

Your Ref: TP/IP/77615/2019
Our Ref : CI/TPD20001933/P

5th February 2020

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SKP 8441T

1. I refer to your request on 3th February 2020 to conduct a physical inspection of a Motor car bearing registration number SKP 8441T (herein referred to as "**Motor Car**"), which was involved in a fatal road traffic accident on 16th December 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, I had carried out a physical inspection of the Motor Car on 5th 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

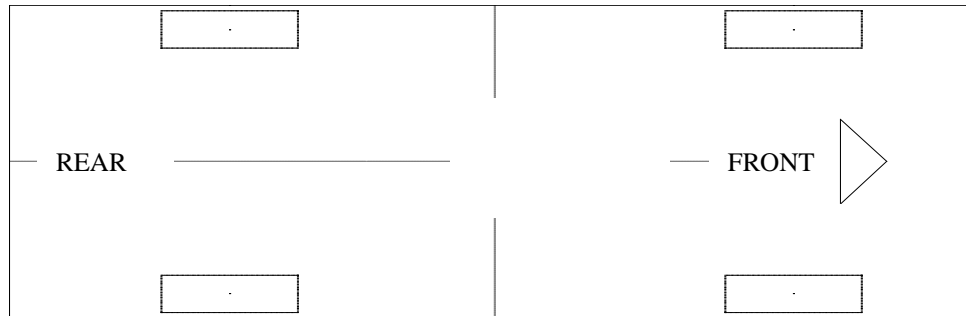
4. The mileage of the Motor car at the time of my inspection was recorded as 118,290km
5. The Motor car was observed to sustain major damage at its rear and rear left portion. Its rear windscreen, rear bonnet, rear bumper, rear left body panel and its rear left headlamp was damaged at the time of my inspection.

Tyres and Wheel Rims

6. The condition of the Motor car's 4 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 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:-

Yokohama 185/60R15 (5.9mm)

Yokohama 185/60R15 (5.6mm)



Yokohama 185/60R15 (6.1mm)

Yokohama 185/60R15 (5.6mm)

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



Photo 1 shows the mileage of the Motor Car at the time of my inspection recorded at 118,290km.



Photo 2 shows a general view of the Motor Car's rear portion at the time of my inspection. The rear and rear left portion of the Motor Car was observed to sustain major damage. Its rear windscreen, rear bonnet, rear bumper, rear left body panel and its rear left headlamp was damaged at the time of my inspection.



Photo 3 shows a general view of the Motor Car's left portion at the time of my inspection. The rear and rear left portion of the Motor Car was observed to sustain major damage. Its rear windscreen, rear bonnet, rear bumper, rear left body panel and its rear left headlamp was damaged at the time of my inspection.



Photo 4 shows a close up view of the Motor Car's rear portion at the time of my inspection. The rear and rear left portion of the Motor Car was observed to sustain major damage. Its rear windscreen (circled), rear bonnet, and its rear left headlamp (arrowed) were damaged as a result of the accident.



Photo 5 shows a close up view of the Motor Car's left portion at the time of my inspection. The rear portion of the Motor Car was observed to sustain moderate damage at its rear left portion. Its rear bumper (arrowed) and rear left body panel (circled) was damaged as a result of the accident.



Photo 6 shows a general view of the Motor Car's front at the time of my inspection. The front portion of the Motor Car was observed to have been unaffected by the accident.



Photo 7 shows a general view of the Motor Car's right body at the time of my inspection. The right portion of the Motor Car was observed to have been unaffected by the accident.



Photo 8 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 5.6mm. The tyre was sufficiently inflated for vehicular operation with no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread. The 4 tyres of the Motor Car were wrapped around standard alloy wheel rims without any damage.

