

Your Ref: Mercedes Benz E300 Coupe  
(chassis number WDD2383832F121310)

12 March 2021

Our Ref : CI/TP21003295/D

**Global Carz Pte Ltd**

60 Jalan Lam Huat #02-42/43/44  
Carros Centre  
Singapore 737869

**INSPECTION REPORT OF AN UNREGISTERED MERCEDES BENZ E300  
COUPE MOTOR CAR WITH CHASSIS NUMBER WDD2383832F121310**

1. I refer to your request dated 01 March 2021 to conduct a physical inspection of an unregistered Mercedes Benz E300 Coupe motor car bearing chassis number WDD2383832F121310 (herein referred to as "**Motor Car**").
2. The purpose of this inspection is to primarily determine: -
  - a) the general road worthiness of the Motor Car, whether there is any possible mechanical problem(s) and/or operational issue(s) to the various operating systems of the Motor Car;
  - b) whether there was any work (repair) done to the chassis/structural body of the Motor Car, and if yes, whether all major components, welding and critical points of the Motor Car has been properly restored.

**Damage to the Motor Car**

3. The photographs provided to me had showed damage to the rear portion and front left portion of the Motor Car. The rear bumper, rear bootlid weatherstrip, rear end panel, rear end panel garnish and various inner trims within the rear boot compartment were observed to be damaged at the rear portion of the Motor Car. The 2 taillamps of the Motor Car were either dislodged, removed or damaged.
4. I had also observed that the front bumper of the Motor Car was dented at the left lower portion. The orientation of the front left wheel as compared to the orientation of the front right wheel appears to indicate damage to the front undercarriage of the Motor Car. No other damage was observed to other areas of the Motor Car. See photo 1 – 4 below.



**Photo 1** shows the rear right body of the Motor Car prior to any repairs being carried out (photograph provided to me). The Motor Car was observed to have sustained damages at its rear portion. The rear bootlid weatherstrip and various inner trims within the rear boot compartment were observed to be damaged. The rear right taillamp was either dislodged, removed or damaged.



**Photo 2** shows the rear left body of the Motor Car prior to any repairs being carried out (photograph provided to me). The Motor Car was observed to have sustained damages at its rear portion. The rear bumper, rear end panel and various inner trims within the rear boot compartment were observed to be damaged. The rear left taillamp was either dislodged, removed or damaged.



**Photo 3** shows the front left body of the Motor Car prior to any repairs being carried out (photograph provided to me). The front bumper was observed to be dented at its left lower portion. The orientation of the front left wheel appears to be more towards the right as compared to the front right wheel (refer to photograph 4 below), suggesting possible damage to the front undercarriage of the Motor Car.



**Photo 4** shows the front right body of the Motor Car prior to any repairs being carried out (photograph provided to me). The orientation of the front right wheel as compared to the front right wheel (refer to photograph 3 above) suggest possible damage to the front undercarriage of the Motor Car.

## Inspection of the Motor Car

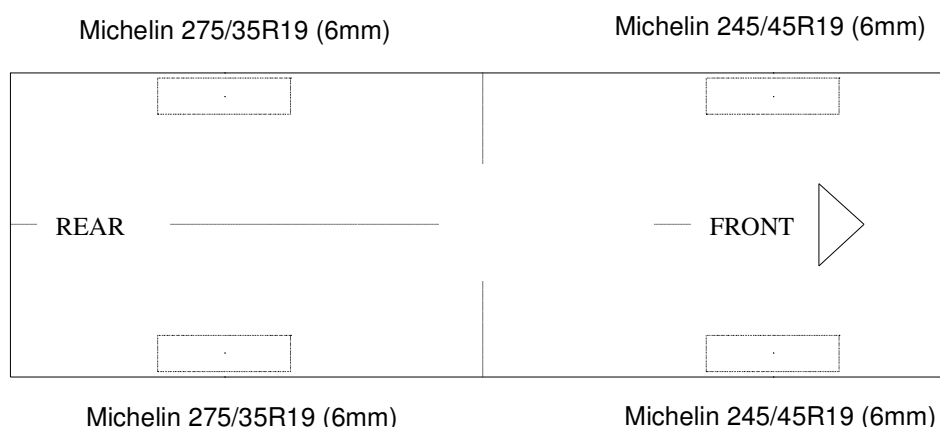
5. Following the request, I had carried out a physical inspection of the Motor Car on 04 March 2021 at the premises of 60 Jalan Lam Huat #02-42, Carros Centre, Singapore 737869. I also conducted a test drive of the Motor Car during this inspection. My observations and comments with respect to this inspection and test drive are set out below.
6. The mileage of the Motor Car recorded at the time of my inspection was 2,491km. The Motor Car was also hoisted up during the inspection to facilitate my examination of its undercarriage.

