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19th April 2021

General Investigation Team

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

MECHANICAL INSPECTION REPORT OF TRAILER XE 3670K

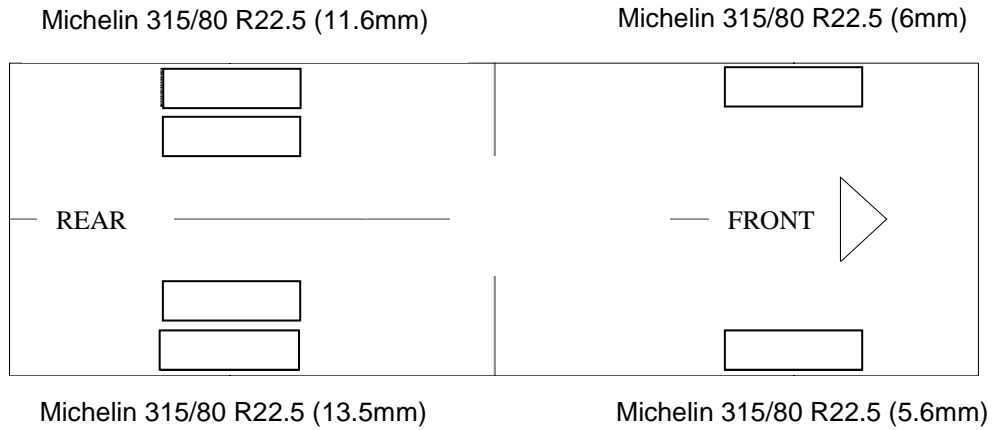
1. I refer to your request on 25th February 2021 to conduct a physical inspection of a Trailer bearing registration number XE 3670K (herein referred to as "**Trailer**"), which was involved in a road traffic accident on 16th November 2021
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Trailer that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Trailer on 16th April 2021 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 Trailer at the time of my inspection was 211,076km.
5. The Trailer appeared to have sustained damage at its front and rear portion. Its front windscreen, front cabin panel and rear left mud guard were damage at the time of my inspection.

Tyres and Wheel Rims

6. The 6 tyres of the Trailer 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 6 tyres. The tyre brand, tyre size and remaining tread depth of the 6 tyres of the Trailer were recorded as follows:-



7. The 6 tyres were observed to be wrapped around standard steel wheel rims that were found to be without any damage. See photo 1 – 11 below.



Photo 1 shows a general view of the instrument cluster of the Trailer at the time of my inspection. The mileage of the Trailer was 211,076 km



Photo 2 shows a general view of the Trailer's frontal portion at the time of my inspection. It appeared to have sustained damage at its front and rear portion. Its front windscreen, front cabin panel and rear left mud guard were damage at the time of my inspection.



Photo 3 shows a close up view of the Trailer's front portion at the time of my inspection. It appeared to have sustained damage at its front portion. Its front windscreen (yellow circle) and front cabin panel (red circle) was damage at the time of my inspection as a result of the accident.



Photo 4 shows a general view of the Trailer's rear portion at the time of my inspection. It appeared to have sustained damage at its rear portion. Its rear mud guard was damage at the time of my inspection as a result of the accident.



Photo 5 shows a close up view of the Trailer's rear portion at the time of my inspection. It appeared to have sustained damage at its rear portion. Its rear mud guard (circled) was damage at the time of my inspection as a result of the accident.



Photo 6 shows a general view of the Trailer's right portion at the time of my inspection. The Trailer's right portion was observed to be intact and unaffected by the accident.



Photo 7 shows a general view of the left body of the Trailer at the time of my inspection. The Trailer's left portion was observed to be intact and unaffected by the accident.



Photo 8 shows the condition of the front right tyre of the Trailer, which was observed to be in serviceable condition with remaining tread depth of approximately 5.6mm. The tyre, which was wrapped around standard steel 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 6 tyres that were fitted on the Trailer.



Photo 9 shows the condition of the rear right tyre of the Trailer, which was observed to be in serviceable condition with remaining tread depth of approximately 13.5mm. The tyre, which was wrapped around standard steel wheel rim, it was observed to be sufficiently inflated for vehicular operation.



Photo 10 shows the condition of the rear left tyres of the Trailer, which was observed to be in serviceable condition with remaining tread depth of approximately 11.6mm. The tyres, which were wrapped around standard steel wheel rim, were also observed to be sufficiently inflated for vehicular operation. There was also no damage found on all 6 steel wheel rims of the Trailer.



Photo 11 shows the condition of the rear right tyres of the Trailer, which were observed to be in serviceable condition with remaining, tread depth of approximately 6mm. 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 6 tyres that were fitted on the Trailer.

