

Your Ref: SHA 4029S  
Our Ref : CI/TP18022837/D

19 December 2018

**Chunni Motor Work Pte Ltd**  
10 Ang Mo Kio Industrial Park 2A  
AMK Autopoint #03-19  
Singapore 568047

### **INSPECTION REPORT OF A MOTOR TAXI SHA 4029S**

1. I refer to your request on 17 December 2018 to conduct a physical inspection of a motor taxi SHA 4029S.
2. The objective of the inspection was to primarily comment on whether the motor taxi is repairable and/or safe to repair.
3. Following the request, I had carried out a physical inspection of the motor taxi on 17 December 2018 at the premises of 10 Ang Mo Kio Industrial Park 2A, AMK Autopoint, Singapore 568047.
4. My observations and comments pertaining to this inspection are set out in the below paragraphs.
5. The following general information of the motor taxi are as follows: -

Vehicle Registration No.	: SHA 4029S
Make / Model	: Hyundai AE IONIQ HEV 1.6 DCT
Chassis No	: KMHC851CVKU114848
Year of Registration	: 2018 (October)
Mileage	: N.A. (engine and wiring removed)
6. At the time of my inspection, I had observed that parts at the frontal portion of the motor taxi were removed prior to my inspection. This had included all wiring harness, the engine and the transmission. As a result, the front chassis of the motor taxi was visible.
7. Upon my examination of the front chassis, I note that the left and right front chassis were both bent towards the right, indicating an impact force that was from a left to right direction, at the frontal portion of the motor taxi. See photo 1 – 6 below.



Photo 1 shows a general view of the motor taxi SHA 4029S. Parts at the frontal portion of the motor taxi were removed prior to my inspection. This had included all wiring harness, the engine and the transmission. As a result, the front chassis of the motor taxi was visible



Photo 2 shows a general view of the motor taxi's front chassis. Upon examination of the front chassis, I had observed that the left and right front chassis (arrowed) were both bent towards the right, indicating an impact force that was from a left to right direction, at the frontal portion of the motor taxi.



Photo 3 shows a top view of the front right chassis of the motor taxi. The front right chassis was bent towards the right. The centre section (arrowed) of the front right chassis was found to be bent.

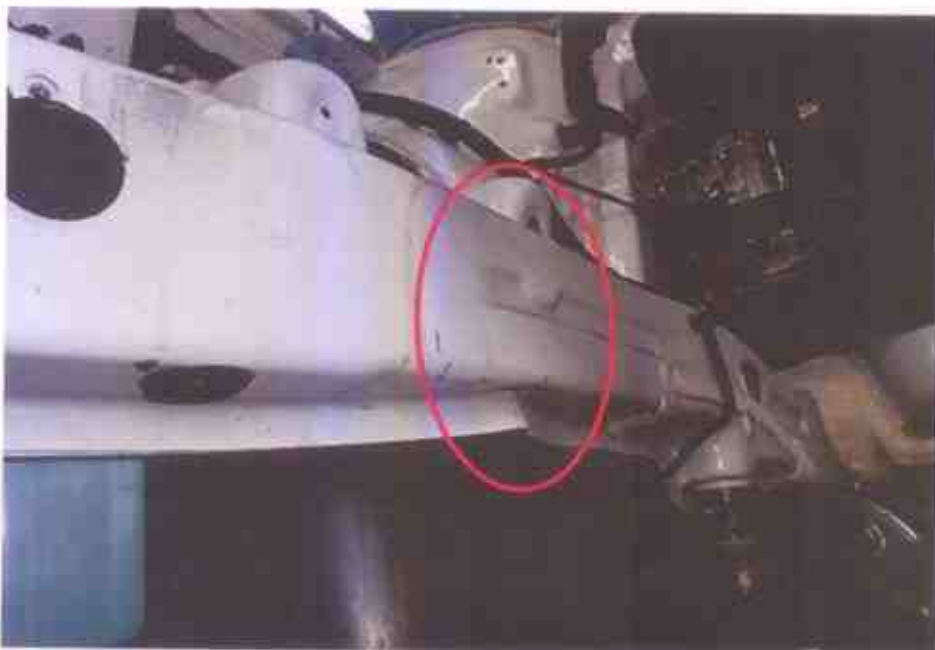


Photo 4 shows a closer view of the centre section of the front right chassis that was found to be bent (circled).





Photo 5 shows a top view of the front left chassis of the motor taxi. The front left chassis was bent towards the right. The centre section (arrowed) of the front left chassis was found to be bent.

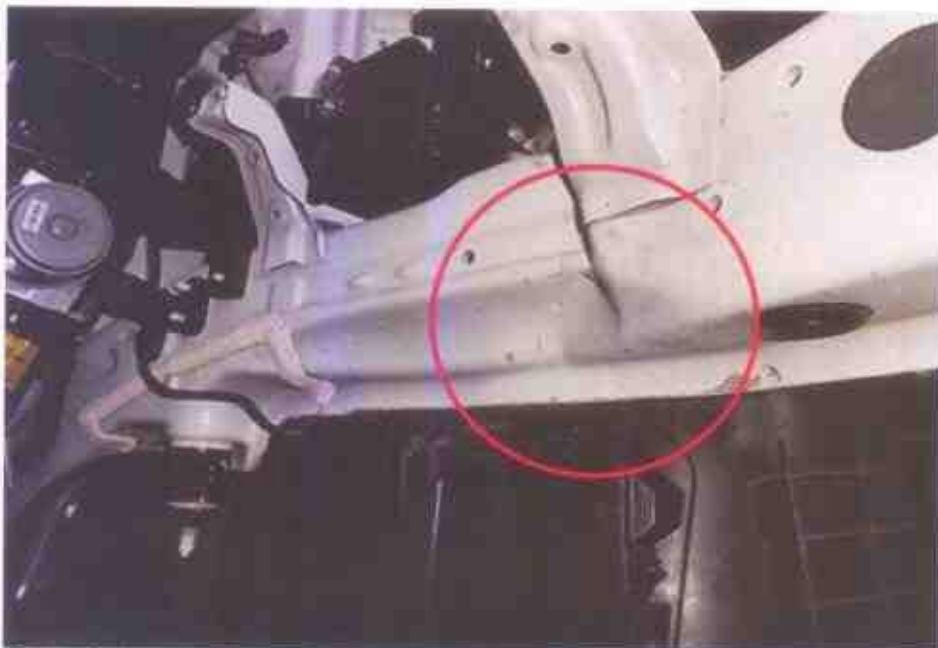


Photo 6 shows a closer view of the centre section of the front left chassis that was found to be bent (circled).

8. Given that both the front right and front left chassis of the motor taxi were bent at the centre section, I am of the view that both front right and front left chassis would have to be replaced. Repairing both or either one of the front chassis may compromise or weaken the structural integrity of the motor taxi.

9. However according to Section 2 of THE ROAD TRAFFIC ACT on THE MOTOR VEHICLES (CONSTRUCTION AND USE) (AMENDMENT NO.2) RULES 1989: -

*"no vehicle shall be fitted with a replacement chassis or any body part where the chassis is an integral part of the vehicle".*

I am therefore of the opinion that the motor taxi should be written off as "Total Loss"



**Ang Bryan Tani**

AMSOE, AMIRTE, AFF SAE, M.MATAI, AFF.Inst.AEA

Senior Technical Investigator

Technical Investigation & Accident Reconstructionist (SAE-A)

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