

Your Ref: TP/IP/32267/2020
Our Ref : CI/TPD20012451/P

28th December 2020

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR TAXI SHA 1458G

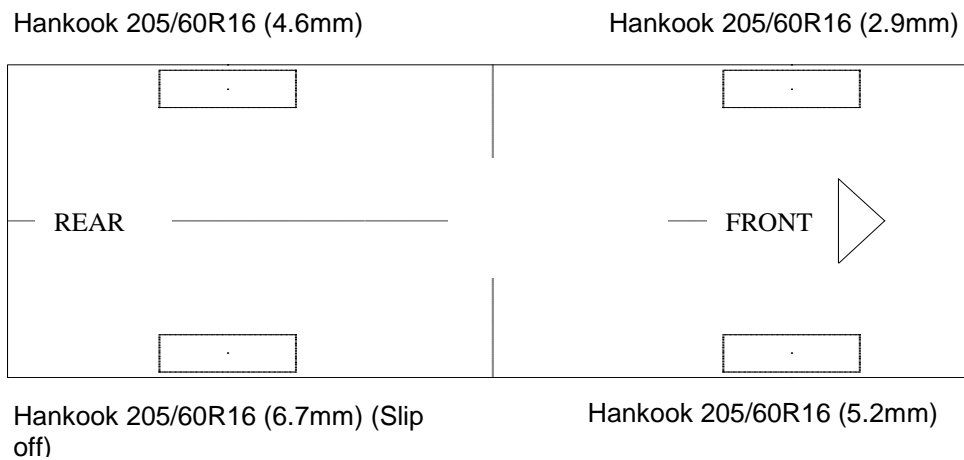
1. I refer to your request on 11th November 2020 to conduct a physical inspection of a Motor Taxi bearing registration number SHA 1458G (herein referred to as "**Motor Taxi**"), which was involved in a road traffic accident on 30th July 2020.
2. The objective of the inspection is to determine if there 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 23rd December 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 715,472km.
5. The Motor Taxi was observed to have sustained damage at its front, left, rear and roof portion. Its front windscreen, bumper, bonnet, front left fender, front left headlamp, its left body panels, rear windscreen, rear boot and roof 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 right rear tyre was observed to slip out of the rim as a result of the accident. However the other 3 tyre were 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 right rear tyre was observed to slip out of the rim as a result of the accident. However the other 3 tyre were observed to be wrapped around standard steel wheel rims that were found to be without any damage. See photo 1 – 13 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 715,472km



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 sustained damage at its front, left, rear and roof portion. Its front windscreen, bumper, bonnet, front left fender, front left headlamp, its left body panels, rear windscreen, rear boot and roof were amongst the body parts that were damaged as a result of the accident.

51 UBI AVE 1, #01-25 PAYA UBI INDUSTRIAL PARK, SINGAPORE 408933 TEL : (065) 62563561 FAX : (065) 67414108



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 windscreen (red circle) and front bonnet (yellow circle) were amongst the body parts that were damaged as a result of the accident.