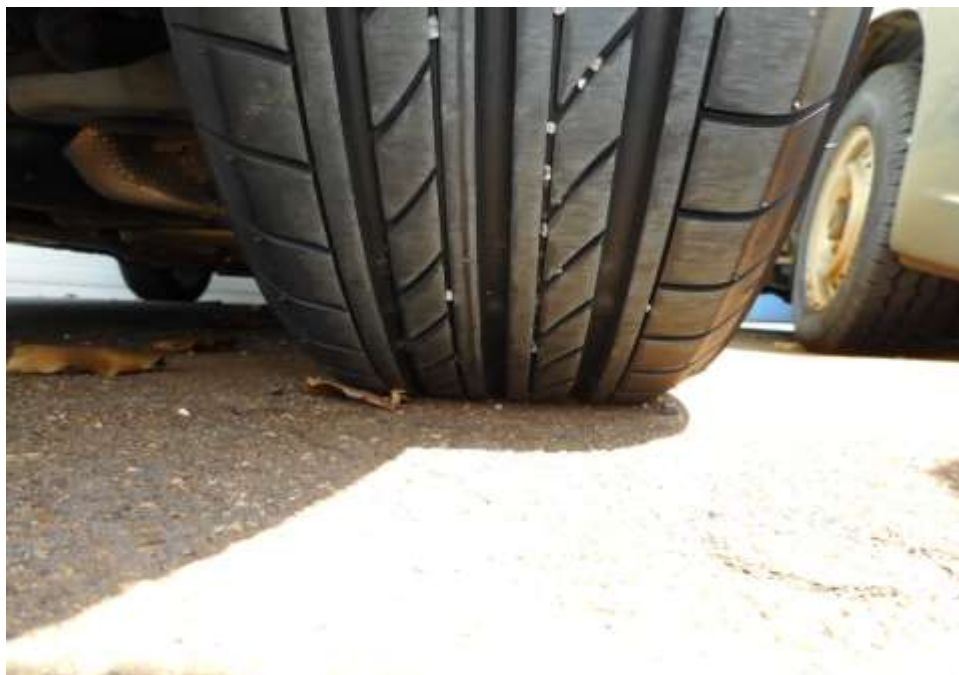


Photo 9 shows the condition of the rear right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 6.1mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



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 5.9mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation. The 4 tyres of the Motor Car were wrapped around standard alloy wheel rims.



Photo 11 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 5.6mm. 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.

Engine Compartment & Operating Fluids

8. Upon examination of the engine compartment of the Motor Car, 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.
9. 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 Car.
10. My subsequent checks on the underside of the Motor Car also revealed no sign(s) or indication(s) of fluid leak and/or fluid stain(s). Visually, the various undercarriage components of the Motor Car were all observed to be intact and without any visible damage. See photo 12 – 16 below.



Photo 12 shows a general view of the Motor Car's engine compartment. The various parts and components inside the engine compartment were 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 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 14 shows checks being carried out to the engine coolant 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.

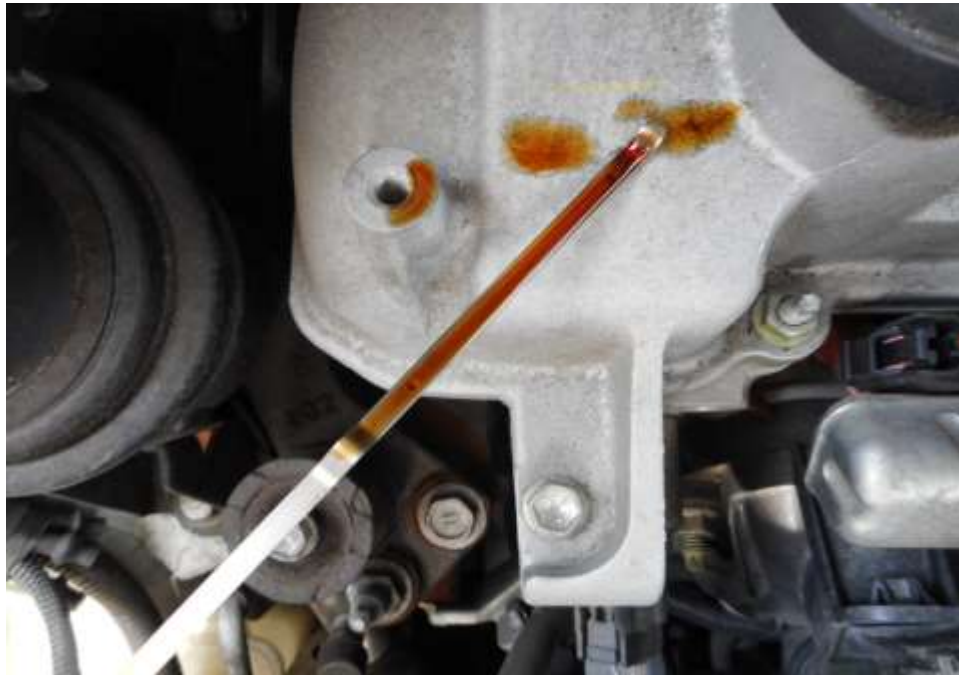


Photo 15 shows the engine oil dip stick of the Motor Car at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 16 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.

