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Our Ref : CI/TPD20012462/P

7th December 2020

General Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SLG 6887P

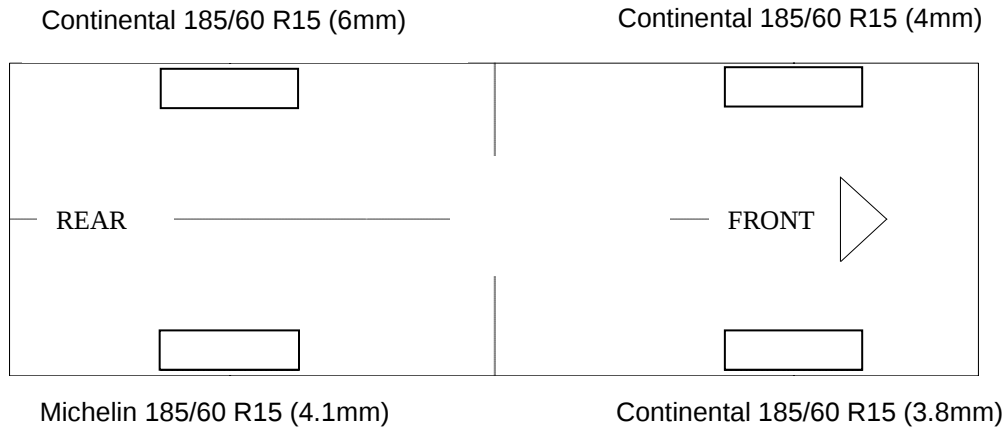
1. I refer to your request on 11th November 2020 to conduct a physical inspection of a Motor Car bearing registration number SLG 6887P (herein referred to as "**Motor Car**"), which was involved in a road traffic accident.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Car that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Car on 7th 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 Car at the time of my inspection was 103,355km.
5. There was no visible damage observed on Motor Car at the time of my inspection.

Tyres and Wheel Rims

6. The 4 tyres of the Motor Car 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 Car 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 – 9 below.



Photo 1 shows a general view of the instrument cluster of the Motor Car at the time of my inspection. The mileage of the Motor Car was 103,355km



Photo 2 shows a general view of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.



Photo 3 shows a general view of the right body of the Motor Car at the time of my inspection. The Motor Car was observed to be intact and unaffected by the accident.



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



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

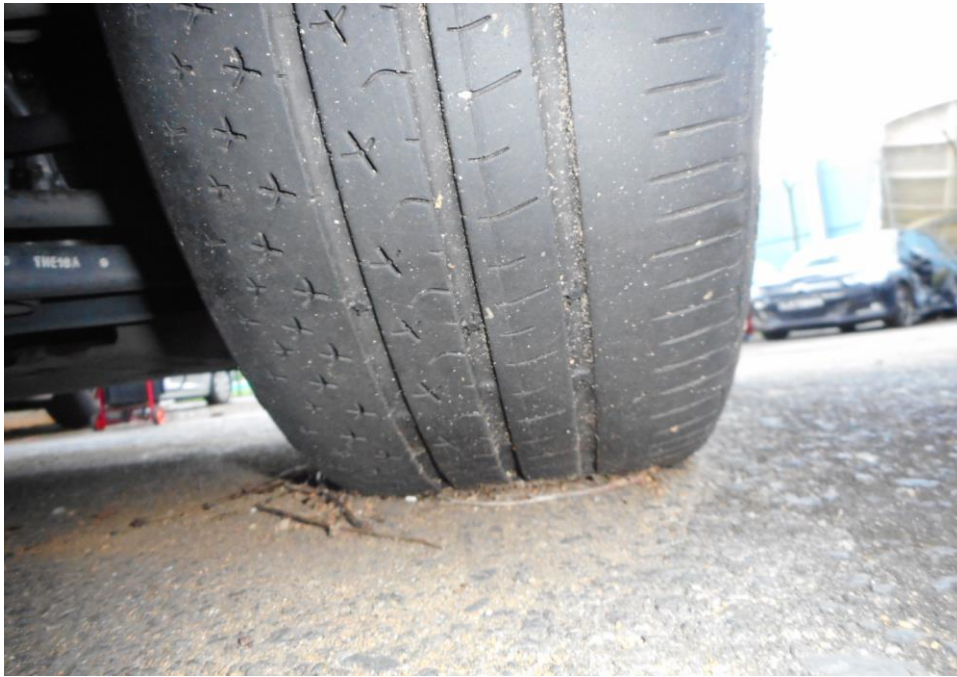


Photo 6 shows the condition of the front right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 3.8mm. The tyre, which was wrapped around standard alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation. 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 Car.

