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Our Ref : CI/TPD20011119/P

14<sup>th</sup> October 2020

**General Investigation Team**

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

**MECHANICAL INSPECTION REPORT OF MOTOR TAXI SHC 1614L**

1. I refer to your request on 16<sup>th</sup> September 2020 to conduct a physical inspection of a Motor Taxi bearing registration number SHC 1614L (herein referred to as "**Motor Taxi**"), which was involved in a road traffic accident on 2<sup>nd</sup> July 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 13<sup>th</sup> October 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**

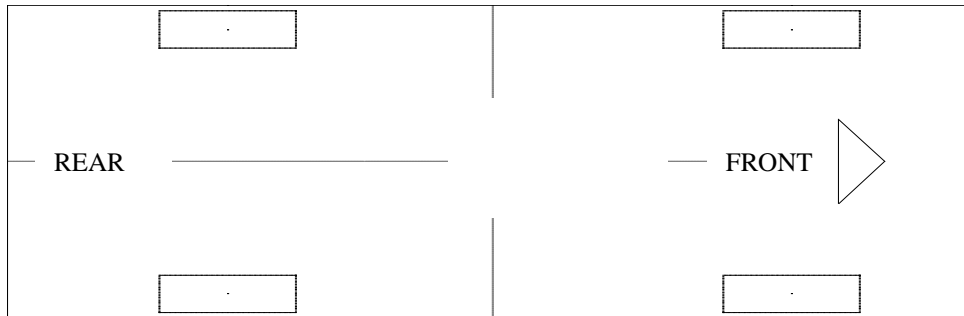
4. The mileage of the Motor Taxi at the time of my inspection was 109,388km.
5. The Motor Taxi was observed to have sustained damage at its front and left portion. Its front bonnet, front bumper and front left fender were amongst the body parts that were damaged as a result of the accident.

**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:-

Dunlop 195/65R15 (4.1mm)

Westlake 195/65R15 (6.5mm)



Dunlop 195/65R15 (2.5mm)

Westlake 195/65R15 (6.8mm)

7. The 4 tyres were observed to be wrapped around standard steel wheel rims that were found to be without any damage. See photo 1 – 10 below.



**Photo 1** shows the mileage of the Motor Taxi at the time of my inspection. The mileage observed was 109,388km.



**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 and left portion. Its front bonnet, front bumper and front left fender were amongst the body parts that were damaged as a result of the accident.



**Photo 3** shows the close up view of the Motor Taxi's front portion at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front bonnet and front bumper (red arrows) were amongst the body parts that were damaged as a result of the accident.





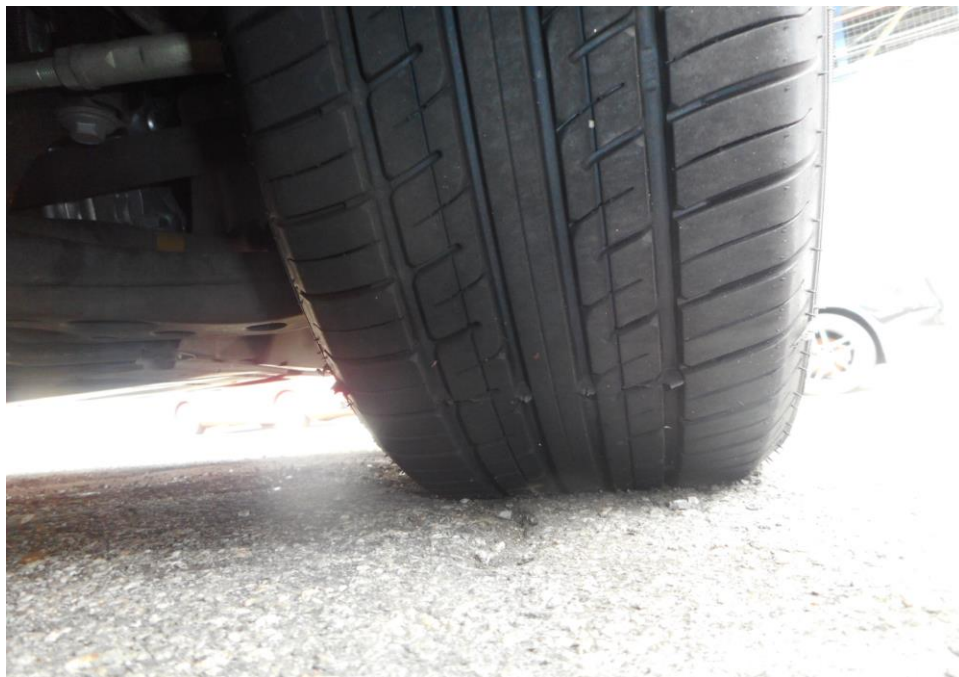
**Photo 4** shows the close up view of the Motor Taxi's front left body at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front left fender (circled) were amongst the body parts that were damaged as a result of the accident.