Engine Compartment & Operating Fluids

8. Upon examination of the Trailer's engine compartment, I had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The air in air brake cylinders, power steering 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.
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 Trailer.
10. My subsequent checks on the underside of the Trailer also revealed no fluid stain. Visually, the various undercarriage components of the Trailer were all observed to be intact and without any visible damage. See photo 12 – 17 below.



Photo 12 shows a general view of the Trailer's engine compartment, which was accessed by lifting the front cabin of the Trailer. 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 13 shows the air in the air brake cylinder of the Motor Bus at the time of my inspection. The air in the cylinder was observed to be of sufficient level & serviceable at the time of the accident.



Photo 14 shows the engine coolant reservoir of the Trailer at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 15 shows the engine oil measurement of the Trailer at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 16 shows the power steering fluid reservoir of the Trailer at the time of my inspection. The power steering fluid was observed to be of sufficient level and without any visible contamination.



Photo 17 shows the undercarriage of the Trailer, 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 Trailer.

Steering System & Braking System

11. Static brake tests conducted on the Trailer 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 Trailer. The braking system of the Trailer was likely to be in serviceable condition at the material time. This was also 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 Trailer 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 18 – 26 below.



Photo 18 shows the steering box component (arrowed) at the undercarriage of the Trailer was found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 19 shows the various undercarriage components at the front right wheel of the Trailer, in particular the steering tie rod end (arrowed). The various steering components were all found to be intact, suggesting that the steering system of the Trailer 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 20 shows the various undercarriage components at the front left wheel of the Trailer, in particular the steering tie rod end (arrowed). The various undercarriage components of the Trailer 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 21 shows the air brake cylinders (arrowed) at the undercarriage of the Trailer. I did not observe any leakage of air brake fluid at the time of my inspection of the Trailer. My static tests of the Trailer'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 v was likely to be in serviceable condition at the material time of accident.



Photo 22 shows the brake pipe (arrowed) at the rear right wheel of the Trailer. I did not observe any leakage of brake fluid at the time of my inspection of the Trailer. My static tests of the Trailer'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 Trailer was likely to be in serviceable condition at the material time of accident.



Photo 23 shows the brake pipe (arrowed) at the rear left wheel of the Trailer. I did not observe any leakage of brake fluid at the time of my inspection of the Trailer. My static tests of the Trailer'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 Trailer was likely to be in serviceable condition at the material time of accident.



Photo 24 shows the brake hose/pipe (arrowed) at the front right wheel of the Trailer. My static tests of the Motor Bus'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 Bus was likely to be in serviceable condition at the material time of accident.



Photo 25 shows the brake hose/pipe (arrowed) at the front left wheel of the Trailer. My static tests of the Motor Bus'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 Bus was likely to be in serviceable condition at the material time of accident.



Photo 26 shows the front right wheel of the Trailer turned to its full left. During my steering system test, I did not experience any abnormal free play and/or resistance when I had turned the steering wheel towards full left and full right. This would suggest that the steering system of the Trailer was likely to be in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. The Trailer automatic self-test of the functionality of its various electronic operating systems like the Anti-Lock Brake System (ABS) 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. See photo 27 & 28 below.



Photo 27 shows the warning light for Anti-Lock Brake System (ABS) (arrowed) appearing on the instrument panel of the Trailer during the self-test of its various electronic operating systems when its engine was cranked.



Photo 28 shows no warning lights illuminated on the instrument panel of the Trailer after the engine was cranked. This would suggest that there was no abnormality to the various electronic operating systems of the Trailer, like the ABS.

Operational Behaviour of the Trailer

14. A short operational test of the Trailer, to primarily determine whether there was any abnormality to its various operating systems like its engine system, its transmission system, steering system and braking system was subsequently carried out. The test was conducted by driving the Trailer forward, stopping, before reversing and coming to a stop again.
15. During the operational test, the various transmission gears of the Trailer were able to be engaged without any difficulty by stepping on the clutch pedal and manually shifting the gear lever. There were no abnormal sounds heard and/or abnormal behaviour of the Trailer's engine system. It was able to move forward and backward normally. The braking system was also found to be in working condition as the Trailer was able to slow down and come to a complete stop upon depressing of the brake pedal. Refer to photo 2 & 26

Conclusion

16. From my physical inspection of the Trailer, it appears that its engine system, transmission system, steering system and braking system were all in serviceable condition. I did not find any evidence(s) to suggest that there was possible mechanical failure and/or abnormal behaviour to the Trailer that may have caused and/or contributed to the accident.
17. A short operational test of the Trailer, which I had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its engine system, its transmission system and braking system.

18. The 6 tyres fitted on the Trailer 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 6 tyres. The 6 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 5.6mm – 13.5mm.



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