

Your Ref: TP/IP/20467/2020
Our Ref : CI/TPD20005596/P

8th July 2020

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR TAXI SHC 7555J

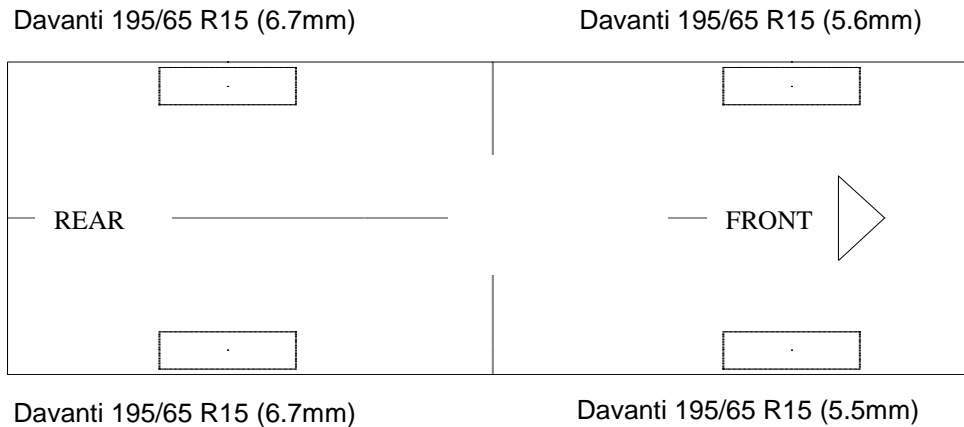
1. I refer to your request on 28th April 2020 to conduct a physical inspection of a Motor Taxi bearing registration number SHC 7555J (herein referred to as "**Motor Taxi**"), which was involved in a road traffic accident on 21st April 2020.
2. The objective of the inspection is to determine if there was any possible mechanical failure to the Motor Taxi that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Taxi on 6th July 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 Taxi was not recorded due to damage to the ignition system and engine system as a result of the accident.
5. The Motor Taxi was observed to have sustained damage at its front portion. Its front bonnet, front bumper, front left fender, front left and right 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 condition of the Motor Taxi'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:-



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 – 12 below.



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

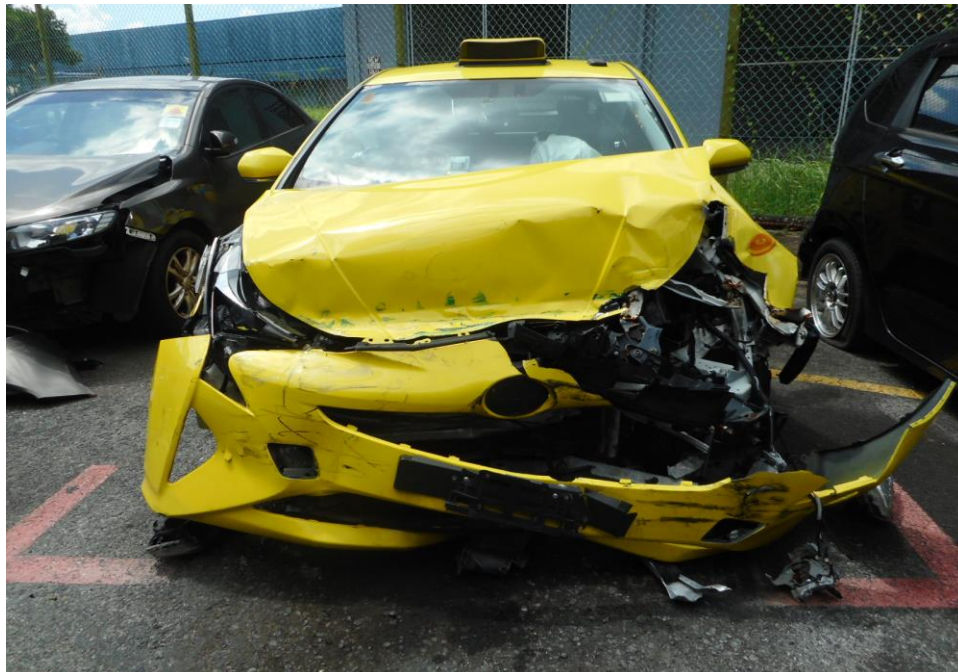


Photo 2 shows a general view of the Motor Taxi's front body at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front portion. Its front bonnet, front bumper, front left fender, front left and right headlamp was amongst the body parts and various components in the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