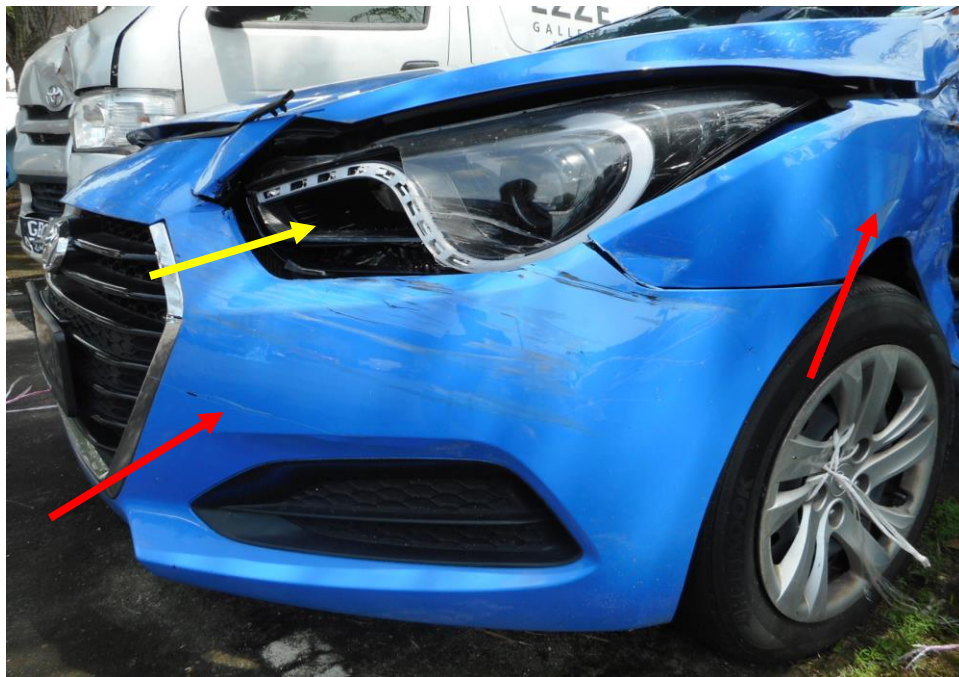


Photo 4 shows the close up view of the Motor Taxi's front body at the time of my inspection. The Motor Taxi was observed to have sustained damage at its front portion. Its front bumper, front left fender (red arrows), front left headlamp (yellow arrow) were amongst the body parts that were damaged as a result of the accident.



Photo 5 shows a general view of the Motor Taxi's left body at the time of my inspection. The Motor Taxi was observed to sustained damage at its left portion. Its left body panels were amongst the body parts that were damaged as a result of the accident.



Photo 6 shows a close up view of the Motor Taxi's left body at the time of my inspection. The Motor Taxi was observed to sustained damage at its left portion. Its left front door body panel were amongst the body parts that were damaged as a result of the accident.



Photo 7 shows a close up view of the Motor Taxi's left body at the time of my inspection. The Motor Taxi was observed to sustained damage at its left portion. Its left rear door body panel were amongst the body parts that were damaged as a result of the accident.



Photo 8 shows the close up view of the Motor Taxi's top and rear portion at the time of my inspection. The Motor Taxi was observed to sustained damage at its rear and roof portion. Its roof (arrowed) and rear windscreen (circled), were amongst the body parts that were damaged as a result of the accident.



Photo 9 shows the close up view of the Motor Taxi's rear body at the time of my inspection. The Motor Taxi rear was observed to sustained damage at its rear portion. Its rear boot, rear bumper (red arrows) and rear right headlamp (yellow arrow) were amongst the body parts that were damaged as a result of the accident.

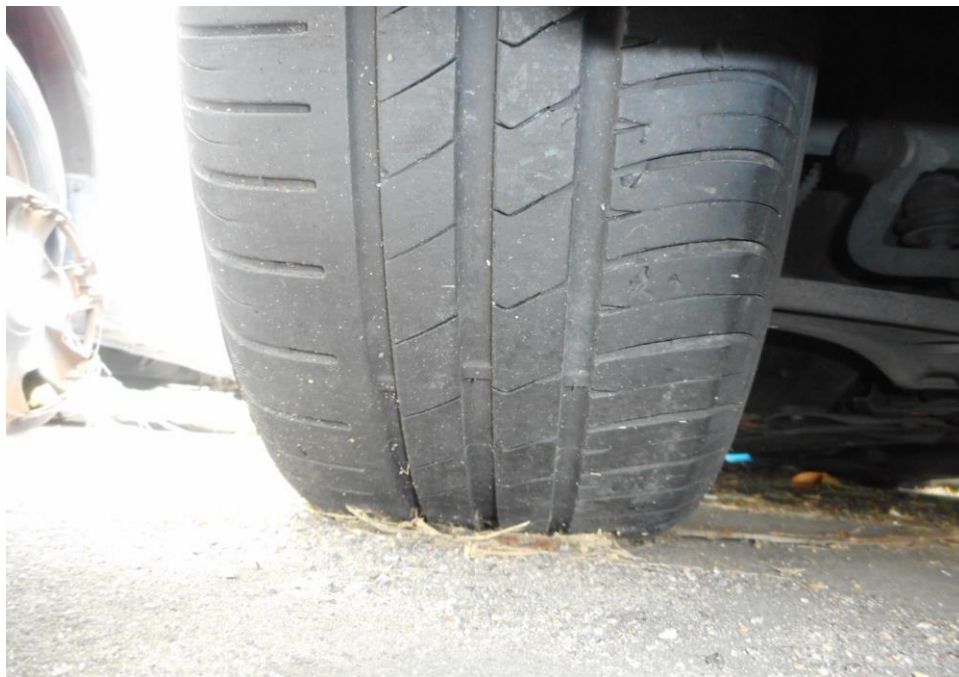


Photo 10 shows the condition of the front right tyre of the Motor Taxi, which was observed to be in serviceable condition with remaining tread depth of approximately 5.2mm. The tyre was sufficiently inflated for vehicular operation with no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread.



