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Our Ref : CI/TPD19013964/N

16 September 2019

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SJY 7402C

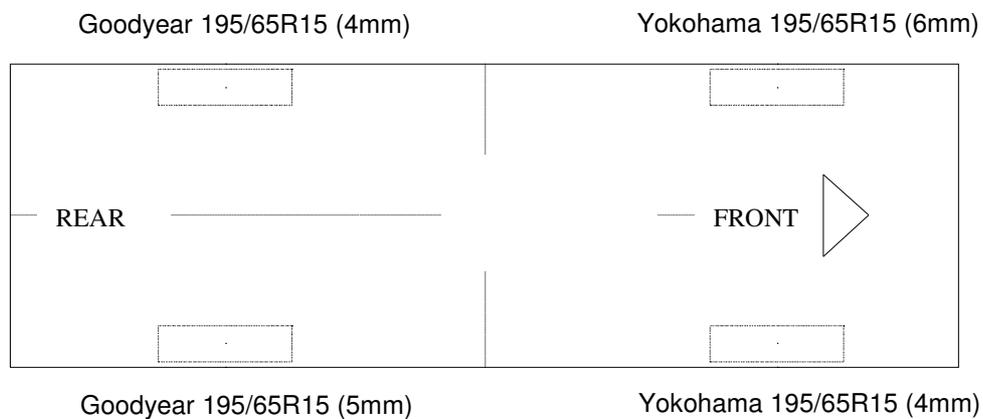
1. We refer to your request on 5 August 2019 to conduct a physical inspection of a motor car bearing registration number SJY 7402C (herein referred to as "**Motor Car**"), which was involved in a fatal road traffic accident on 17 July 2019.
2. The objective of the inspection is to determine if there was any possible mechanical failure to the Motor Car that may have contributed to the accident.
3. Following the request, we had carried out a physical inspection of the Motor Car on 16 September 2019 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 Car at the time of our inspection was 16, 119km.
5. The Motor Car had sustained impact damage that was confined to its frontal portion and right body. Its front bonnet and right front fender was observed to have been dented; its front bumper was observed to have been dislodged; its front support panel and front bumper reinforcement panel was observed to be deformed; its right front fender protector was observed to be torn. The Supplementary Restraint System (SRS) airbag was deployed as a result of the accident.

Tyres and Wheel Rims

6. The condition of the Motor Car'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:-



7. The 4 tyres were observed to be wrapped around alloy wheel rims that were found to be without any damage. See photos 1 – 11 below.



Photo 1 shows a general view of the rear portion of the Motor Car at the time of our inspection. The Motor Car was observed to be in good general condition except for some impact damage at its frontal portion and right body. The rear portion of the Motor Car was relatively unaffected by the accident. The mileage of the Motor Car was recorded to be 16, 119km.



Photo 2 shows a general view of the frontal portion of the Motor Car at the time of our inspection. The Motor Car was observed to be in good general condition. However we had observed impact damage that was confined to frontal portion and right body. Its front bonnet and right front fender was observed to have been dented; its front bumper was observed to have been dislodged; its front support panel and front bumper reinforcement panel was observed to be deformed; its right front fender protector was observed to be torn.



Photo 3 shows a closer view of the dented front bonnet of the Motor Car at the time of our inspection.



Photo 4 shows a closer view of the dislodged front bumper of the Motor Car at the time of our inspection.

