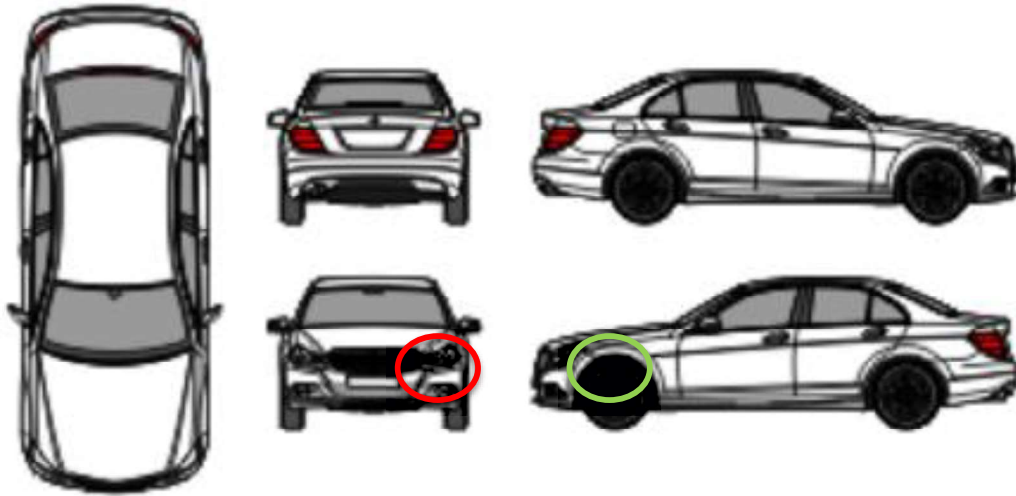


Area of Damage



Damage Consistency

There are two areas of damage on the car which are not consistent with each other.

The first area of light scraping on the nearside front side of the fender and bumper was in my opinion caused in the accident as shown highlighted in the photographs below:



None of the photographs in the LKK surveyor report show the date and time taken which is very unusual.

The damage on the front edge of the front bumper towards the nearside highlighted by the red circle in the photograph below could not be related to this accident as the damage is a deep gouge mark on the wrong plane of damage and of the inconsistent shape and location for a side swipe type impact. I believe this was made by a screwdriver blade type implement.



Another surprising observation from the third-party GIA Accident Report made two days after the accident is that there aren't any photographs on that report showing the area of damage. This is highly unusual and the only photograph from that report of the nearside front corner is shown below:



In addition, the headlamp and bumper look like they have been damaged deliberately post-accident as I explain in the report below.

Damage Photographs

The photograph below shows locating lug that has been broken off from the front bumper. This could not have happened in the accident as there is no deformation of the bumper mounting holes which there would have to be to cause this lug to snap off.



The photograph below shows the bumper and fender in perfect alignment before the car was stripped by the workshop indicating that the bumper mounting lug could not have been snapped off at this point.



The photograph below shows the nearside headlamp mounting that is damaged. This damage could not have happened in the accident as the headlamp would not move in a way that would cause this type of damage. Again, it appears that this has happened post-accident and looks likely that a rod or screwdriver was inserted in the hole and damage caused deliberately.



The nearside front roadwheel has very light marks on the web which could have happened in the accident and I have allowed a repaint.



None of the photographs on the surveyor's report from LKK have any date or time stamp on them which is very unusual.

It is clear that the damage on the car was originally a minor side swipe type scrape that would have required a repair and repaint of the front fender, bumper and roadwheel with a four-wheel alignment check for safety.

The very light damage to the offside rear of the Insured car shown below shows how light an impact that occurred:



There has been post-accident damage inflicted on the car as shown by the inconsistent damage profiles to the front bumper and headlamp as shown in this report.

I have estimated for the damage that I believe was caused solely in the accident.

