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11th August 2020

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR TAXI SHF 1565D

1. I refer to your request on 19th May 2020 to conduct a physical inspection of a Motor Taxi bearing registration number SHF 1565D (herein referred to as "**Motor Taxi**"), which was involved in a road traffic accident.
2. The objective of this 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 August 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 at the time of my inspection was 266,464km.
5. There was visible damage observed on Motor Taxi's front bumper at the time of my inspection.

Tyres and Wheel Rims

6. The 4 tyres of the Motor Taxi 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 Taxi 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 – 10 below.



Photo 1 shows a general view of the instrument cluster of the Motor Taxi at the time of my inspection. The mileage of the Motor Taxi was 266,464km



Photo 2 shows a general view of the Motor Taxi front portion at the time of my inspection. The Motor Taxi was observed to visually sustain damage at its front bumper at the time of inspection.



Photo 3 shows a close up view of the front body of the Motor Taxi at the time of my inspection. The Motor Taxi was observed to visually sustain damage at its front bumper (circled) at the time of inspection.

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



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



Photo 6 shows a general view of the rear body of the Motor Taxi at the time of my inspection. The Motor Taxi was observed to be intact and unaffected by the accident.



Photo 7 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 5mm. 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 Taxi.



Photo 8 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 6.1mm. The tyre, which was wrapped around standard alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 9 shows the condition of the rear left tyres of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 6mm. 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 Taxi.



Photo 10 shows the condition of the rear right tyres of the Motor Taxi, which were observed to be in serviceable condition with remaining, tread depth of approximately 5.1mm. 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 Taxi.

Engine Compartment & Operating Fluids

8. Upon examination of the Motor Taxi'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 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, there was no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine compartment of the Motor Taxi.
10. My subsequent checks on the underside of the Motor Taxi also revealed no fluid stain. Visually, the various undercarriage components of the Motor Taxi were all observed to be intact and without any visible damage. See photo 11 – 14 below.



Photo 11 shows a general view of the Motor Taxi's engine compartment, which was accessed by lifting the front cabin of the Motor Taxi. 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 12 shows the brake fluid reservoir of the Motor Taxi at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.

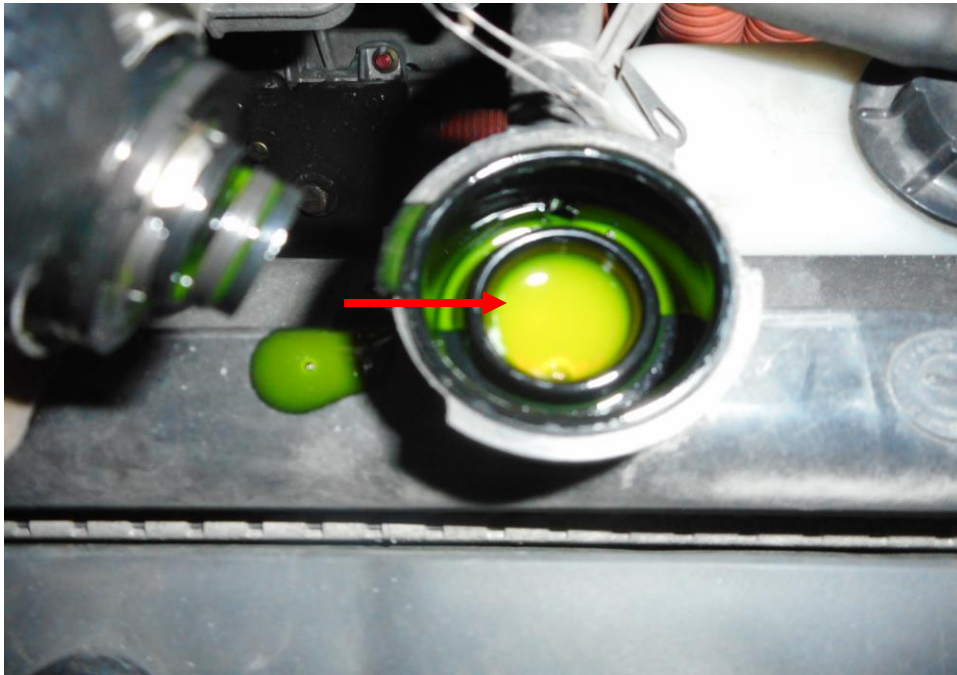


Photo 13 shows the engine coolant reservoir of the Motor Taxi at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 14 shows the undercarriage of the Motor Taxi, 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 Taxi.

Steering System & Braking System

11. 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. The braking system of the Motor Taxi 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.
12. Static test on the steering system of the Motor Taxi 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 - 21 below.