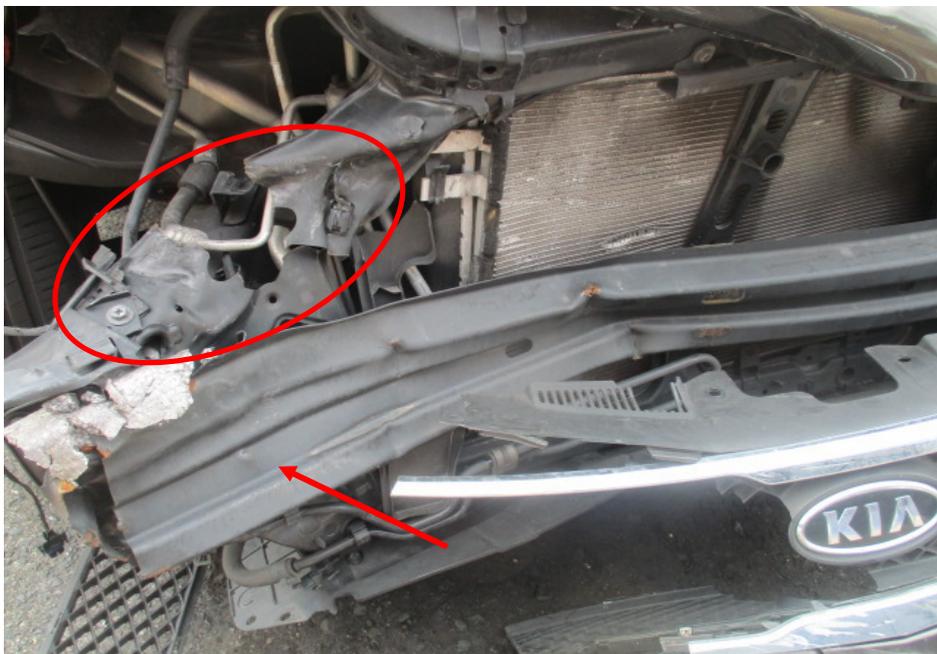


Photo 5 shows a closer view of the deformed front support panel (circled) and front bumper reinforcement panel (arrowed) of the Motor Car at the time of our inspection.



Photo 6 shows a closer view of the dented right front fender (circled) and torn right fender protector (arrowed) of the Motor Car at the time of our inspection.



Photo 7 shows the deployed Supplementary Restraint System (SRS) airbag of the Motor Car as a result of the accident at the time of our inspection.



Photo 8 shows the condition of the front left tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 6mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation. 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.



Photo 9 shows the condition of the front right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 4mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 10 shows the condition of the rear left tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 4mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation. There was also no damage found on the 4 wheel rims of the Motor Car.



Photo 11 shows the condition of the rear right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 5mm. There was also no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the 4 tyres.

Engine Compartment & Operating Fluids

8. Upon examination of the engine compartment of the Motor Car, we had observed although the frontal portion of the engine compartment had been pushed inwards due to the impact of the accident, all the parts and components inside the engine compartment were observed to be intact and unaffected by the accident. The power steering fluid, brake fluid, engine oil, automatic transmission fluid (ATF) and engine coolant were all found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids.
9. Further examination of the engine compartment revealed no sign(s) or indication of fluid leakage and/or fluid stain within the engine compartment of the Motor Car.
10. Our subsequent checks on the underside of the Motor Car also revealed no fluid stains. Visually, the various undercarriage components of the Motor Car were all observed to be intact and without any visible damage. See photos 12 – 17 below.



Photo 12 shows a general view of the Motor Car's engine compartment. Upon examination of the engine compartment of the Motor Car, although the frontal portion of the engine compartment had been pushed inwards due to the impact of the accident, all the parts and components inside the engine compartment were observed to be intact and unaffected by the accident. There was also no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment.