Photo 11 shows the condition of the rear right tyre of the Motor Taxi, which was observed to slip off the rim as a result of the accident. The remaining tread depth of approximately 6.7mm. The tyre was observed to be deflated with no tear, cut or burst mark(s).



Photo 12 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 4.6mm. The tyre, which was wrapped around steel wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 13 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 2.9mm. 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 fluid stain. Visually, the various undercarriage components of the Motor Taxi were all observed to be intact and without any visible damage. See photo 14 – 18 below.



Photo 14 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 15 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 16 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 17 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 18 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 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 19 - 24 below.

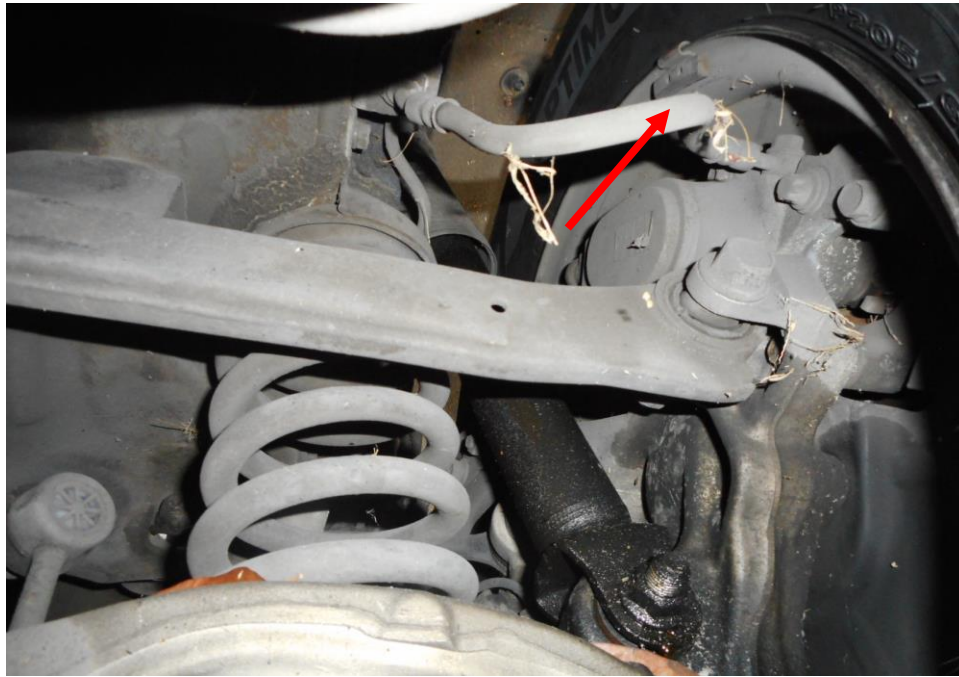


Photo 19 shows the brake hose/pipe (arrowed) at the rear right wheel of the Motor Taxi. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the drum brake, brake booster, brake pedal etc. had revealed all to be intact and without visible damage.



Photo 20 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.