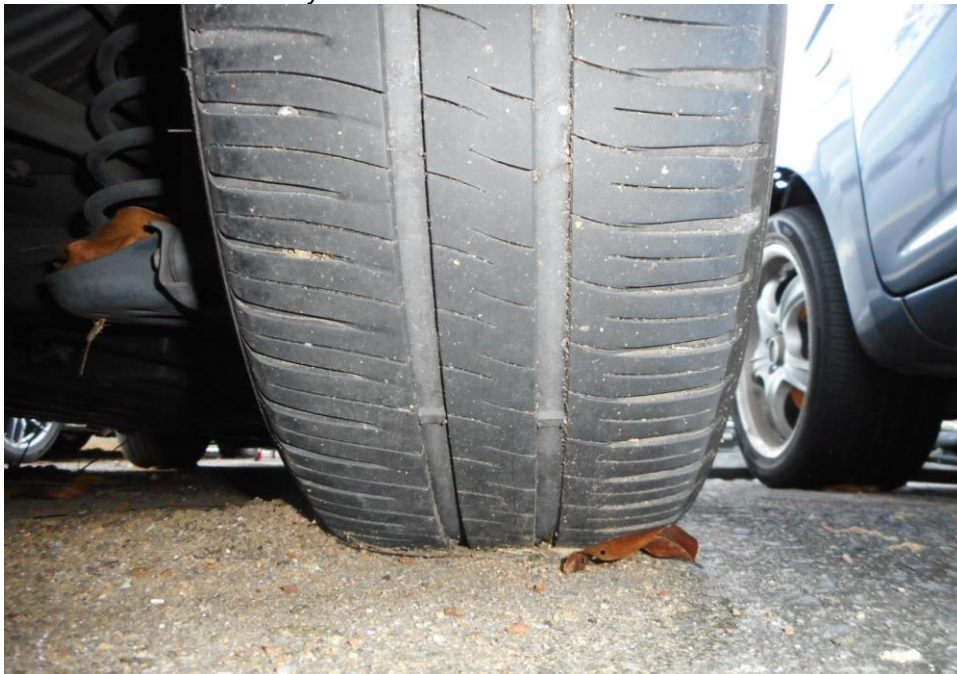


Photo 7 shows the condition of the rear right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 4.1mm. The tyre, which was wrapped around standard alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 8 shows the condition of the rear left tyres of the Motor Car, 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 Car.

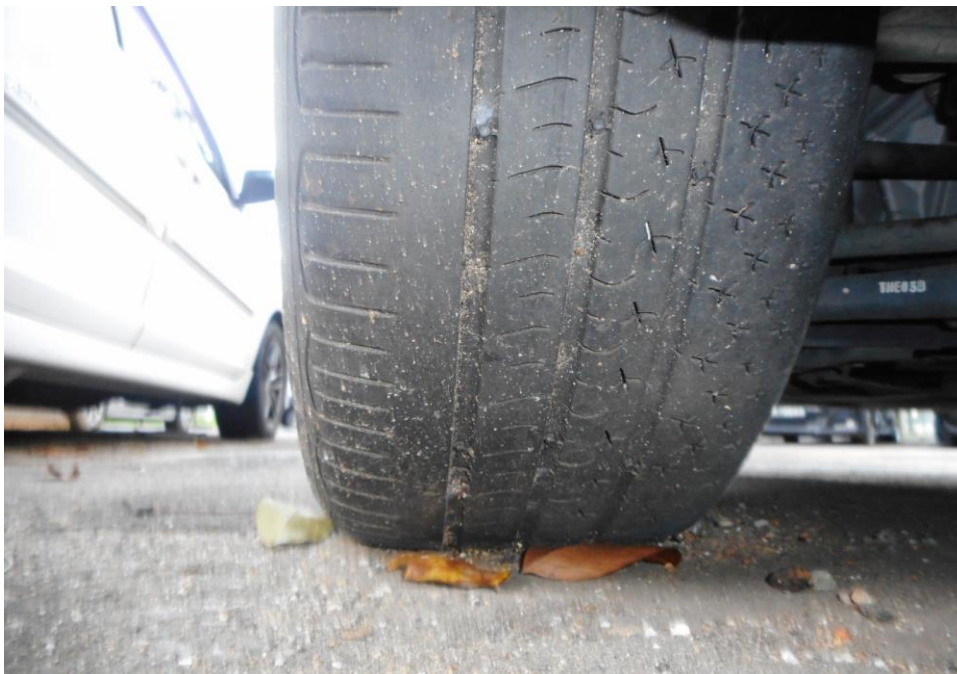


Photo 9 shows the condition of the rear right tyres of the Motor Car, which were observed to be in serviceable condition with remaining, tread depth of approximately 4mm. There was also no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the 4 tyres that were fitted on the Motor Car.