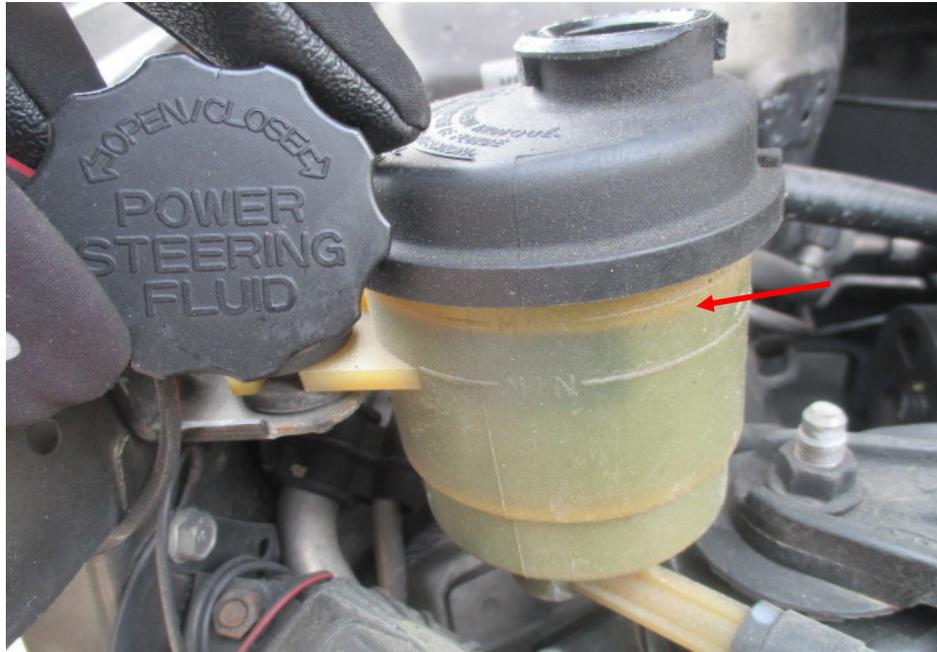


Photo 13 shows the power steering fluid reservoir of the Motor Car at the time of our inspection. The power steering fluid was observed to be of sufficient level and without any visible contamination (arrowed).

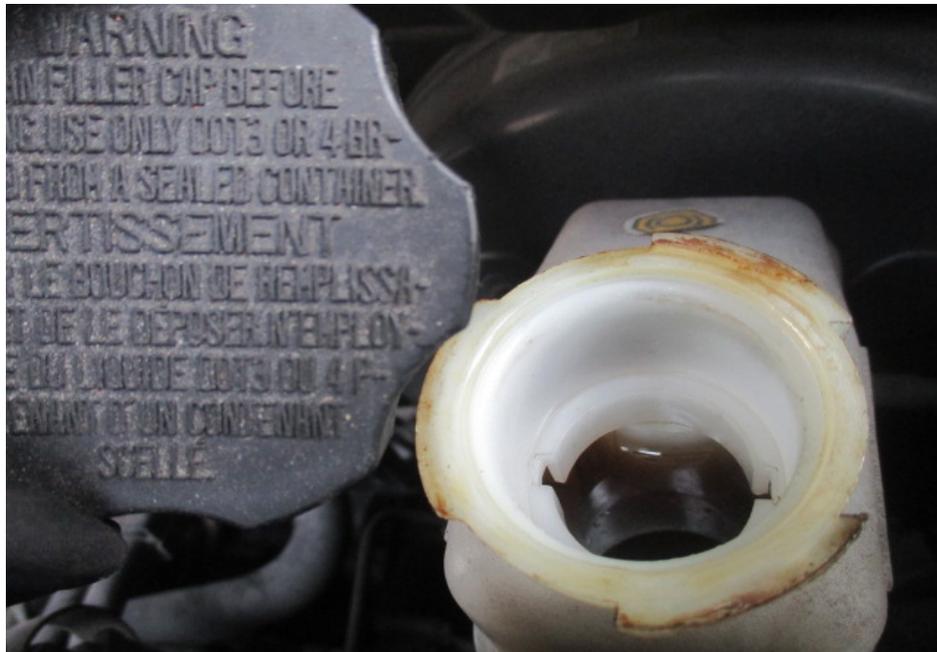


Photo 14 shows the brake fluid reservoir of the Motor Car at the time of our inspection. The brake fluid was observed to be of sufficient level and without any visible contamination.



Photo 15 shows checks being carried out to the engine coolant of the Motor Car at the time of our inspection. The engine coolant was observed to be of sufficient level and without any visible contamination.



Photo 16 shows the engine oil dip stick of the Motor Car at the time of our inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 17 shows the automatic transmission fluid (ATF) dip stick of the Motor Car at the time of our inspection. The ATF was observed to be of sufficient level and without any visible contamination.

Braking System & Steering System

11. Static brake tests conducted on the Motor Car revealed no abnormality. There was 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 Car. The braking system of the Motor Car was likely to be in serviceable condition at the material time. This was 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.
12. Static test on the steering system of the Motor Car 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 steering rack and pinion, tie rods, tie rod ends and ball joints revealed that these components were all generally in good condition. See photos 18 - 23 below.



Photo 18 shows the brake hose/pipe (arrowed) at the rear right wheel of the Motor Car. We did not observe any leakage of brake fluid at the time of our inspection of the Motor Car. Static tests of the Motor Car's braking system had indicated that there was no internal leakage of pressure/vacuum. Hence the braking system was likely to be in serviceable condition at the material time of accident. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



Photo 19 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Car. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake pedal etc. had revealed all to be intact and without visible damage.



Photo 20 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod (arrowed). The various steering components were all found to be intact, suggesting that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident. There was also no sign of fluid stain observed on the various undercarriage components at the front right wheel of the Motor Car.