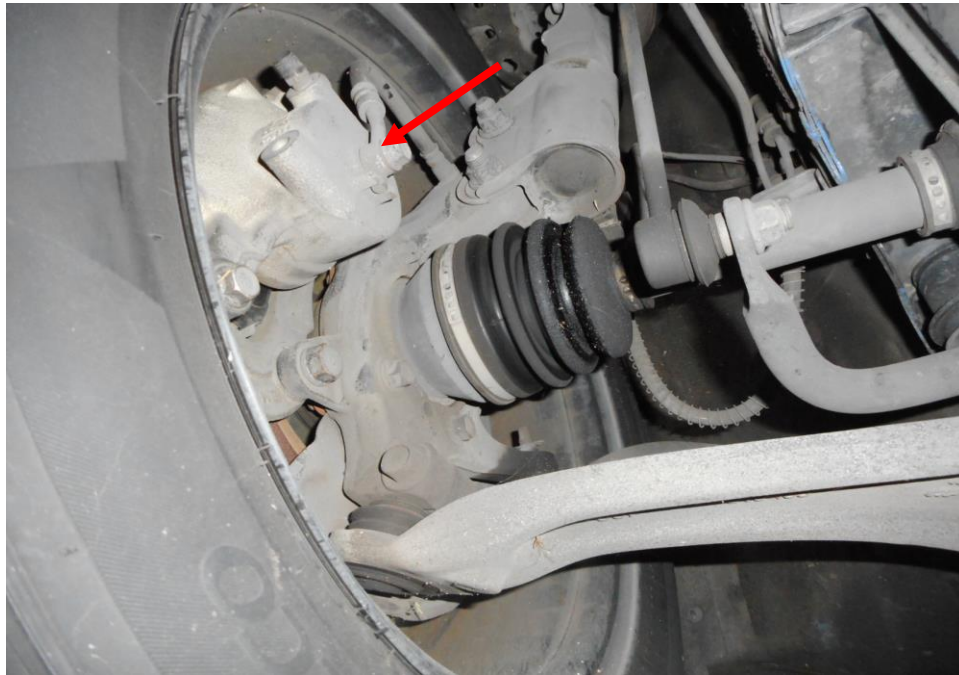


Photo 21 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Taxi. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Taxi. Static tests of the Motor Taxi's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Taxi were also all found to be intact and without any visible damage.

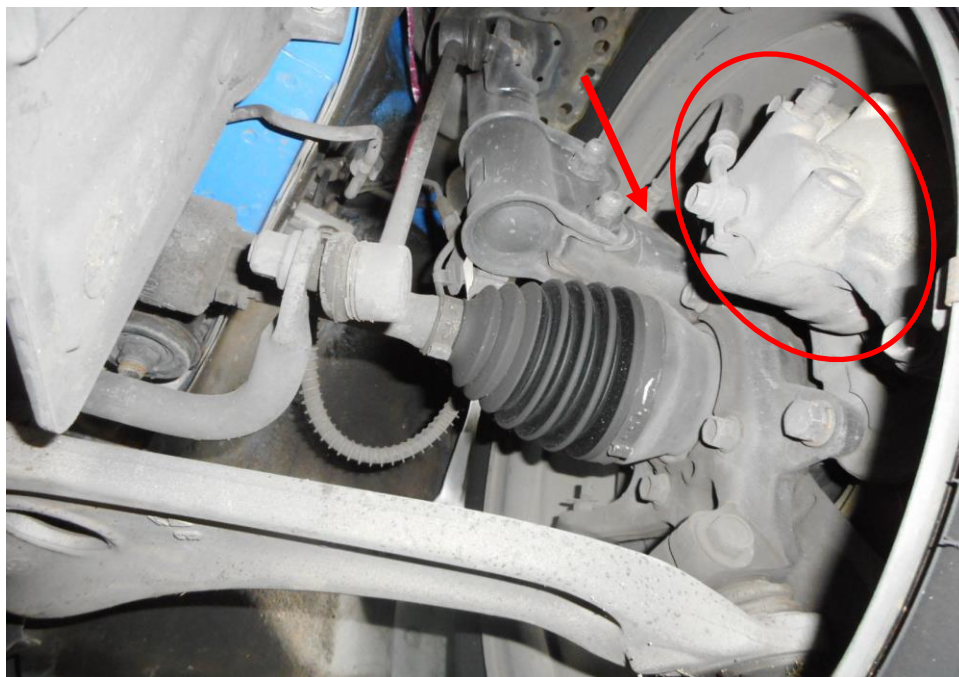


Photo 22 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Taxi. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage.

