

Your Ref: SMH 8192E
Our Ref : CI/TP20007350/D

14 July 2020

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**INSPECTION REPORT OF A MERCEDES BENZ CLA 180 MOTOR CAR WITH
REGISTRATION NUMBER SMH 8192E**

1. I refer to your request on 18 June 2020 to conduct a physical inspection of a Mercedes Benz CLA 180 motor car with registration number SMH 8192E (herein referred to as "**Motor Car**").
2. The purpose of this inspection is to primarily determine: -
 - a) the general road worthiness of the Motor Car, whether there is any possible mechanical problem(s) and/or operational issue(s) to the various operating systems of the Motor Car;
 - b) whether the Motor Car was accident and/or damage free.
3. Following the request, I had carried out a physical inspection of the Motor Car on 18 June 2020 at the premises of LKK office. The Motor Car was hoisted up during the inspection to facilitate my examination of its undercarriage. I had also conducted a short test drive of the Motor. My observations and comments with respect to this inspection and test drive are set out below.

Inspection of the Motor Car

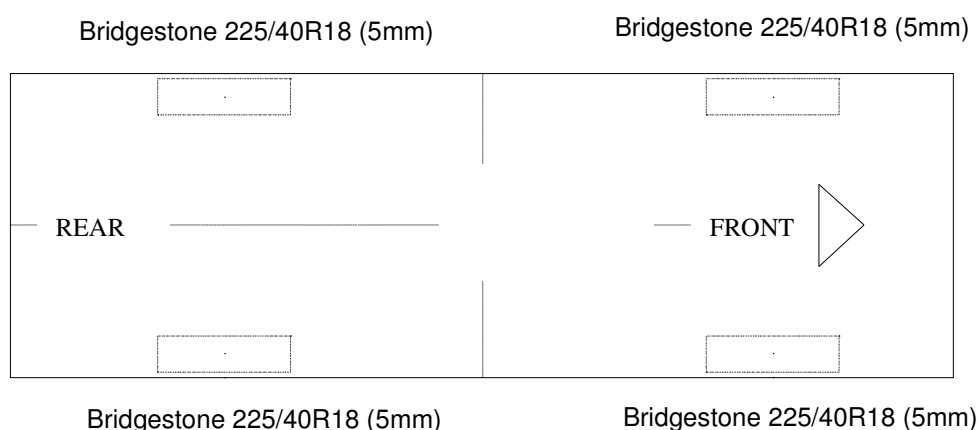
4. The mileage of the Motor Car recorded at the time of my inspection was 22,456km.

Exterior Condition

5. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.

Tyres and Wheel Rims

6. It was fitted with 18inch sport wheel rims that were wrapped with tyres that were observed to be of serviceable condition. The tyres were also sufficiently inflated for vehicular operation. The tyre brand, tyre size and approximate remaining tread depth of the 4 tyres of the Motor Car were recorded as follows: -



Body Panels (Detachable & Non-detachable)

7. The detachable body panels of the Motor Car like the front fenders, front bumper, rear bumper, doors, bonnet and rear bootlid amongst others were all found to be fitted securely. The front bumper was found with signs suggesting that work was carried out previously to remove and re-fit the front bumper.
8. Checks on the non-detachable body panels like the rear fenders, floorboard, roof panel, pillars and rocker panels amongst others, revealed that these body panels were spot welded onto the chassis/structural body of the Motor Car. The original factory sealant at the joints of the non-detachable body panels was all untouched indicating no replacement of the non-detachable body panels were carried out; and that these body panels were all originally fitted.

Chassis/Structural Body

9. Visually, I did not find any weld marks, other than the original spot weld marks, on the chassis/structural body of the Motor Car. The original factory sealant at the joints along the chassis/structural body was also untouched, again indicating that no replacement of the chassis/structural body was carried out; and that the chassis/structural body was originally fitted.

Interior Compartment (Seats)

10. The seats of the Motor Car were found to be secured to the floorboard of the Motor Car via seat rails bolted onto the floorboard. Retractable seat belt reels and pre-tensioners were fitted on all seats of the Motor Car. The seat belt reels were tested and were able to be fastened securely into the respective pre-tensioners that were fixed to the side of all the seats.

