

Your Ref: TP/IP/00693/2020  
Our Ref : CI/TPD20001942/P

4<sup>th</sup> February 2020

**Fatal Accident Investigation Team**

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

**MECHANICAL INSPECTION REPORT OF MOTOR CAR SMG 27H**

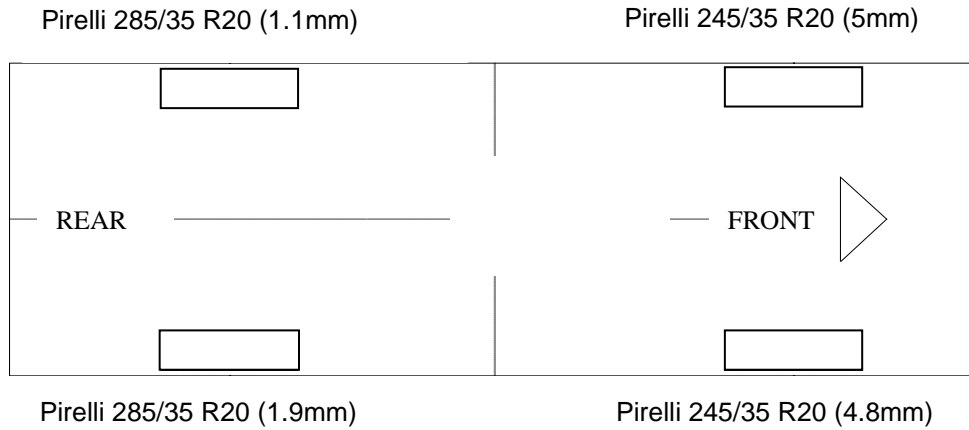
1. I refer to your request on 3<sup>rd</sup> February 2020 to conduct a physical inspection of a Motor Car bearing registration number SMG 27H (herein referred to as "**Motor Car**"), which was involved in a fatal road traffic accident.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Car that may have contributed to the accident on 5<sup>th</sup> January 2020.
3. Following the request, I had carried out a physical inspection of the Motor Car on 4<sup>th</sup> 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 51,587km.
5. The Motor Car appeared to have sustained damage at its frontal portion. Its front windscreen, front bonnet, front bumper, front grille, front left headlamp, front left fender and left rear view mirror were damage at the time of my inspection.

**Tyres and Wheel Rims**

6. The rear left tyre of the Motor Car were observed to be in unserviceable condition as the tread depth has exceeded the minimum legal limit, however the other 3 tyres are 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:-



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 – 17 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 51,587km



**Photo 2** shows a general view of the Motor Car's frontal portion at the time of my inspection. It appeared to have sustained moderate damage at its frontal portion. Its front windscreen, front bonnet, front bumper, front grille, front left headlamp, front left fender and left rear view mirror were damage at the time of my inspection.



**Photo 3** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its front windscreen (circled) was damage at the time of my inspection.





**Photo 4** shows a general view of the Motor Car's frontal portion at the time of my inspection. Its front bonnet, front bumper, front grille, front left headlamp, front left fender and left rear view mirror were damage at the time of my inspection.



**Photo 5** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its front bonnet (circled) was damage at the time of my inspection.



**Photo 6** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its front grille was damage at the time of my inspection.



**Photo 7** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its front bumper (arrowed) and front left headlamp (arrowed) were damage at the time of my inspection.





**Photo 8** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its front left fender was damage at the time of my inspection.



**Photo 9** shows a close up view of the Motor Car's frontal portion at the time of my inspection. Its left rear view mirror was damage at the time of my inspection.



**Photo 10** shows a general view of the front 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 11** shows a general view of the front 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 12** 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 13** 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 4.8mm. 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 14** 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 1.9mm. The tyre, which was wrapped around standard alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



**Photo 15** shows the condition of the rear left tyres of the Motor Car, which was observed to be in unserviceable condition with remaining tread depth of approximately 1.1mm which has exceeded the minimum legal limit. The tyres, which were wrapped around standard alloy wheel rim. There was no damage found on all 4 alloy wheel rims of the Motor Car.



**Photo 16** shows the condition of the rear left tyres of the Motor Car, which was observed to be in unserviceable condition with remaining tread depth of approximately 1.1mm which has exceeded the minimum legal limit.



**Photo 17** 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 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 that were fitted on the Motor Car.



## Engine Compartment & Operating Fluids

8. Upon examination of the Motor Car's engine compartment, the power steering fluid was observed to be of lower level but sufficient for operating purposes.
9. I had observed all the other parts and components inside the engine compartment to be intact and unaffected by the accident. The engine oil and engine coolant and brake fluid 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 18 – 24 below.