Engine Compartment & Operating Fluids

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



Photo 10 shows a general view of the Motor Car's engine compartment, which was accessed by lifting the front cabin of the Motor Car. 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

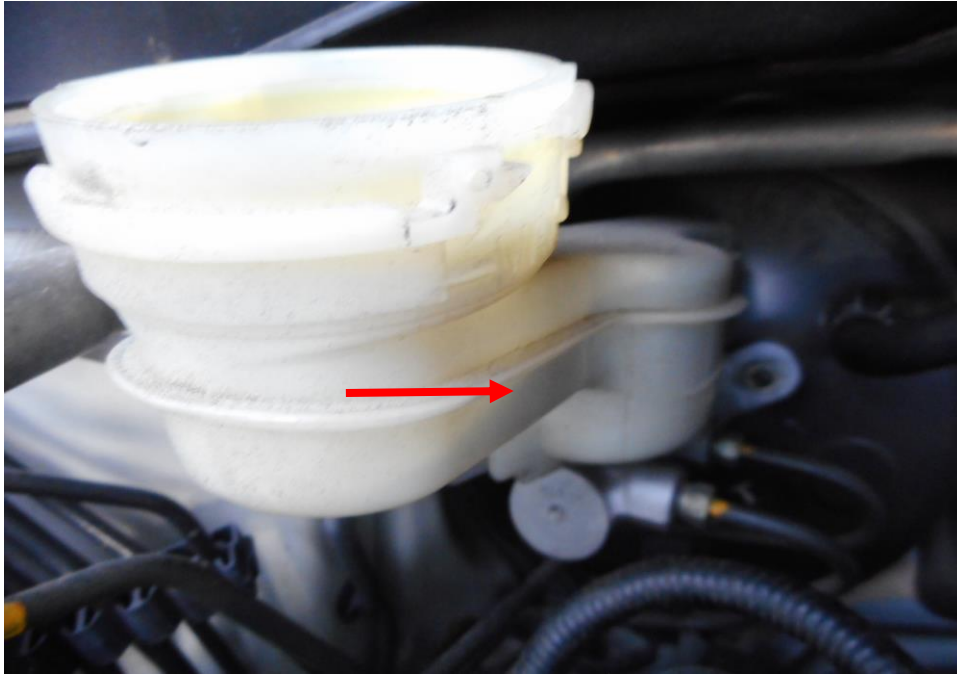


Photo 11 shows the brake fluid reservoir of the Motor Car at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 12 shows the engine coolant reservoir of the Motor Car at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 13 shows the engine oil dip stick of the Motor Car at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



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

11. However the Motor car's engine was not able to be started up despite multiple attempts of jumpstarting it. See photo 15 below.



Photo 15 shows the jumpstarting of the Motor Car's engine, it was not able to be started up despite multiple attempts in jump starting the engine.

Steering System & Braking System

12. For this inspection, I was not able to conduct any tests on the steering system of the Motor Car due to the Motor Car running on electric power steering (EPS) which requires the Motor Car to be started up (Engine unable to be started up)
13. 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. 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.
14. 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 16 - 21 below.

