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Company Registration No. 199607198R
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Your Ref: SMD 4667A
Our Ref : CI/TP19022932/P

14th January 2020

Motor Image Enterprises Pte Ltd
Mohd Isman
Service Executive
19 Lorong 8 Toa Payoh
Singapore 319255

AUTOMOBILE INSPECTION REPORT OF VEHICLE SMD 4667A

1. We refer to your request dated 31st December 2019 to carry out a physical inspection of the vehicle SMD 4667A thereafter to provide our comments and observations.

Inspection of the Insured Vehicle

2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Car that may have contributed to the accident.

3. The vehicle was visually inspected on 17th December 2019 at the premises of Motor Image Enterprises Pte Ltd (Subaru) located at 19 Lorong 8 Toa Payoh, Singapore 319255.

Vehicle Registration No.	: SMD 4667A
Make / Model	: SUBARU FORESTER 2.0I-L AWD CVT
Chassis No	: JF1SJ5KC5JG111645
Mileage	: 25,530KM

4. Our observations and comments regarding our inspections of the vehicle are as follows:-

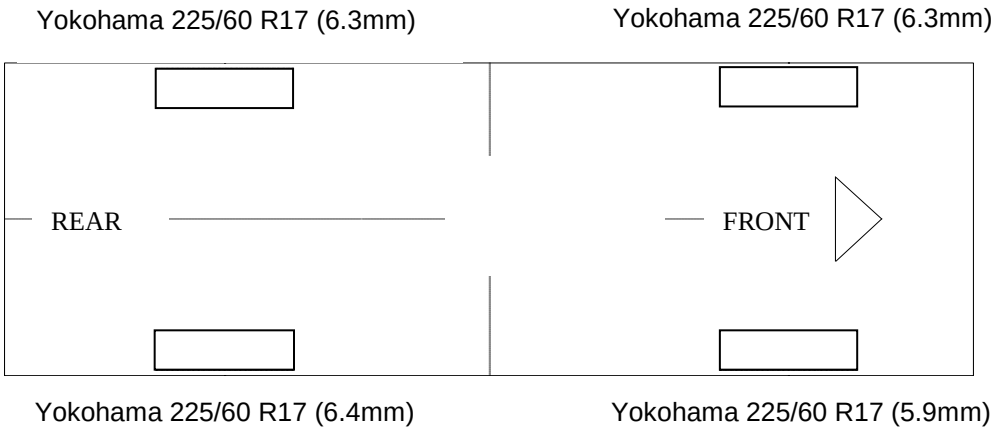
General Condition

5. The mileage of the Motor Car at the time of my inspection was 25,530km.

6. Since the vehicle has been repaired there was no visible damage observed on Motor Car at the time of my inspection. However we had requested for the details of the parts replaced and any other relevant docs, from the repair order dated 8th October 2019.

Tyres and Wheel Rims

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



8. The 4 tyres were observed to be wrapped around standard alloy wheel rims that were found to be without any damage. See photo 1 – 9 below.

Photo 1 shows a general view of the instrument cluster of the Motor Car at the time of my inspection. The mileage of the Motor Car was 37,171km

Photo 2 shows a general view of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.

Photo 3 shows a general view of the right body of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.

Photo 4 shows a general view of the left body of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.

Photo 5 shows a general view of the rear body of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.

Photo 6 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 5.9mm. The tyre, which was wrapped around standard 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 that were fitted on the Motor Car.

Photo 7 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 6.4mm. The tyre, which was wrapped around standard alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.

Photo 8 shows the condition of the rear left tyres of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 6.3mm. The tyres, which were wrapped around standard alloy wheel rim, were also observed to be sufficiently inflated for vehicular operation. There was also no damage found on all 4 alloy wheel rims of the Motor Car.

Photo 9 shows the condition of the rear right tyres of the Motor Car, which were observed to be in serviceable condition with remaining, tread depth of approximately 6.3mm. 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 that were fitted on the Motor Car.

Engine Compartment & Operating Fluids

9. Upon examination of the Motor Car's engine compartment, I had observed 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 revealed, there was no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine compartment of the Motor Car.