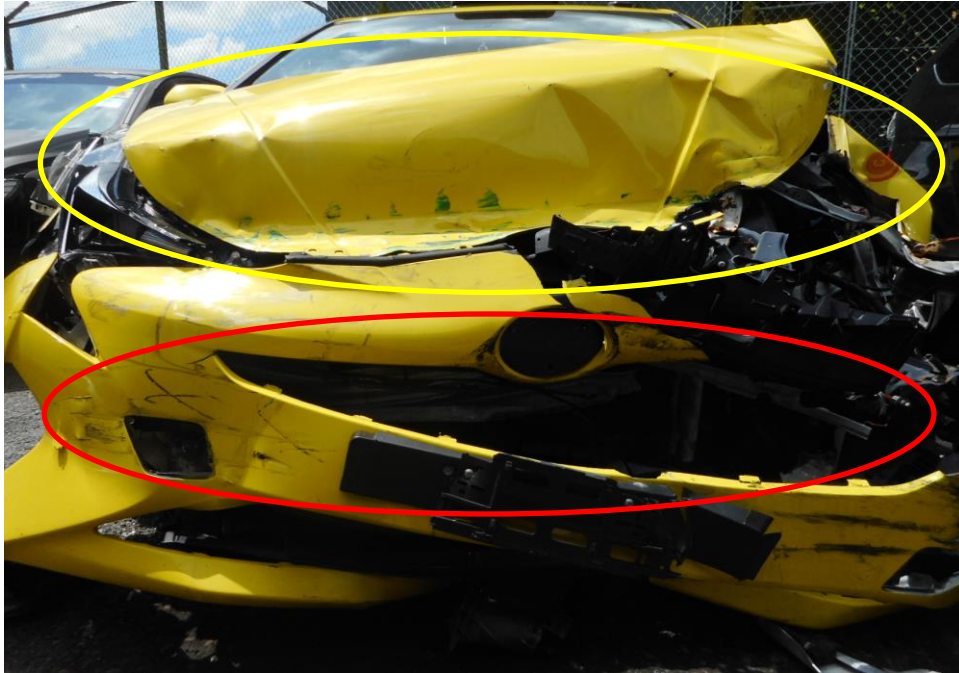


Photo 3 shows the close up view of the Motor Taxi's front body at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front portion. Its front bonnet (yellow circle) and front bumper (red circle) was amongst the body parts and various components in the engine compartments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



Photo 4 shows a general view of the Motor Taxi's engine compartment at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front portion. Its front left fender (red circle) was amongst the body parts and various components (yellow circle) in the engine compartments were also damaged as a result of the accident.



Photo 5 shows a close up view of the Motor Taxi's engine compartment at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front portion. Various components in the engine compartments were also damaged as a result of the accident.

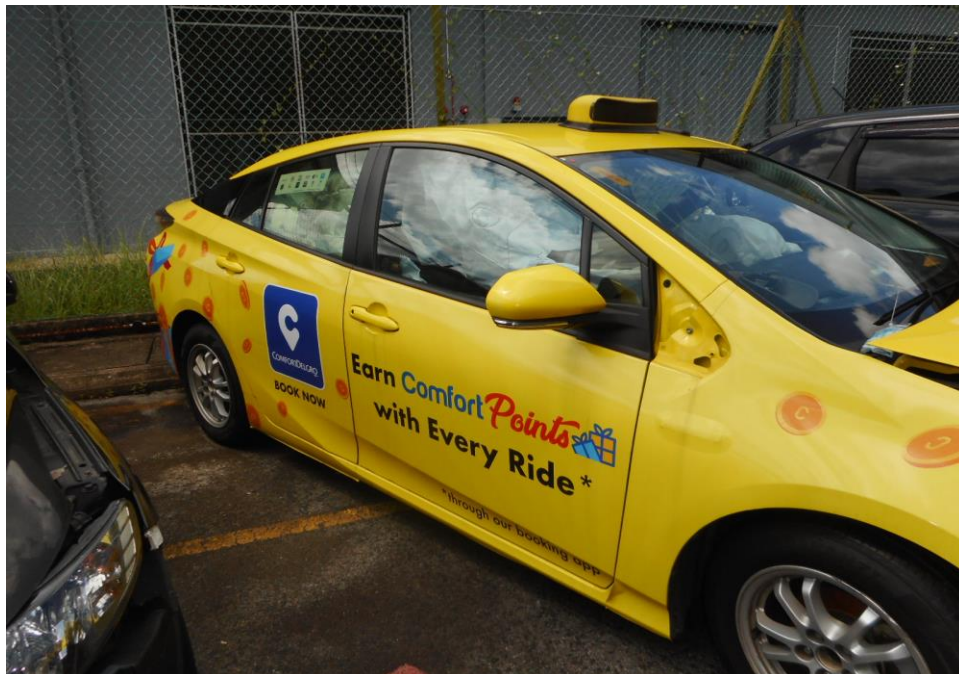


Photo 6 shows a general view of the Motor Taxi's rear right body at the time of my inspection. The rear right portion of the Motor Taxi was observed to have been undamaged by the accident.



