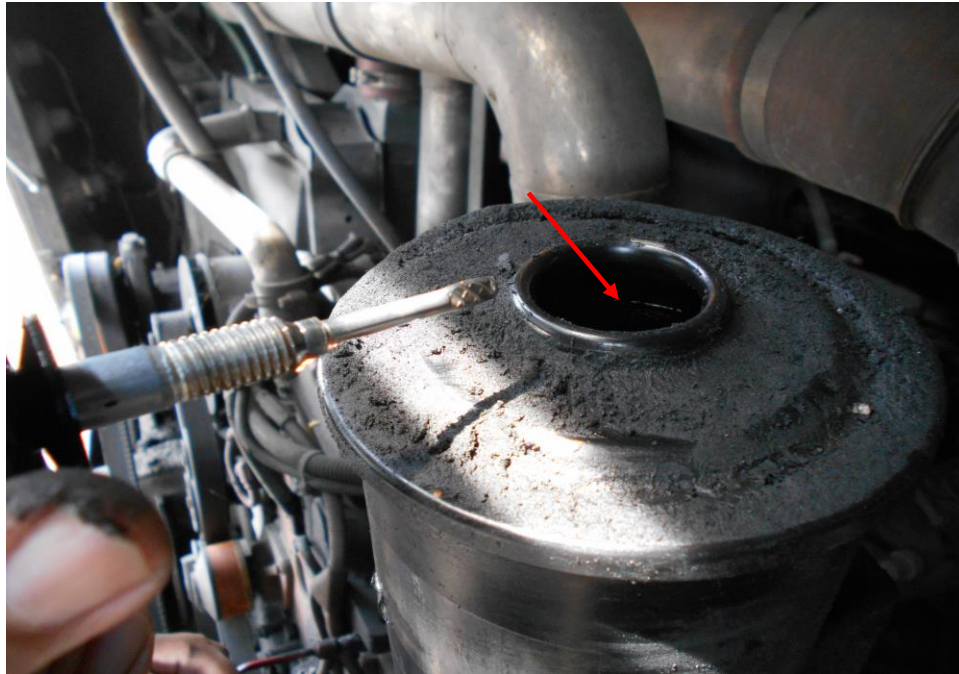


Photo 13 shows the power steering fluid of the Motor Bus. It was observed to be of sufficient level without any contamination at time of our inspection.