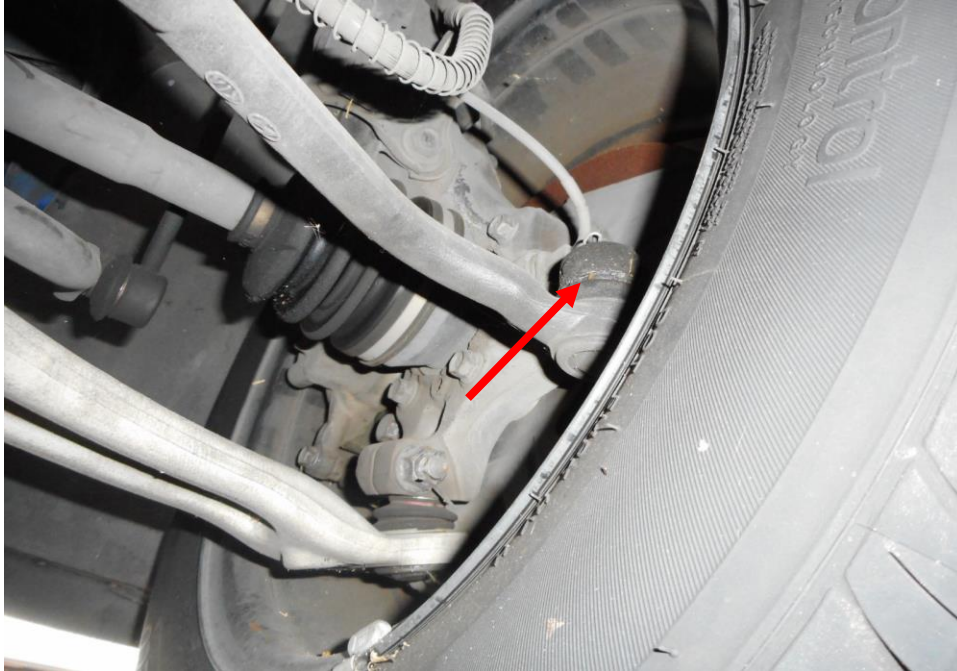


Photo 23 shows the various undercarriage components at the front right wheel of the Motor Taxi, in particular the steering tie rod (red arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Taxi was likely to be in serviceable condition 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.

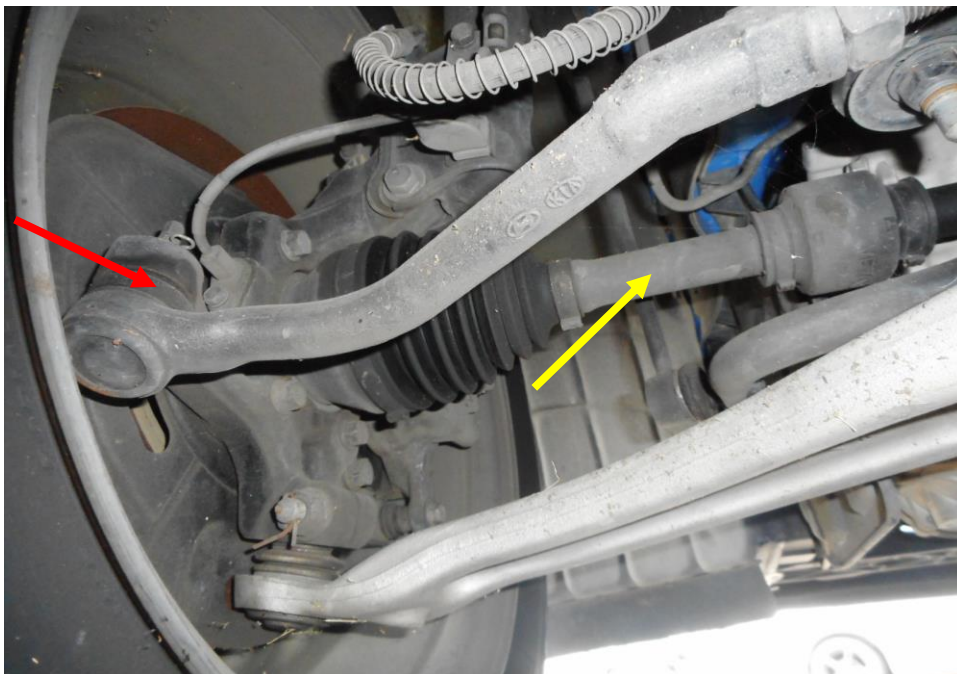


Photo 24 shows the various undercarriage components at the front left wheel of the Motor Taxi, in particular the steering tie rod (red arrow) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Taxi was likely to 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 various electronic operating systems like the Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS) and Electric Power Steering System (EPS) 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.
14. After cranking the engine, only the Supplemental Restraint System (SRS) (arrowed) remained illuminated on as this is likely due by the result of the accident to the Motor Taxi. See photo 25 & 26 below.



Photo 25 shows the warning light for Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS), Electric Power Steering System (EPS) 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 26 shows only the Supplemental Restraint System (SRS) (arrowed) remained illuminated on as this is likely caused by the result of the accident to the Motor Taxi. However, there was no other 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, TC and EPS.

Seat Belts

15. 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

16. An 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 Taxi could not be conducted given the extent of damage that it had sustained to its body structure as a result of the accident and it is unsafe to be operated.

Conclusion

17. 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). However it appears that its 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.
18. The rear right tyre was observed to slip off the rim as a result of the accident. However, the 3 tyres of the Motor Taxi 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 2.9mm to 5.2mm and rear right tyre remaining tread depth of approximately 6.7mm.



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.