**Photo 5** shows a general view of the Motor Taxi's right body at the time of my inspection. The right portion of the Motor Taxi was observed to have been unaffected by the accident.



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

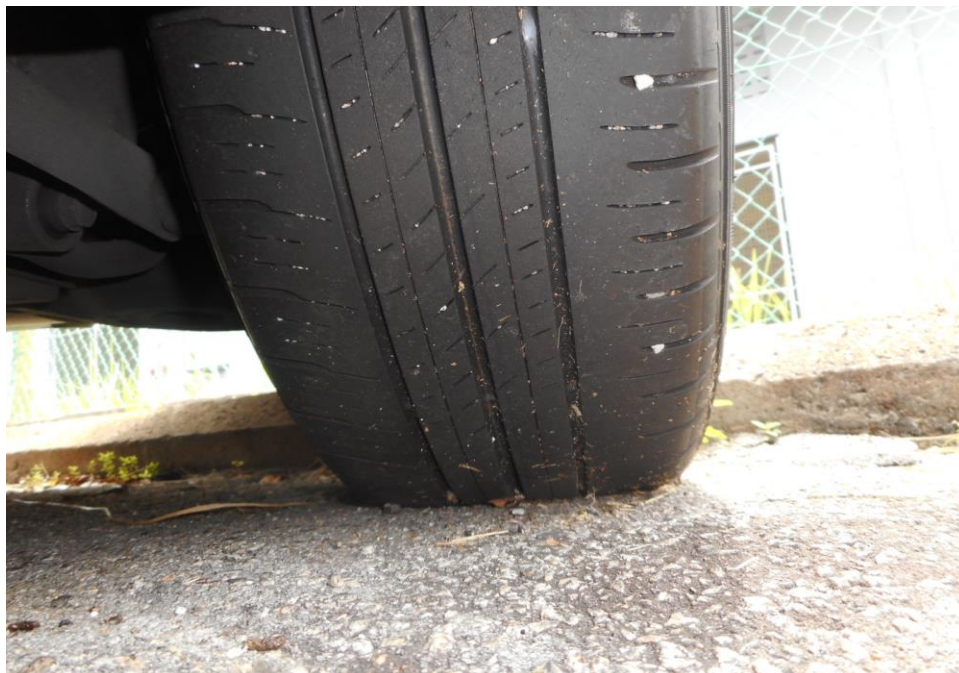


**Photo 7** shows the condition of the front right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 6.8mm. The tyre was sufficiently inflated for vehicular operation with no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread. The 4 tyres of the Motor Taxi were wrapped around standard steel wheel rims without any damage.





**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 2.5mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



**Photo 9** 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 4.1mm. The tyre, which was wrapped around steel wheel rim, was also observed to be sufficiently inflated for vehicular operation. The 4 tyres of the Motor Taxi were wrapped around standard steel wheel rims.



**Photo 10** 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 6.1mm. 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 Motor Taxi's 4 tyres.

### **Engine Compartment & Operating Fluids**

8. Upon examination of the engine compartment of the Motor Taxi, 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 Taxi.
10. My subsequent checks on the underside of the Motor Taxi also revealed no sign(s) or indication(s) of fluid leak and/or fluid stain(s). Visually, the various undercarriage components of the Motor Taxi were all observed to be intact and without any visible damage. See photo 11 – 15 below.