11. My subsequent checks on the underside of the Motor Car also revealed no fluid stain. Visually, the various undercarriage components of the Motor Car were all observed to be intact and without any visible damage. See photo 10 – 14 below.

Photo 10 shows a general view of the Motor Car's engine compartment, which was accessed by lifting the front cabin of the Motor Car. 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 compartment

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

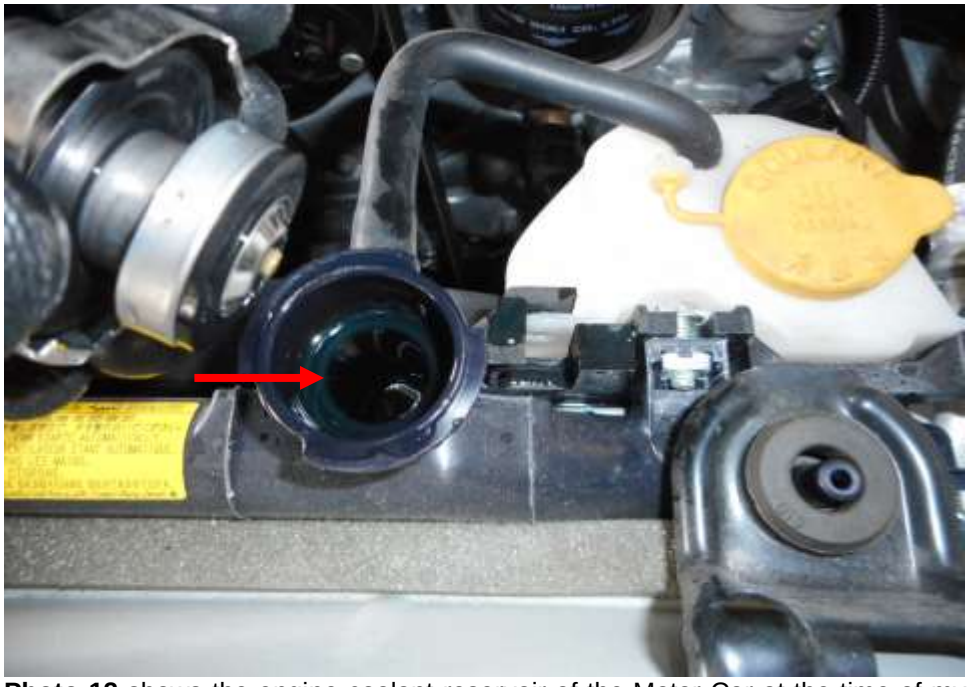


Photo 12 shows the engine coolant reservoir of the Motor Car at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.

Photo 13 shows the engine oil dip stick of the Motor Car at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.

Photo 14 shows the undercarriage of the Motor Car, at the area where the engine housing and transmission housing are located. I did not find any sign(s) or indication(s) of fluid leak and/or fluid stain(s) on the underside of the Motor Car.

Steering System & Braking System

12. Static brake tests conducted on the Motor Car 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 Car. The braking system of the Motor Car 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.

13. 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 had revealed that these components were all generally in good condition. See photo 15 - 22 below.