Photo 7 shows a general view of the Motor Taxi's rear left body at the time of my inspection. The rear left portion of the Motor Taxi was observed to have been undamaged by the accident.



Photo 8 shows the condition of the front right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 5.5mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 9 shows the condition of the rear right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 6.7mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).

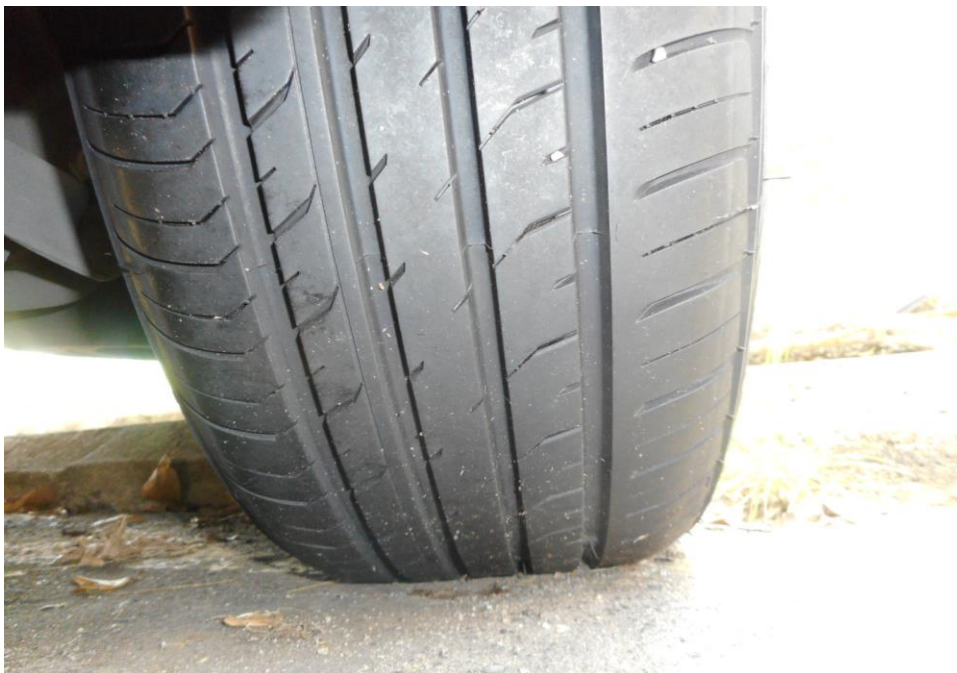


Photo 10 shows the condition of the rear left tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 6.7mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 11 shows the condition of the front left tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 5.6mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 12 shows the deployment of the Supplemental Restraint System (SRS) airbag (arrowed) in the Motor Taxi as a result of the accident.

Engine Compartment & Operating Fluids

8. We were unable to raise the front bonnet of the Motor Taxi to conduct the examination of the Motor Taxi'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 13 below



Photo 13 shows a close up view of the damaged front bonnet lock mechanism and the structure of the engine compartment of the Motor Taxi 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 Taxi due to the Motor Taxi running on electric power steering (EPS) which requires the Motor Taxi 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 Taxi 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 Taxi.
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 14 - 19 below.



Photo 14 shows the brake hose/pipe (arrowed) at the rear left wheel of the Motor Taxi. 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.