Electronic Safety Features

11. The Motor Car's automatic self-test of the functionality of its various electronic safety features like the Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS), Tyre Pressure Monitor (TPM) and Traction Control System (TCS) during cranking of the engine had indicated that these electronic systems were in working condition. This was determined from the respective warning lights disappearing from the instrument panel after the self-test.

Engine Compartment & Operating Fluids

12. My examination of the engine compartment of the Motor Car revealed that the various parts and components inside the engine compartment were all intact and properly fitted. The engine oil, 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.
13. My checks on the underside of the Motor Car revealed no sign(s) or indication(s) of fluid leakage and/or fluid stain(s). The engine block and automatic transmission assembly were both secured properly. They were not mounted onto the chassis/structural body or any integral body part of the Motor Car. All undercarriage components of the Motor Car were also observed to be intact and secured in an appropriate manner.

Steering System & Braking System

14. 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. The brake hoses and brake pipes were all intact with no leakage found. 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 and that the braking system is in serviceable condition.

15. 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 revealed that these components were all generally in good condition.

Others

16. When the Motor Car was hoisted during the inspection, I had observed the engine undercover was broken at the left side. Upon closer examination, the aluminium crossmember was found to be dented/damaged at the area where the engine undercover was torn. Apart from these, the front section of the front left chassis member appears to be re-painted recently as compared to the same area of the front right chassis member.

Test Drive of the Motor Car

17. I subsequently conducted a test drive of the Motor Car to operationally determine if there was any possible mechanical problem(s) to the various operating systems of the Motor Car. The test drive was carried out along several arterial roads, expressway and carparks in the vicinity of LKK where I was able to make multiple right turns and left turns; travel over road humps; left bend and right bend; upslope and downslope; as well as accelerate at speed along the expressway.
18. During this test drive, the general performance, stability, braking and handling of the Motor Car were satisfactory. No abnormal sound(s) was heard when executing left turns and right turns or when the Motor Car was going over road humps.
19. Operationally, I did not find any abnormal behaviour of the steering system and braking system. The Motor Car had responded well to my steering input and was able to come to a complete stop effectively during braking. The mileage of the Motor Car at the end of the test drive was 22,467km.

Conclusion

20. Basing on my physical inspection of the Motor Car, I am of the view that the overall general condition of the Motor Car was relatively good as at the time of my inspection. There was no sign(s) or indication(s) of any work (repair) done to the chassis/structural body of the Motor Car. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found.
21. Notwithstanding paragraph 20, the Motor Car cannot be considered to be accident and/or damage free as I had found damage at the front left underside of the Motor Car that would seem to suggest that it was involved in an accident. The front bumper was also found with signs of removal and re-fitting works carried out.
22. My test drive of the Motor Car revealed no evidence to suggest possible mechanical problem(s) to the Motor Car. I did not experience any abnormal behaviour and/or sound(s) from the various operating systems of the Motor Car. The general performance, stability, braking and handling of the Motor Car were satisfactory throughout the Motor Car's short test drive. In general, I had found the Motor Car to be of road worthy condition. See photo 1 – 20 below taken at the time of my inspection.



Photo 1 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 in relatively good general condition with no loose exterior fittings observed.



Photo 2 shows a general view of the rear left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in relatively good general condition with no loose exterior fittings observed. The mileage of the Motor Car recorded at the time of my inspection was 22,456km.



Photo 3 shows a general view of the engine compartment of the Motor Car at the time of my inspection. The various parts and components inside the engine compartment were all observed to be intact and properly fitted. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found inside the engine compartment.