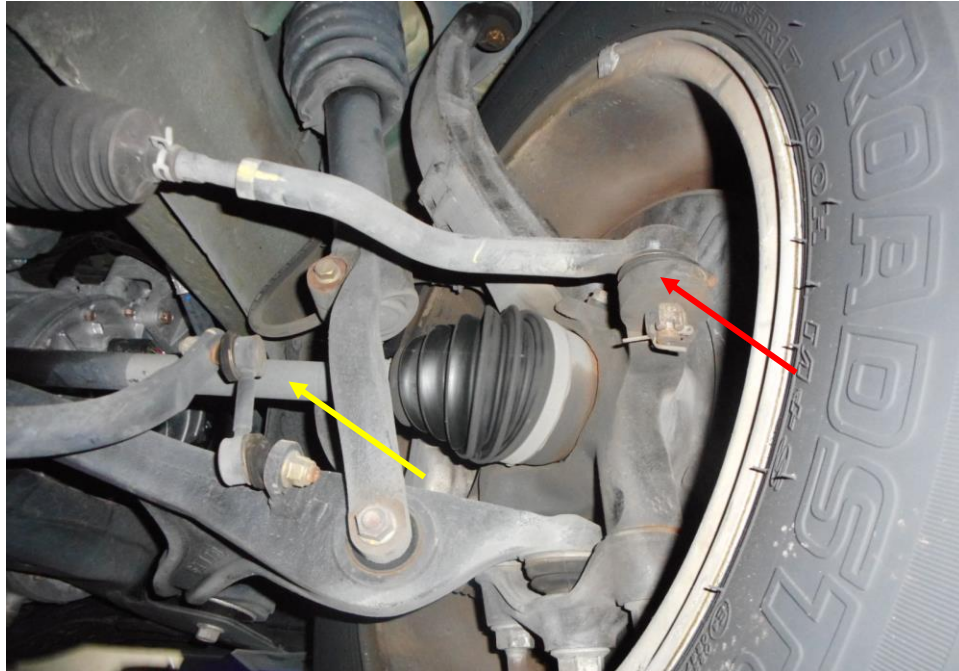


Photo 15 shows the various undercarriage components at the front right wheel of the Motor Taxi, in particular the steering tie rod end (arrowed) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Taxi was likely 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 16 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.



Photo 17 shows the brake pipe (arrowed) at the rear right wheel of the Motor Taxi. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Taxi. My static tests of the Motor Taxi'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 Taxi 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 Taxi. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Taxi. My static tests of the Motor Taxi'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 Taxi 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 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.

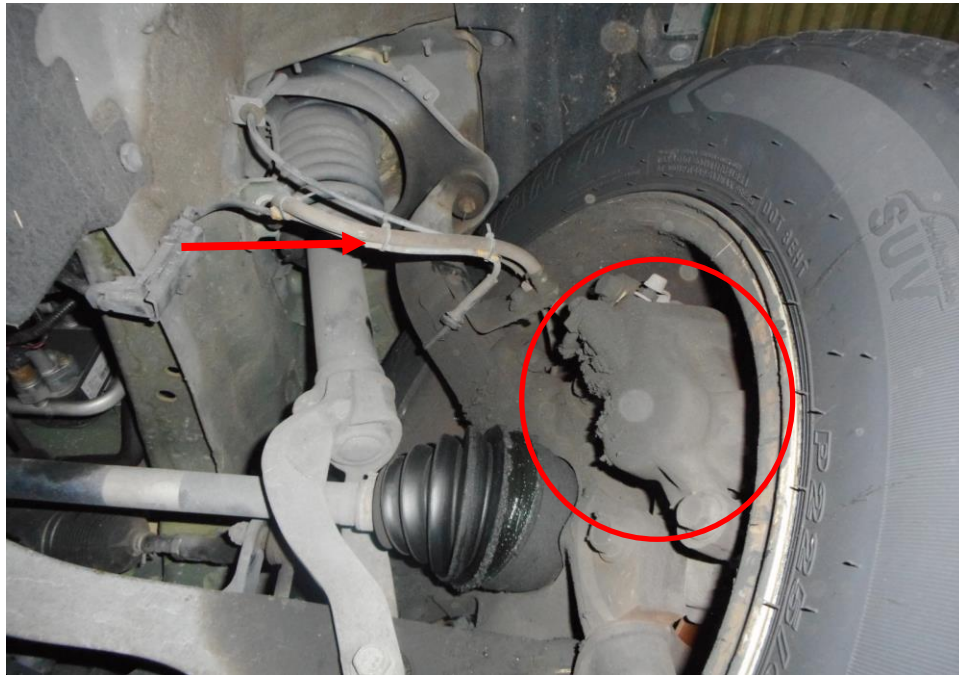


Photo 20 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Taxi. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 21 shows the front right wheel of the Motor Taxi 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 Taxi was likely to be in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. Motor Taxi'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 System (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 22 & 23 below.



Photo 22 shows the warning light for Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS) and Traction Control System (TC) appearing on the instrument panel of the Motor Taxi during the self-test of its various electronic operating systems when its engine was cranked.



Photo 23 shows no warning lights illuminated on the instrument panel of the Motor Taxi after the engine was cranked. This would suggest that there was no abnormality to the various electronic operating systems of the Motor Taxi, like the ABS, SRS and TC.

Seat Belts

14. The Front right, front left, rear right and rear left seat belts of the “Motor Taxi” 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 Taxi

15. A short operational test of the Motor Taxi, 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 Taxi forward, stopping, before reversing and coming to a stop again.
16. During the operational test, the transmission system of the Motor Taxi 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 Taxi’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 Taxi was able to slow down and come to a complete stop upon depressing of the brake pedal. (Refer to photo 2 & 21)

Conclusion

17. From my physical inspection of the Motor Taxi, 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 Taxi that may have caused and/or contributed to the accident. This is also taking into consideration that the operational test of the Motor Taxi, 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 4 tyres fitted on 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 5mm – 6.1mm.



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