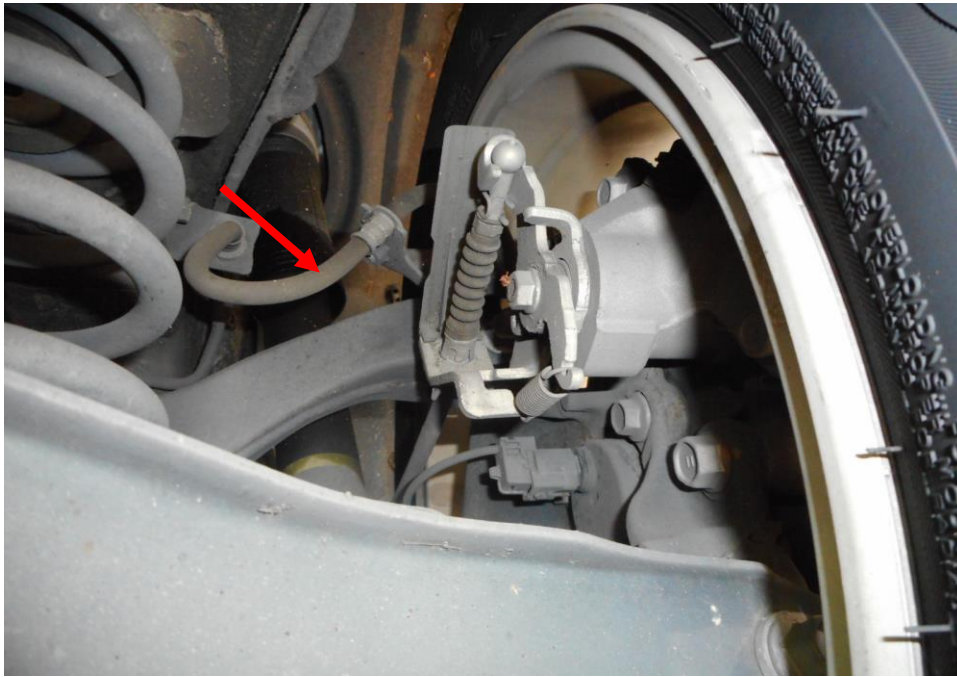


Photo 15 shows the brake hose/pipe (arrowed) at the rear right wheel of the Motor Taxi. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the drum brake, brake booster, brake pedal etc. had revealed all to be intact and without visible damage.



Photo 16 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Taxi. 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.

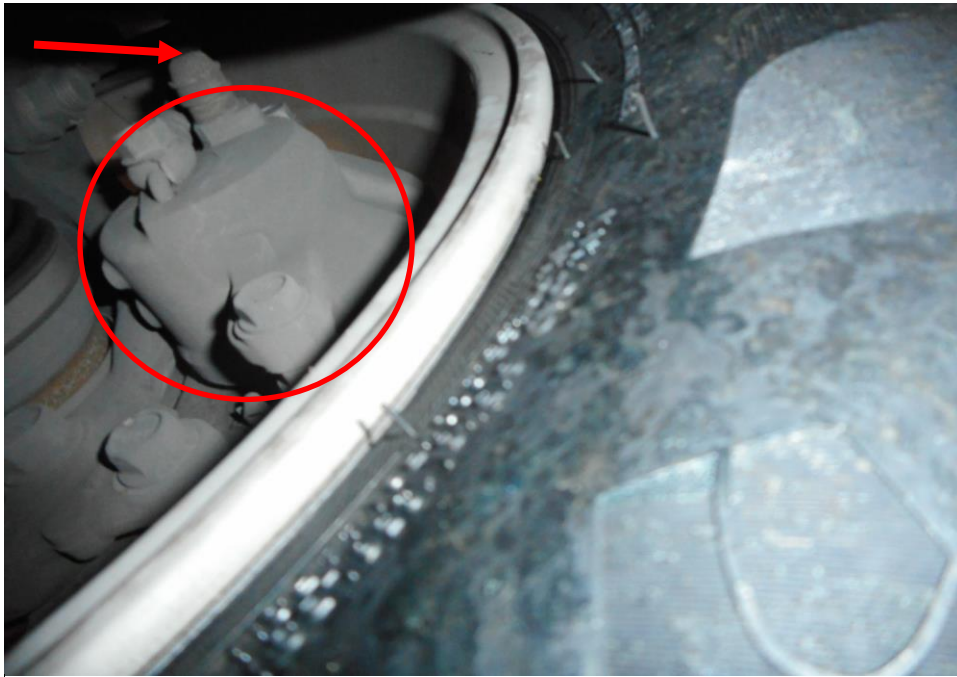


Photo 17 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Taxi. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 18 shows the various undercarriage components at the front right wheel of the Motor Taxi, 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 Taxi 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 19 shows the various undercarriage components at the front left wheel of the Motor Taxi, in particular the steering tie rod end (arrowed). The various Undercarriage components of the Motor Taxi 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.

12. Static steering were not conducted on the Motor Taxi due to the damages that cause the engine unable to be started up. However static brake tests able to be conducted and In general our visual inspection of the mechanical components of the Motor Taxi's braking system appear to suggest that its braking system was in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. The Motor Taxi'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

14. The front right and left seat belt of the "Motor Taxi" were worn at the material time of accident as the respective pre-tensioners that were fitted at the side of each seat was activated upon the material time. See photo 20 & 21 below.



Photo 20 shows that the seat belt on the left seat was worn at the material time of accident as the safety pre-tensioners was activated at the moment of impact and caused the seat belt to be locked into the last position.



Photo 21 shows that the seat belt on the right seat was worn at the material time of accident as the safety pre-tensioners was activated at the moment of impact and caused the seat belts to be locked into the last position of the user.

Operational Behaviour of the Motor Taxi

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

Conclusion

16. For this particular case, I was unable to determine whether there was any possible mechanical failure to the Motor Taxi 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.
17. However static brake tests able to be conducted and In general our visual inspection of the mechanical components of the Motor Taxi's braking system appear to suggest that its braking system was in serviceable condition at the material time of accident and there was no leakage found at the braking components of the Motor Taxi.
18. The 4 tyres of the Motor Taxi 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 5.5mm to 6.7mm.



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