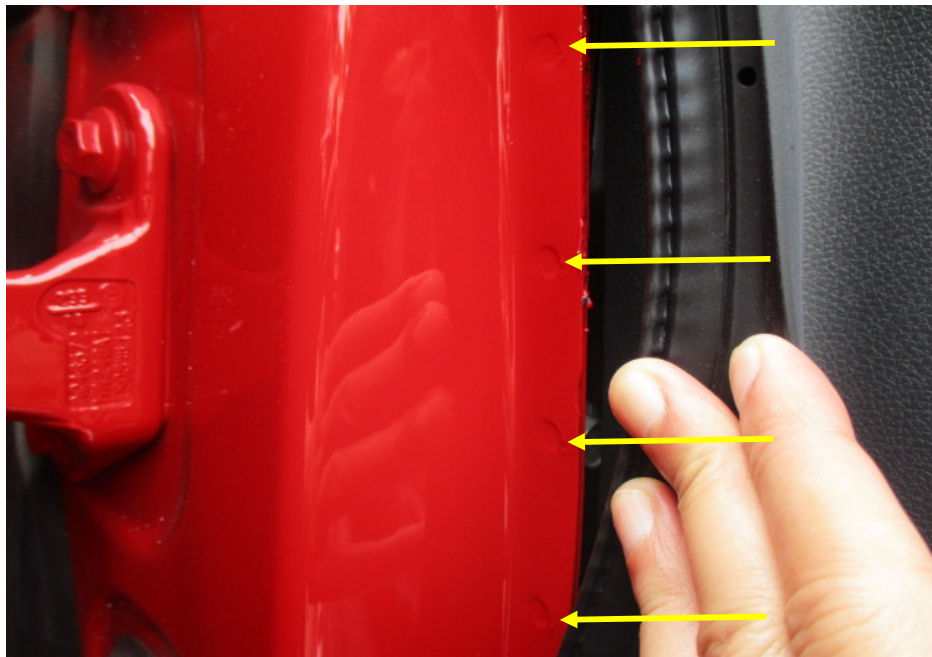


Photo 4 shows the left "A" pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the non-detachable body panels of the Motor Car, indicating that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted.



Photo 5 shows the warning lights for the various electronic safety features appearing on the instrument panel of the Motor Car during its self-test when the engine is cranked, in particular the ABS, SRS, TPM and TCS lights (arrowed).



Photo 6 shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, TPM and TCS systems of the Motor Car during the self-test. These electronic systems were hence in working condition at the time of my inspection.



Photo 7 shows the Motor Car hoisted up for checks on its undercarriage. There was no sign(s) or indication(s) of fluid leakage and/or fluid stain(s) on the underside of the Motor Car. The undercarriage components of the Motor Car were also all observed to be intact and secured in an appropriate manner.



Photo 8 shows a general view of the control arms and linkages at the rear right wheel of the Motor Car. I did not observe any fluid leak and/or fluid stain on the underside of the Motor Car. All of the Motor Car's undercarriage components were observed to be intact and secured in an appropriate manner.



Photo 9 shows the various undercarriage components at the front right wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner.

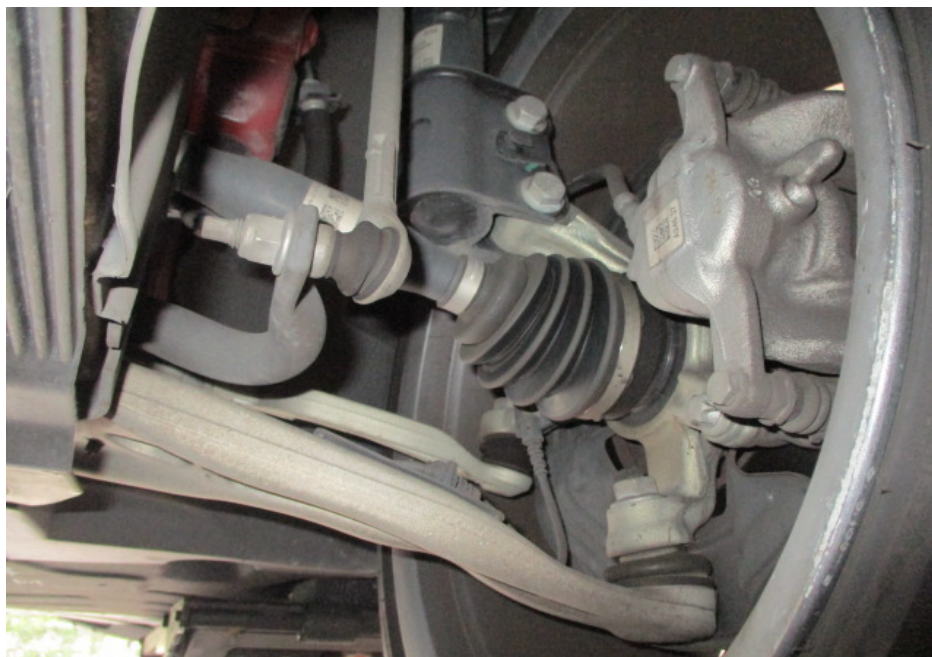


Photo 10 shows the various undercarriage components at the front left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. I also did not observe any fluid leak and/or fluid stain on the underside of the Motor Car.