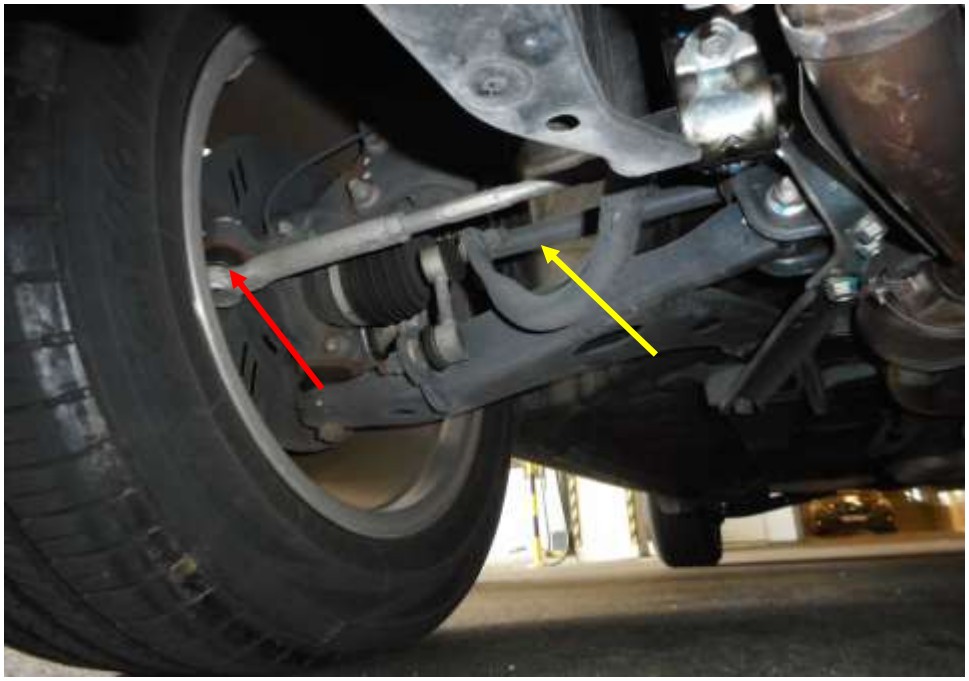


Photo 15 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod end (arrowed) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.

Photo 16 shows the various undercarriage components at the front left wheel of the Motor Car, in particular the steering tie rod end (arrowed). The various Undercarriage components of the Motor Car 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 17 shows the brake pipe (arrowed) at the rear right wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. My static tests of the Motor Car's braking system, along with my visual examination of the various mechanical components in the braking system, had indicated that there was no internal leakage of pressure/vacuum. Hence the braking system of the Motor Car was likely to be in serviceable condition at the material time of accident.

Photo 18 shows the brake pipe (arrowed) at the rear left wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. My static tests of the Motor Car's braking system, along with my visual examination of the various mechanical components in the braking system had indicated that there was no internal leakage of pressure/vacuum. Hence the braking system of the Motor Car was likely to be in serviceable condition at the material time of accident.

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 booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.

Photo 20 shows the brake hose/pipe (arrowed) at the front left 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 booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.

Photo 21 shows the various undercarriage components at the rear transfer case (yellow arrow) and rear driveshaft (red arrow) both for the AWD system of the Motor Car. The various 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(s) observed on the various undercarriage components.

Photo 22 shows the front right wheel of the Motor Car turned to its full left. During my steering system test, I did not experience any abnormal free play and/or resistance when I had turned the steering wheel towards full left and full 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

14. Motor Car's automatic self-test of the functionality of its various electronic operating systems like the Anti-Lock Brake System (ABS), Traction Control (TC), Electric Power Steering System (EPS) 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. See photo 23 & 24 below.

Photo 23 shows the warning light for Anti-Lock Brake System (ABS), Traction Control (TC), Supplemental Restraint System (SRS) and Electric Power Steering System (EPS) appearing on the instrument panel of the Motor Car during the self-test of its various electronic operating systems when its engine was cranked.

Photo 24 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, TC, SRS and EPS.

Operational Behaviour of the Motor Car

15. A short operational test of the Motor Car, 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 Car forward, stopping, before reversing and coming to a stop again.

16. 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 was 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.(Refer to photo 2 & 22)

Repair Works

17. A diagnostic system test result was conducted on the vehicle on 17th October 2019 was provided by Motor Image. Although the test was after the repair, from the repair invoice provided by Motor Image, there was no work/repair/replacement of any parts relation to the braking system, acceleration system, steering system, engine and transmission system of the Vehicle.

18. Our understanding to the diagnosis report as well as the repair invoice provided, it does not show fault to the engine or transmission system, this are major components which drives the Motor Car.

Conclusion

19. From my physical inspection, looking through the repair invoice and diagnostic report of the Motor Car, it appears that there was no mechanical and electrical failure to its engine system, steering system, braking system, acceleration system, and transmission system were all in serviceable condition at the material time.

20. The 4 tyres fitted on the Motor Car were also found to be in serviceable condition. I 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 5.9mm – 6.4mm.

21. Basing on the diagnostic and repair invoice provided, there seems to be no information/evidence to suggest any malfunction of the steering system, acceleration system, engine system, transmission system and braking system to the Motor Car.

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