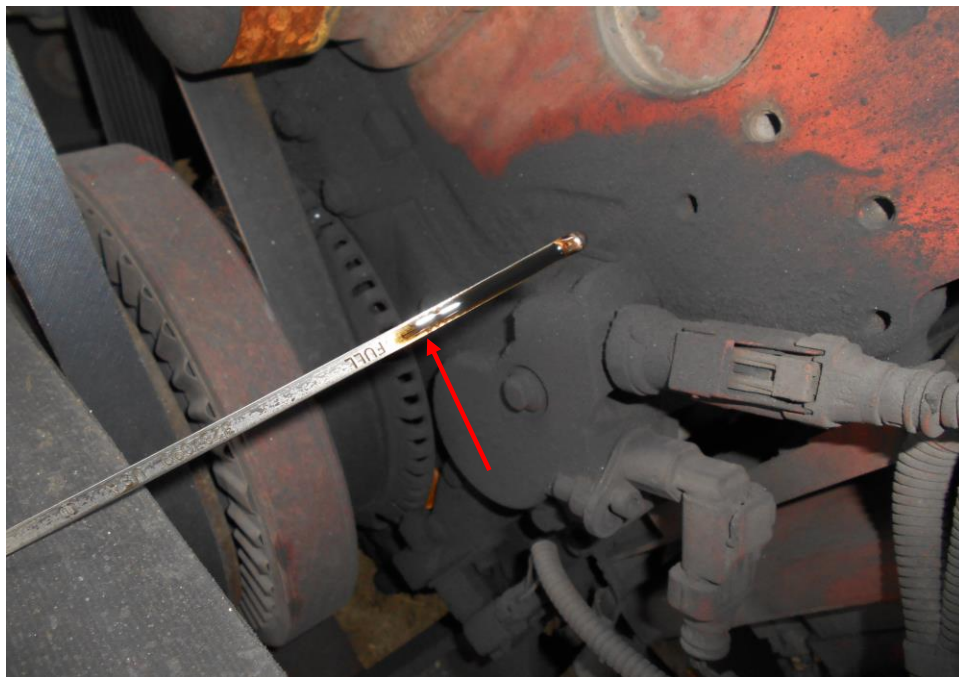


Photo 14 shows the engine fluid on the dip stick of the Motor Bus. It was observed to be of sufficient level without any contamination at time of our inspection.

Steering System & Braking System

12. The mechanical components of the Motor Bus's steering system were all found to be visually intact and undamaged. Static test on the steering system of the Motor Bus 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 15 to 17 below.



Photo 15 shows some of the mechanical components (arrowed) of the Motor Bus's steering system. Our visual check on the various mechanical components of the steering system revealed all to be intact and in good condition. The steering system of the Motor Bus likely to be in serviceable condition at the time of accident.



Photo 16 shows the front left wheel components of the front steering system of the Motor Bus. The various undercarriage components of the Motor Bus were all observed to be intact and without any visible damage. This had included the steering rack and steering ball joints (arrowed) of the Motor Bus, which were observed to be securely attached to the front left wheel and front right wheel.

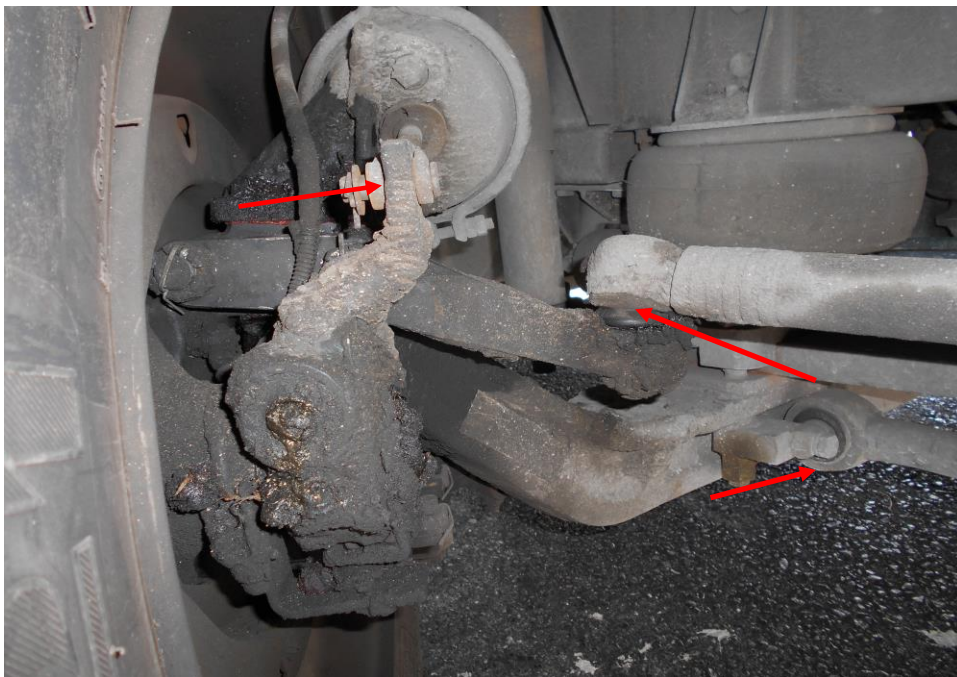


Photo 17 shows the front right wheel components of the front steering system of the Motor Bus. The various undercarriage components of the Motor Bus were all observed to be intact and without any visible damage. This had included the steering rack and steering ball joints (arrowed) of the Motor Bus, which were observed to be securely attached to the front left wheel and front right wheel.