Photo 11 shows the front underside of the Motor Car. During my examination of the Motor Car's underside, I had observed that the engine undercover was broken at the left side (arrowed).



Photo 12 shows a closer view of the broken (circled) engine undercover. Upon closer examination, the Motor Car's aluminium crossmember was found to be dented/damaged at the area where the engine undercover was torn.

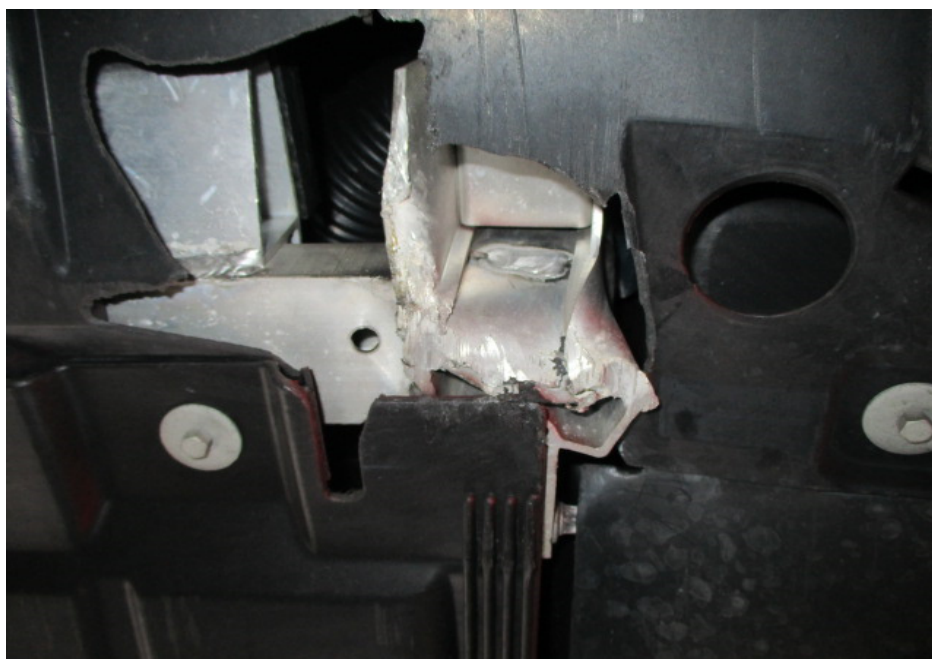


Photo 13 shows the aluminium crossmember that was found to be dented/damaged at the area where the Motor Car's engine undercover was torn.



Photo 14 shows another view of the aluminium crossmember that was found to be dented/damaged.



Photo 15 shows the same area (circled) at the right side of the aluminium crossmember, which was undamaged, for comparison with the dented/damaged area at the left side (refer to photograph 14 above).



Photo 16 shows the front section of the front left chassis member of the Motor Car. The paint of the front section appears to be fresh as compared to the same area of the front right chassis member (refer to photograph 17 below).



Photo 17 shows the front section of the front right chassis member of the Motor Car. The paint of the front section does not appear to be as bright when compared to the same area of the front left chassis member (refer to photograph 16 above). This would suggest that the front section of the front left chassis member of the Motor Car was recently repainted.



Photo 18 shows one of the Motor Car's front bumper attaching screws. Upon my close examination, this attaching screw at the right side of the front bumper appears to have been removed and re-fitted as the positioning of the washer (arrowed) was not align to its original position as seen from the circular imprint mark that was formed when the washer was at its original position.