Braking System & Steering System

11. 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 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. 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 steering rack and pinion, tie rods, tie rod ends and ball joints revealed that these components were all generally in good condition.
13. Upon closer inspection of the Motor Car, the rear axle on the rear left wheel was found to be damaged as a result of the accident. See photo 17 - 24 below.

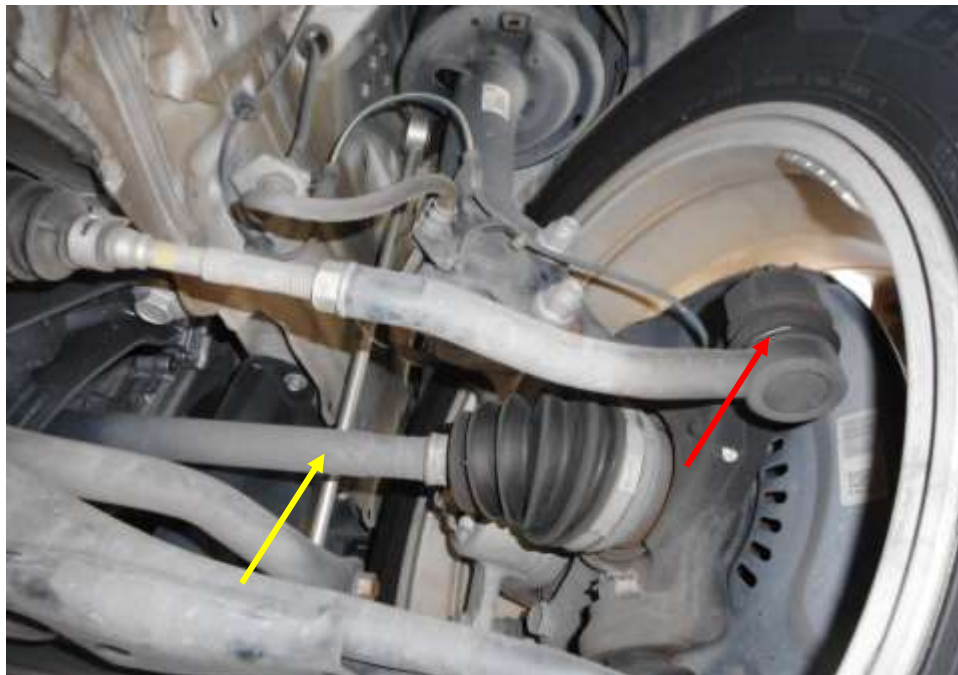


Photo 17 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod (red arrow) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident. There was also no sign of fluid stain observed on the various undercarriage components at the front right wheel of the Motor Car.



Photo 18 shows the various undercarriage components at the front left wheel of the Motor Car, which had included the steering tie rod (red arrow). The various undercarriage components of the Motor Car were all found to be intact without any visible damage.



Photo 19 shows the brake hose/pipe (arrowed) at the front 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. Static tests of the Motor Car's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



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.



Photo 21 shows the brake hose/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. Static tests of the Motor Car's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



Photo 22 shows the brake hose/pipe (arrowed) at the rear 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 drum brake, brake booster, brake pedal etc had revealed all to be intact and without visible damage.



Photo 23 shows the general view of the Motor Car's rear axle at the time of my inspection. The rear axle (circled) of the Motor Car was observed to sustain damaged and shifted out of position as a result of the accident.



Photo 24 shows the close up view of the Motor Car's rear axle at the time of my inspection. The rear axle (circled) of the Motor Car was observed to sustain damaged and shifted out of position as a result of the accident.

Electronic Safety / Warning Indicators

14. The Motor Car's automatic self-test of the functionality of its various electronic operating systems like the Anti-Lock Brake System (ABS), Electric Power Steering System (EPS), Traction Control (TC) 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 25 & 26 below.



Photo 25 shows the warning light for Anti-Lock Brake System (ABS), Electric Power Steering System (EPS) Supplemental Restraint System (SRS) and Traction Control (TC) 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 26 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, EPS SRS and TC etc.

Operational Behaviour of the Motor Car

15. Operational test by driving the Motor Car 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 had render it unsafe for operation. (Undercarriage component as the rear axle was damaged).

Conclusion

16. Although an operational test by driving the Motor Car was not able to be conducted, my static and visual inspection of the Motor Car appears that its engine system, transmission system, steering system and braking system were all in serviceable condition at the material time of accident.

17. The 4 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 4 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 5.6mm to 6.1mm.

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