## Exterior Condition

7. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.

## Tyres and Wheel Rims

8. It was fitted with 19inch sport wheel rims that were wrapped with tyres that were observed to be of serviceable condition. The tyres were also sufficiently inflated for vehicular operation. The tyre brand, tyre size and approximate remaining tread depth of the 4 tyres of the Motor Car were recorded as follows: -



## Body Panels (Detachable & Non-detachable)

9. The detachable body panels of the Motor Car like the front fenders, front bumper, rear bumper, doors, bonnet and rear bootlid amongst others were all found to be fitted securely.



10. Checks on the non-detachable body panels like the rear fenders, floorboard, roof panel, pillars and rocker panels amongst others, revealed that these body panels were spot welded onto the chassis/structural body of the Motor Car. The original factory sealant at the joints of the non-detachable body panels was all untouched indicating no replacement of the non-detachable body panels was carried out; and that these body panels were all originally fitted.

### **Chassis/Structural Body**

11. Visually, I did not find any weld marks, other than the original spot weld marks, on the chassis/structural body of the Motor Car. The original factory sealant at the joints along the chassis/structural body was also untouched, indicating that no replacement of the chassis/structural body was carried out; and that the chassis/structural body was originally fitted.

### **Interior Compartment (Seats)**

12. The seats of the Motor Car were found to be secured to the floorboard of the Motor Car via seat rails bolted onto the floorboard. Retractable seat belt reels and pre-tensioners were fitted on all seats of the Motor Car. The seat belts were tested and were able to be fastened securely into the respective pre-tensioners that were fixed to the side of all the seats.

### **Electronic Safety Features**

13. The Motor Car's automatic self-test of the functionality of its various electronic safety features like the Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS), Electric Power Steering (EPS) and Traction Control System (TCS) during cranking of the engine had indicated that these electronic systems were in working condition. This was determined from the respective warning lights disappearing from the instrument panel after the self-test.

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

14. My examination of the engine compartment of the Motor Car revealed that the various parts and components inside the engine compartment were all intact and properly fitted. The engine oil, brake 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.

15. My checks on the underside of the Motor Car revealed no sign(s) or indication(s) of fluid leakage and/or fluid stain(s). The engine block and automatic transmission assembly were both secured properly. All undercarriage components of the Motor Car were also observed to be intact and secured in an appropriate manner.

### **Steering System & Braking System**

16. 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. The brake hoses and brake pipes were all intact with no leakage found. 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 and that the braking system is in serviceable condition.
17. Static test on the steering system of the Motor Car 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 revealed that these components were all generally in good condition.

### **Test Drive of the Motor Car**

18. I subsequently conducted a test drive of the Motor Car to operationally determine if there was any possible mechanical problem(s) to the various operating systems of the Motor Car. The test drive was carried out within the building premise of Carros Centre, where I was able to make multiple right turns and left turns; travel over road humps; left bend and right bend; upslope and downslope.
19. During this test drive, the general performance, stability, braking and handling of the Motor Car were satisfactory. No abnormal sound(s) was heard when executing left turns and right turns or when the Motor Car was going over road humps.
20. Operationally, I did not find any abnormal behaviour of the steering system and braking system. The Motor Car had responded well to my steering input and was able to come to a complete stop effectively during braking. The mileage of the Motor Car at the end of the test drive was 2,493km.