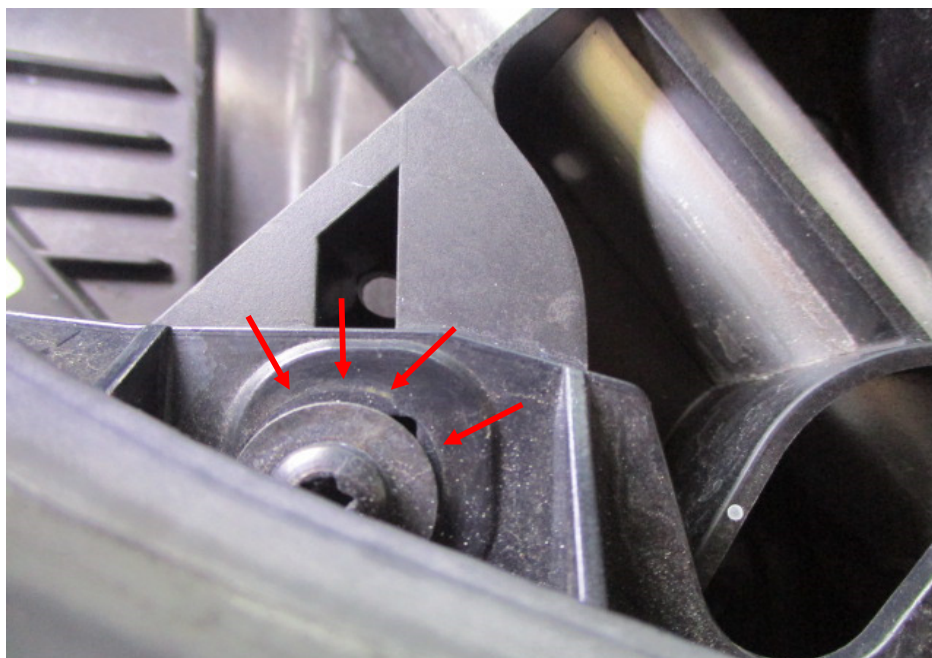


Photo 19 shows a closer view of the imprint mark (arrowed) that was formed when the washer for the attaching screw was at its original position. Since the imprint marks could be seen, the positioning of the washer at the time of my inspection was hence not its original position, indicating that the attaching screw was removed and re-fitted. This would suggest work carried out previously to remove and re-fit the Motor Car's front bumper.

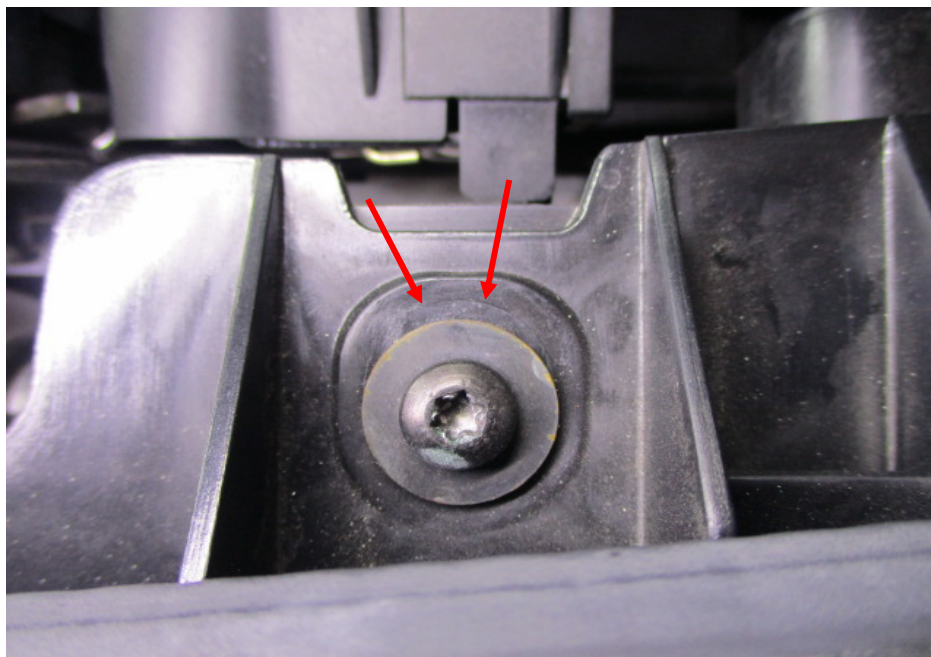


Photo 20 shows the other attaching screws for the Motor Car's front bumper. The circular imprint mark that was seen surrounding the washer for the attaching screw at the right side of the Motor Car's front bumper (refer to photograph 19 above) was similarly seen (arrowed) surrounding the washers for the other attaching screws.

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