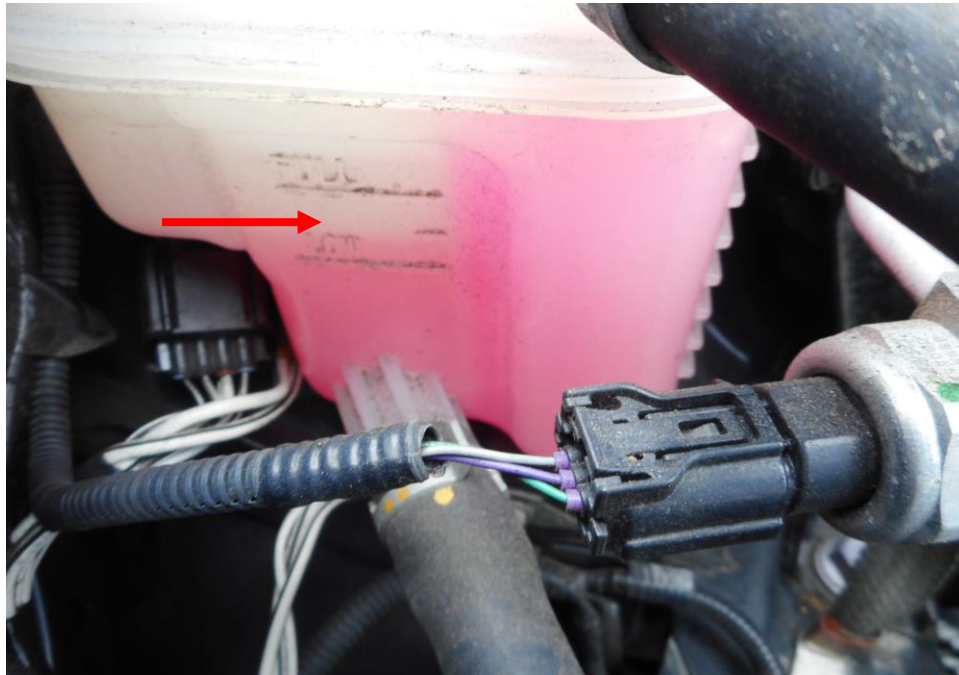


**Photo 11** shows a general view of the Motor Taxi's engine compartment. The various parts and components inside the engine compartment were unaffected by the accident. There was also no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment.



**Photo 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 checks being carried out to the engine coolant 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 engine oil dip stick of the Motor Taxi at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



**Photo 15** 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.

### **Braking System & Steering 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 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 abnormality to the steering system. I experience 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 rod ends and ball joints revealed that these components were all generally in good condition. However, the tie rod at the front left wheel was observed to be damaged as a result of the accident. See photo 16 - 21 below.





**Photo 16** 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 17** shows the brake hose/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. Static tests of the Motor Taxi's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Taxi were also all found to be intact and without any visible damage.

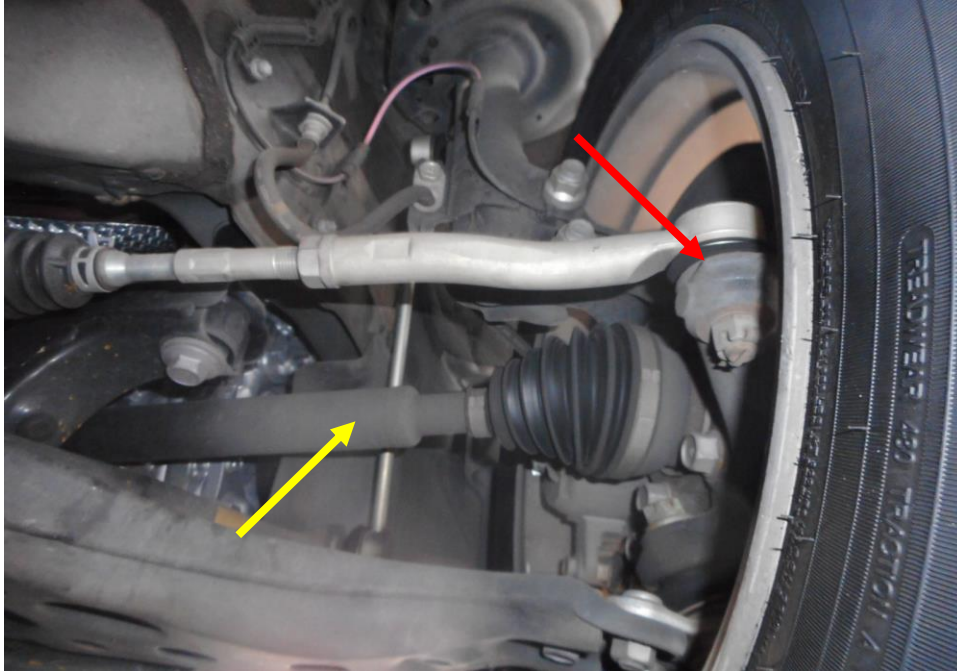




**Photo 18** shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Taxi. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Taxi. Static tests of the Motor Taxi's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Taxi were also all found to be intact and without any visible damage.



**Photo 19** 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.



**Photo 20** shows the various undercarriage components at the front right wheel of the Motor Taxi, 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 Taxi 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 Taxi.