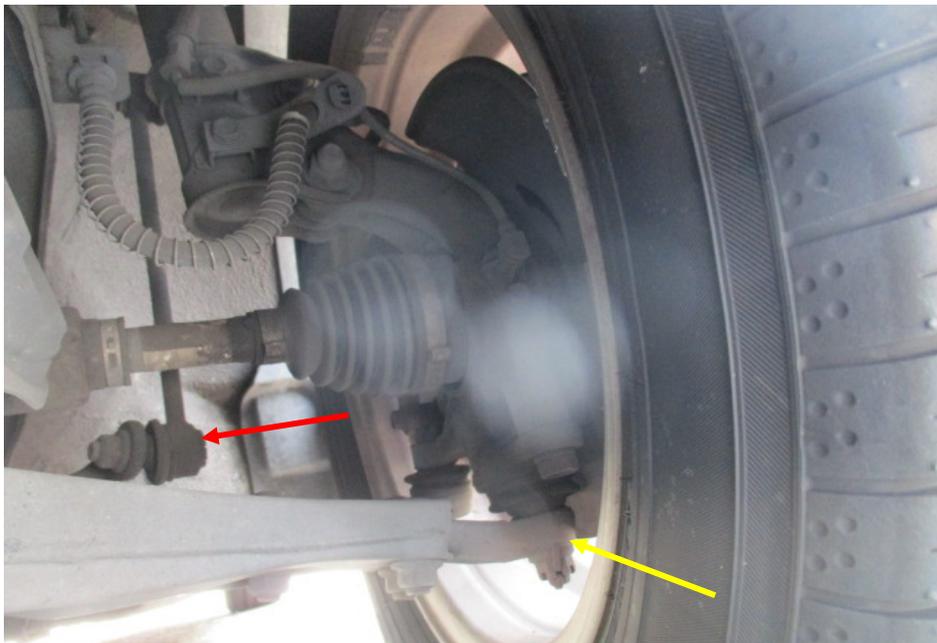


Photo 21 shows the various undercarriage components at the front left wheel of the Motor Car, which had included the steering tie rod (red arrow) and left drive shaft (yellow arrow). The various undercarriage components of the Motor Car were all found to be intact without any visible damage.



Photo 22 shows the front left wheel of the Motor Car turned to its full left. During our steering system test, we did not experience any abnormal free play and/or resistance when we had turned the steering wheel towards the left and right. This would suggest that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident.



Photo 23 shows the front right wheel of the Motor Car turned to its full right. During our steering system test, we did not experience any abnormal free play and/or resistance when we had turned the steering wheel towards the left and right. This would suggest that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. The Motor Car's automatic self-test of the functionality of its various electronic operating systems like the Anti-Brake Lock System (ABS) and Supplemental Restraint System (SRS) 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. However the SRS light had remained illuminated after the self-test due to the airbag being deployed as a result of the accident. See photos 24 & 25 below.



Photo 24 shows the warning lights for the various electronic operating systems of the Motor Car appearing on its instrument panel during the self-test when the engine is cranked, in particular the ABS light and SRS light (arrowed).



Photo 25 shows no warning lights illuminated on the instrument panel of the Motor Car after the engine was cranked. This would suggest that there was no abnormality to the various electronic operating systems of the Motor Car, like the ABS. However the SRS light had remained illuminated after the self-test (arrowed) due to the airbag being deployed as a result of the accident.

Operational Behaviour of the Motor Car

14. A short operational test of the Motor Car, to primarily determine whether there was any abnormality to its engine system, its transmission system and braking system was subsequently carried out.
15. During the operational test, the transmission system of the Motor Car was able to be shifted to drive mode and reverse mode without any difficulty. There were no abnormal sounds heard and/or abnormal behaviour of the Motor Car'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 Car was able to slow down and come to a complete stop upon depressing of the brake pedal.

Conclusion

16. From our physical inspection of the Motor Car, it appears that its engine system, transmission system, steering system and braking system were all in serviceable condition. We did not find any evidence(s) to suggest that there was possible mechanical failure to the Motor Car that may have caused and/or contributed to the accident.

17. A short operational test of the Motor Car, which we had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its engine system, its transmission system and braking system.

18. The 4 tyres of the Motor Car 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 4 tyres. The 4 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 5mm each.

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