13. The braking system of the Motor Bus was noted to be of a full air-assisted braking system. Briefly, in this system, compressed air is used to press onto the brake shoes (for drum brakes) or onto the brake pads (for disc brakes), through the respective braking mechanism, thus slowing the rotation of the wheels.
- 14.2 numbers of air tanks in particular were observed to be also in serviceable condition. Air built up to the operational level which is level 8.5 (On the display panel) for both air tanks for operational ready status after a warming up session prior the operational test. Both air tanks were monitored for about 10 minutes for an observation of any abnormalities. Both air tanks pressure found to be normal without any drop in pressure during the course of our monitoring session. This would indicate that there was no leak of air pressure from the air braking system of the Motor Bus. See photo 18 below.

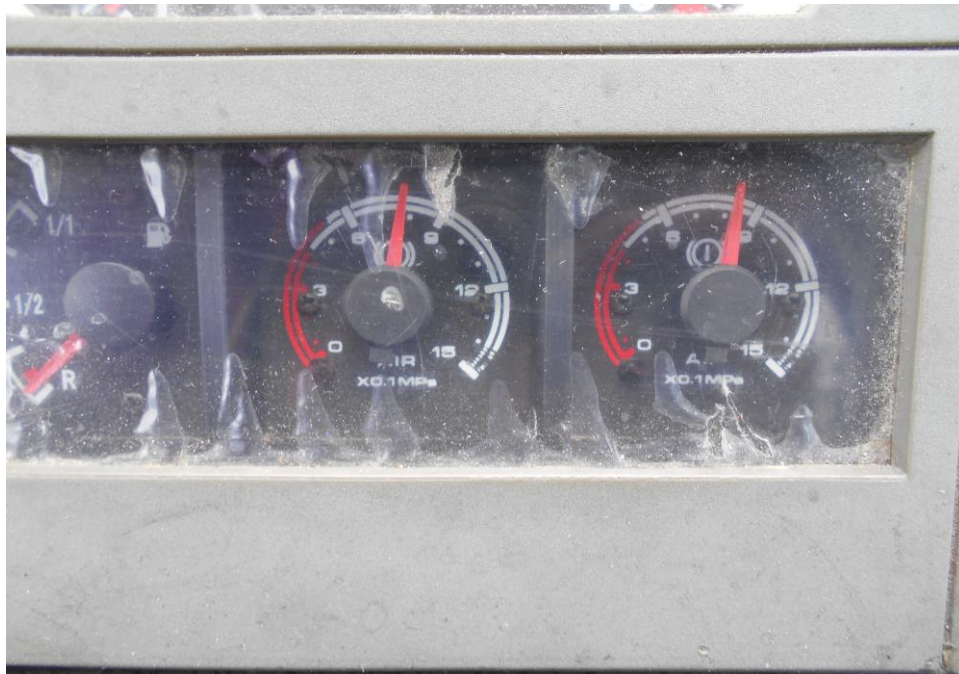


Photo 18 shows pressure tanks were observed to be pressurised up to 8.5bars after the engine start-up. No drop in the pressure after a few minutes which means there's no air leakage from the air-braking system.

15. Static brake tests conducted on the Motor Bus 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 Bus. The braking system of the Motor Bus was likely to be in serviceable condition at the material time of our inspection.
16. In general, our visual inspection of the mechanical components of the Motor Bus's braking system appear to suggest that its braking system was in serviceable condition at the material time of accident. See photo 19 & 20 below.



Photo 19 shows a general view of the air tank, valves, pipes and hoses, which are some of the components for the air-assisted braking system of the Motor Bus. This was at the underside of the Motor Bus's body. There were no damages observed at time of our inspection.

