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18th March 2020

General Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SCY 8827L

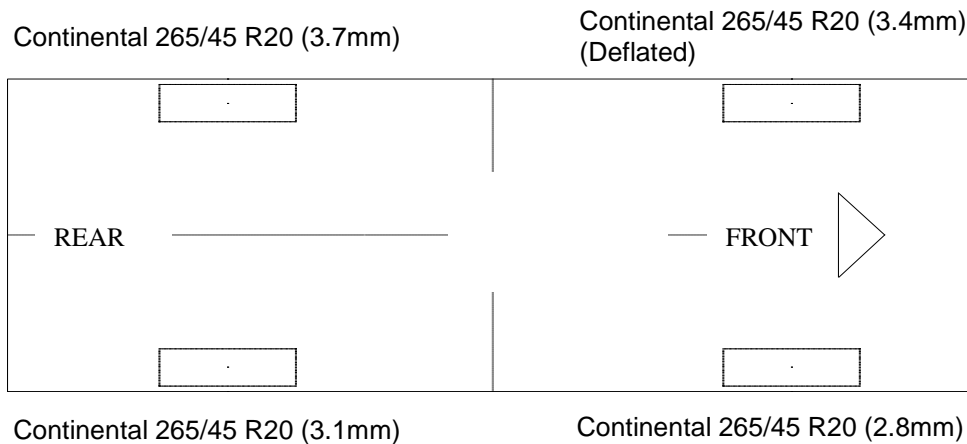
1. I refer to your request on 3rd February 2020 to conduct a physical inspection of a Motor car bearing registration number SCY 8827L (herein referred to as "**Motor Car**"), which was involved in a road traffic accident on 3rd January 2020.
2. The objective of the inspection is to determine if there was any possible mechanical failure to the Motor car that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Car on 4th February 2020 at the premises of Traffic Police vehicle pound, 517 Airport Road Singapore 539942. I now set out below my observations and comments with respect to this inspection.

General Condition

4. The mileage of the Motor car was not recorded due to damage to the ignition system and engine system as a result of the accident.
5. The Motor car was observed to have sustained damage at its front portion. Its front bonnet, front bumper and both front headlamp was amongst the body parts and various components in the engine compartments were also damaged as a result of the accident. The Supplemental Restraint System (SRS) was activated as a result of the accident.

Tyres and Wheel Rims

6. The front left tyre was observed to be deflated as a result of the accident. However the condition of the Motor car's other 3 tyres was observed 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 3 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 however the front right rim was found to be damaged as a result of the accident. See photo 1 – 9 below.



Photo 1 shows a general view of the Motor Car's rear body at the time of my inspection. The rear portion of the Motor Car was observed to have been undamaged by the accident.



Photo 2 shows a general view of the Motor Car's front body at the time of my inspection. The Motor car was observed to have sustained damage at its front portion. Its front bonnet, front bumper and both front headlamp was amongst the body parts and various components in the engine compartments were also damaged as a result of the accident. The Supplemental Restraint System (SRS) was activated as a result of the accident.



Photo 3 shows the close up view of the Motor Car's front body at the time of my inspection. The Motor car was observed to have sustained damage at its front portion. Its front bonnet (red circle), front bumper (red circle) and both front headlamp (yellow arrow) was amongst the body parts and various components in the engine compartments were also damaged as a result of the accident.



Photo 4 shows a close up view of the Motor Car's engine compartment at the time of my inspection. Due to the induced impact of the accident, the Motor Car's engine system, ignition system, cooling system (circled) and various components in the engine compartments were also damaged as a result of the accident.



Photo 5 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 2.8mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 6 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 3.1mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 7 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 3.7mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 8 shows the condition of the front left tyre of the Motor Car, the rim was observed to be damaged (circled) as a result of the accident and the tyre was observed to be in deflated condition due to the air leakage from the damaged rim. The remaining tread depth of the tyre was approximately 3.4mm. 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 Motor Car's 4 tyres.



Photo 9 shows the deployment of the Supplemental Restraint System (SRS) airbag (arrowed) in the Motor Car as a result of the accident.

Engine Compartment & Operating Fluids

8. We were unable to raise the front bonnet of the Motor car to conduct the examination of the Motor Car's engine compartment because the damage caused by the accident had resulted in the damages to the lock mechanism of the bonnet and the structure of the engine compartment. (unable to open)
See photo 10 below



Photo 10 shows a close up view of the damaged front bonnet lock mechanism and the structure of the engine compartment of the Motor Car at the time of my inspection resulting it unable to open a result of the accident. (circled) (Unable to open)

Braking System & Steering System

9. For this inspection, I was not able to conduct any tests on the steering system of the Motor Car due to the Motor Car running on electric power steering (EPS) which requires the Motor Car to be started and ignition system was damaged as a result of the accident. (Unable to be started)
10. 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.
11. My visual examination of the various steering and braking components which had included the rack and pinion, tie rods, tie rod ends and ball joints, brake hoses and brake pipes had revealed that these components were all generally intact. See photo 11 - 16 below.



Photo 11 shows the brake caliper (circled) and brake hose/pipe (arrowed) at the rear left wheel of the Motor Car and it was observed to be intact



Photo 12 shows the brake caliper (circled) brake hose/pipe (arrowed) at the rear right wheel of the Motor Car and it was observed to be intact



Photo 13 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 14 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 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.

Electronic Safety / Warning Indicators

12. The Motor Car's automatic self-test of the functionality of its various electronic operating systems was not able to be conducted as there was damaged ignition system and engine system as a result of the accident. (unable to be started)

Seat Belts

13. The Front right, front left, rear right and rear left seat belts of the "Motor Car" were tested and all the seat belts were able to be fastened securely into the respective pre-tensioners that were fitted at the sides of each seat.

Operational Behaviour of the Motor Car

14. Operational test to primarily determine whether there was any abnormality to the engine system, transmission system and braking system of the Motor Car could not be conducted given the extent of damage that it had sustained (Major systems of the Motor Car damage as a result of the accident.).

Conclusion

15. For this particular case, I was unable to determine whether there was any possible mechanical failure to the Motor Car that may have contributed to the accident. The extent of damage that it had sustained had prevented me from carrying out any operational test(s) and/or static test(s) to its engine system, transmission system, steering system and suspension system.

16. The 3 tyres of 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 front left tyre was deflated because of the damaged to the rim as a result of the accident. However the other 3 tyres were observed to be sufficiently inflated for vehicular operation. All 4 tyres were observed with remaining tread depth of approximately 2.8mm to 3.7mm.

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