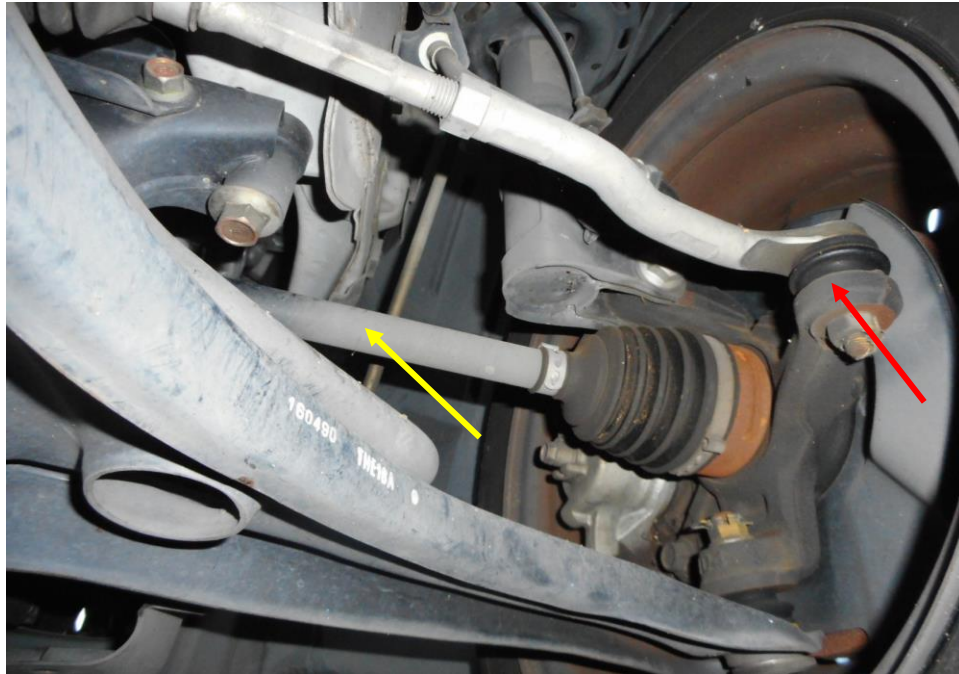


Photo 16 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod end (red arrow) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Car was likely 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 17 shows the various undercarriage components at the front left wheel of the Motor Car, in particular the steering tie rod end (arrowed). The various Undercarriage components of the Motor Car 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 18 shows the brake pipe (arrowed) at the rear right wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. My static tests of the Motor Car'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 Car was likely to be in serviceable condition at the material time of accident.



Photo 19 shows the brake pipe (arrowed) at the rear left wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. My static tests of the Motor Car'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 Car was likely to be in serviceable condition at the material time of accident.



Photo 20 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Car. 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.

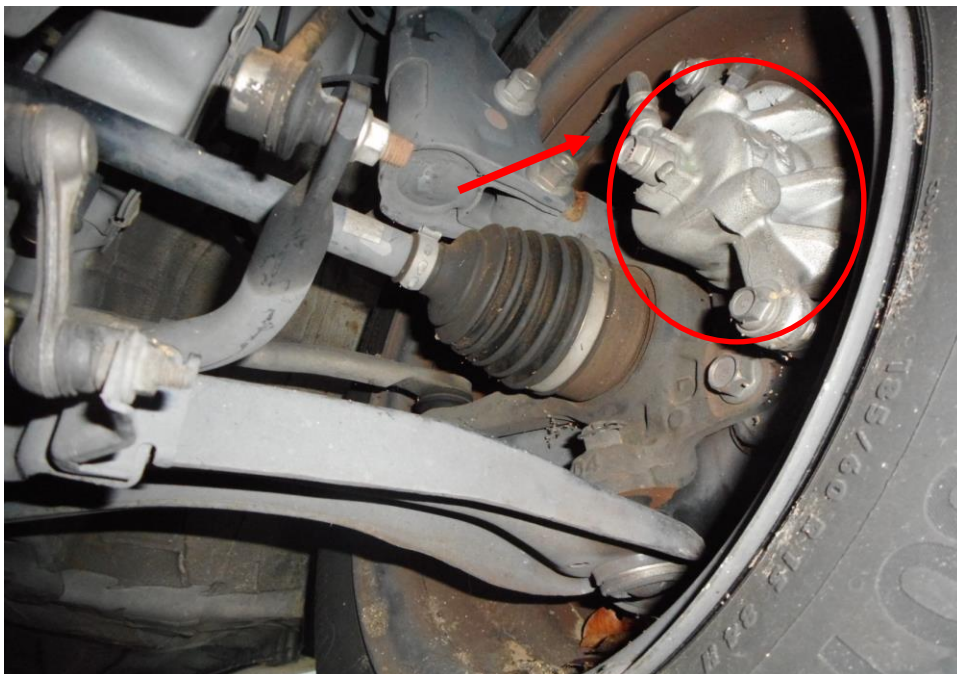


Photo 21 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Car. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.

15. Static steering were not conducted on the Motor Car 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 Car's braking system appear to suggest that its braking system was in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

16. The Motor Car'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

17. The Front right, front left, rear right and rear left seat belts of the "Motor Car" 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 Car

18. Operational test 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 engine of the Motor Car was unable to be started up despite multiple starting attempts).

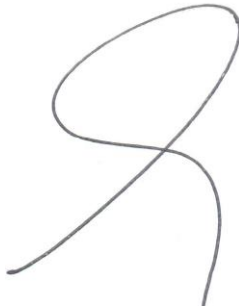
Conclusion

19. For this particular case, I was unable to determine whether there was any possible mechanical failure to the Motor Car 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.
20. However static brake tests able to be conducted and In general our visual inspection of the mechanical components of the Motor Car'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 Car.

21. The 4 tyres fitted on the Motor Car 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 3.8mm – 6mm.



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