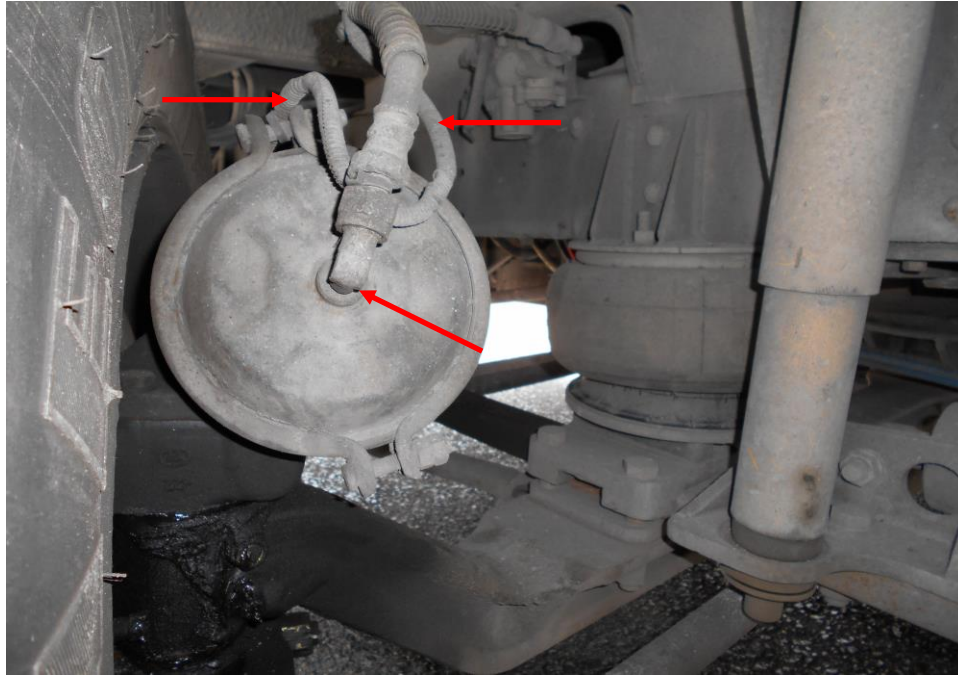


Photo 20 shows some of the mechanical components (arrowed) of the Motor Bus's braking system (including hoses). Our visual check on the various mechanical components reveals all to be intact and in good condition. It was in serviceable condition at the time of accident.

Electronic Safety / Operational indicators

17. The Motor Bus's automatic self-test of the functionality of its various electronic operating systems like the Battery checked indicator, engine checked indicator, Parking light indicator & Diesel Particulate Filter Warning. During cranking of the engine had indicated that these systems were in working condition and without abnormality. This can be established from the warning lights disappearing from the instrument panel after the self-test. See photo 21 below.



Photo 21 shows the indicators at the driver's seat, these systems were in working condition. This can be established from the warning lights disappearing from the instrument panel after the self-test.

Operational Behaviour of the Motor Bus

18. A short operational test of the Motor Bus, 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 by the company's representative driver. The test was conducted by driving the Motor Bus forward, stopping, before reversing and coming to a stop again.
19. During the operational test, the various transmission gears of the Motor Bus were able to be engaged without any difficulty by manually shifting the gear selector. There were no abnormal sounds heard and/or abnormal behaviour of the Motor Bus's engine system. It was able to move forward and backward normally. The braking system was found to be in working condition as the Motor Bus was able to slow down and come to a complete stop upon depressing of the brake pedal. See photo 22 to 24 below.



Photo 22 shows the bus driver while conducting the operational test. He was able to steer to the fullest left & right, moving forward, reverse and stop successfully at time of the operational test.



Photo 23 shows the operational test on the Motor Bus. The driver was able to move the Motor Bus forward, backward, turning left & right & stopping without any abnormalities.



Photo 24 shows the reverse camera monitor which was installed in front the driver's seat for viewing rear portion while reversing the Motor Bus.

Conclusion

20. From our physical inspection of the Motor Bus, 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 Bus that may have caused and/or contributed to the accident. This is also taking into consideration that the operational test of the Motor Bus, 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.
21. The observation gathered from our physical inspection of the Motor Bus had indicated no evidence to suggest possible mechanical failure to the Motor Bus that may have contributed to the accident.

22. The 6 tyres fitted on the Motor Bus 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 6 tyres. The 6 tyres were sufficiently inflated for vehicular operation with remaining tread depth of approximately 2mm to 8mm each.

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