**Photo 18** 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 19** 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 20** 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 and without any visible contamination (arrowed).





**Photo 21** 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 and without any visible contamination.



**Photo 22** 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 23** shows the power steering dip stick of the Motor Car at the time of my inspection. The power steering fluid was observed to be of lower level but sufficient for operating purposes.



**Photo 24** 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 25 - 32 below.



**Photo 25** shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod end (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(s) observed on the various undercarriage components.



**Photo 26** 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.

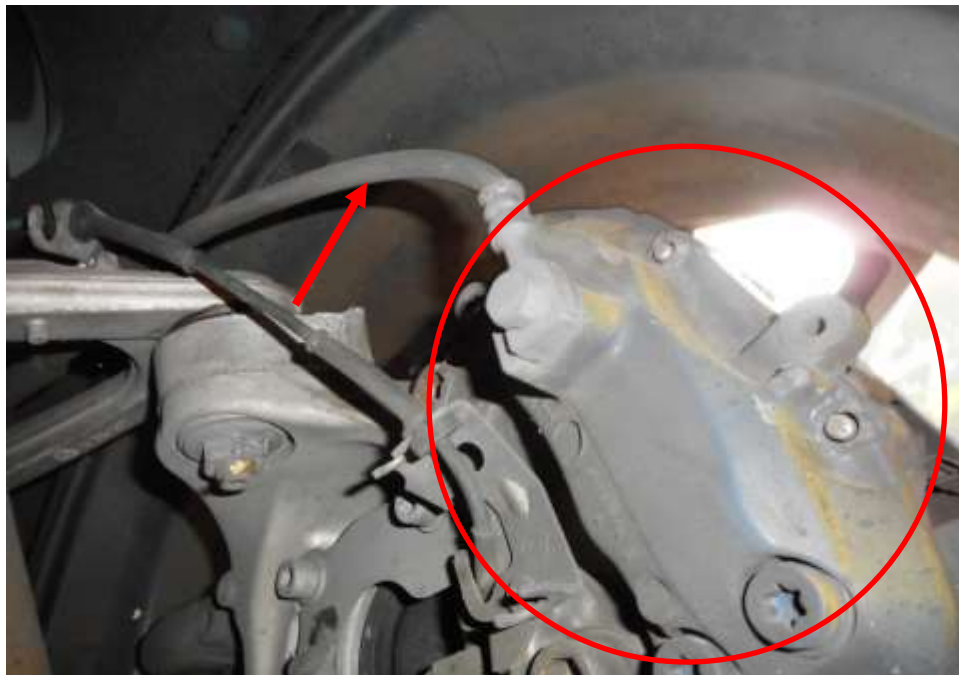


**Photo 27** shows the brake pipe (arrowed) at the rear right wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. My static tests of the Motor Car's braking system, along with my visual examination of the various mechanical components in 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 28** 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 29** 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 30** 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 31** shows the various undercarriage components at the rear left wheel of the Motor Car. The drive shaft (yellow arrow) was found to be intact and there was no sign of fluid stain(s) observed on the various undercarriage components.



**Photo 32** 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), Supplemental Restraint System (SRS), Traction Control System (TC) 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 33 & 34 below.





**Photo 33** shows the warning light for Anti-Lock Brake System (ABS) and Supplemental Restraint System (SRS) and Traction Control System (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 34** 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, SRS and TC.

### **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 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. (Refer to photo 2 & 32)

### **Conclusion**

17. From my physical inspection of the Motor Car, it appears that its engine system, steering system, braking system and transmission system were all in serviceable condition. I 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. This is also taking into consideration that the operational test of the Motor Car, which I had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its various operating systems.

18. The left rear tyre of the Motor Car were observed to be in unserviceable condition as the tread depth was measured at 1.1mm which had exceeded the minimum legal limit. However the other 3 tyres fitted on the Motor Car were 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 3 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 1.9mm – 5mm.

**Sherwin Beh***Technical Investigator***Ang Bryan Tani***AMSOE, AMIRTE, AFF SAE, M.MATAI, AFF.Inst.AEA**Senior Technical Investigator**Technical Investigation & Reconstructionist (SAE-A)*

**DISCLAIMER OF LIABILITY TO THIRD PARTIES:** - This Report is made solely for the use and benefit of the Client named on the front page of this Report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the Report wholly or in part. Any third party acting or relying on this Report, in whole or in part does so at his or her own risk.