**Photo 21** shows the various undercarriage components at the front left wheel of the Motor Taxi, 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 Taxi 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 left wheel of the Motor Taxi.

## Electronic Safety / Warning Indicators

13. The Motor Taxi's automatic self-test of the functionality of its electronic operating systems like the Supplemental Restraint System (SRS) and Electric Power Steering System (EPS) during cranking of the engine had indicated that the system were in working condition and without abnormality. This can be established from the warning lights disappearing from the instrument panel after the self-test. However, the Anti-Lock Brake System (ABS) and Traction Control System (TC) light remained illuminated up, this is likely cause by the result of the accident. See photo 22 & 23 below.



**Photo 22** shows the warning light for the Supplemental Restraint System (SRS), Electric Power Steering System (EPS), Anti-Lock Brake System (ABS) and Traction Control System (arrowed) 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** However, the Anti-Lock Brake System (ABS) and Traction Control System (arrowed) lights remained illuminated on the instrument panel of the Motor Taxi after the engine was cranked. This was likely caused by the result of the accident.

### **Seat Belts**

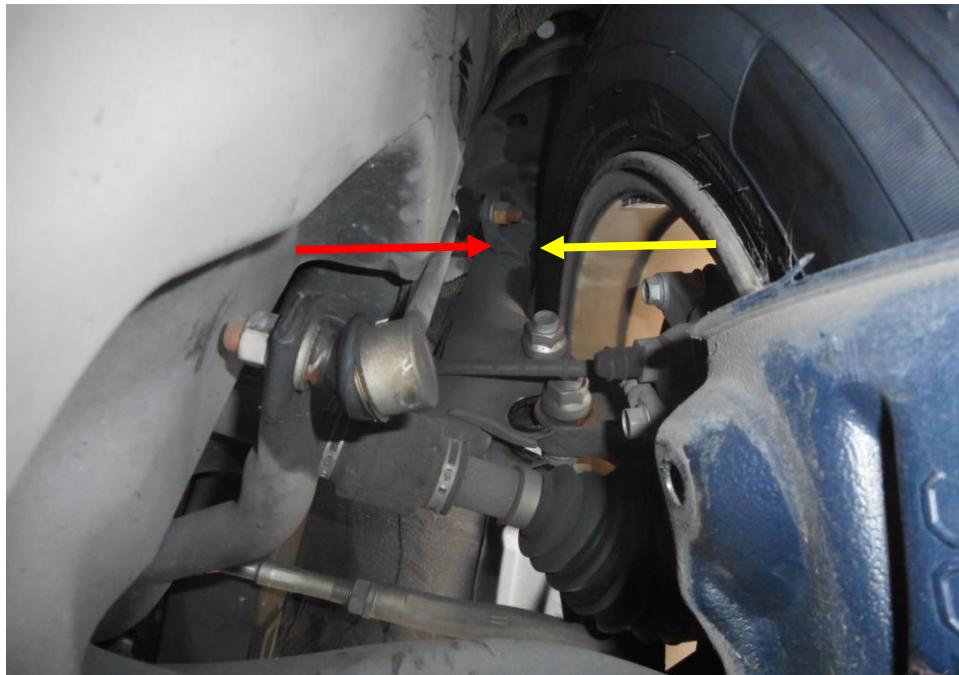
14. The front right, front left, rear right and rear left seat belts of the “Motor Taxi” were tested and all the seat belts were able to be fastened securely into the respective pre-tensioners that were fitted at the sides of each seat.

### **Operational Behaviour of the Motor Taxi**

15. A Operational test by driving the Motor Taxi 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 (The front left and the front left Suspension system of the Motor Car was damaged and stuck together as a result of the accident.). See Photo 24 & 25 below.



**Photo 24** shows general view of the front left wheel and the front left suspension system was stuck together as a result of the accident



**Photo 25** shows the close up view of the damaged caused to the front left wheel (yellow arrow) and the front left suspension system (red arrow) resulting to both to be stuck together (arrowed) as a result of the induced impact from the accident.

## Conclusion

16. For this particular case, from my visual inspection of the Motor Taxi, the front left wheel and the front left suspension system was likely damaged as a result of the accident and the extent of damage that it had sustained had prevented me from carrying out any operational test, however it appears that its engine system, transmission system and braking system were all in found to be in serviceable condition at the material time. I did not find any evidence(s) to suggest that there was possible mechanical failure and/or abnormal behaviour to the Motor Taxi that may have caused and/or contributed to the accident.
17. 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 2.5mm to 6.8mm.



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