## Conclusion

21. Basing on my physical inspection of the Motor Car, I am of the view that the overall general condition of the Motor Car was relatively good as at the time of my inspection. There was no sign(s) or indication(s) of any work (repair) done to the chassis/structural body of the Motor Car. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found.
22. The damaged body parts of the Motor Car were visually examined, and it was noted that the repair/restoration works carried out to the damaged areas of the Motor Car (refer photograph 1 - 3 above) were reasonably adequate and in order.
23. My test drive of the Motor Car revealed no evidence to suggest possible mechanical problem(s) to the Motor Car. I did not experience any abnormal behaviour and/or sound(s) from the various operating systems of the Motor Car. The general performance, stability, braking and handling of the Motor Car were satisfactory throughout the Motor Car's short test drive. In general, I had found the Motor Car to be of road worthy condition. See photo 5 – 24 below taken at the time of my inspection.



**Photo 5** shows a general view of the front left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the front left portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 3 above) were reasonably adequate and in order.



**Photo 6** shows a closer view of the Motor Car's front bumper, at the left lower portion. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the front left portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 3 above) were reasonably adequate and in order.



**Photo 7** shows a general view of the rear left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the rear portion of the Motor Car were visually examined, and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 & 2 above) were reasonably adequate and in order.





**Photo 8** shows a closer view of the Motor Car's rear bumper, rear bootlid and rear taillamp. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the rear portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 & 2 above) were reasonably adequate and in order.



**Photo 9** shows a general view of the rear right body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The exterior body parts at the rear body of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 & 2 above) were reasonably adequate and in order.

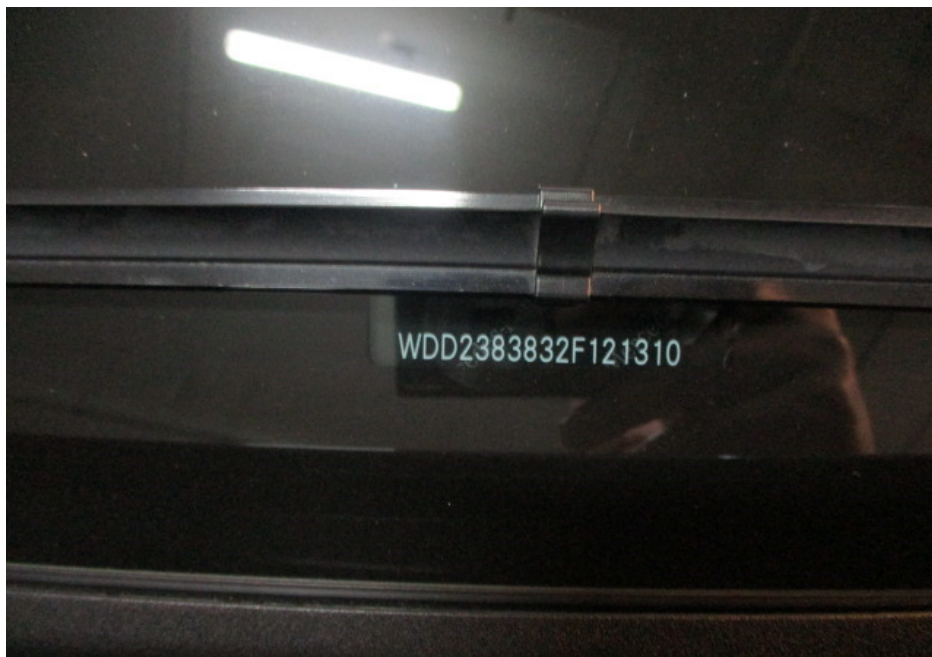


**Photo 10** shows a general view of the various inner trims within the rear boot compartment of the Motor Car at the time of my inspection. Parts within the rear boot compartment were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 & 2 above) were reasonably adequate and in order.



**Photo 11** shows the rear boot compartment of the Motor Car at the time of my inspection. Parts within the rear boot compartment were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer photograph to 1 & 2 above) were reasonably adequate and in order.





**Photo 12** shows the chassis number of the Motor Car. The chassis number recorded was WDD2383832F121310.



**Photo 13** shows a general view of the engine compartment of the Motor Car at the time of my inspection. The various parts and components inside the engine compartment were all observed to be intact and properly fitted. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found inside the engine compartment.



**Photo 14** shows the rear seats of the Motor Car. All the seats of the Motor Car were secured via seat rails to the floorboard. They were also fitted with a retractable seat belt reel and a pre-tensioner. The seat belts (arrowed) were tested and were able to be fastened into the respective pre-tensions that were fitted on the side of each individual seat.



**Photo 15** shows the warning lights for the various electronic safety features appearing on the instrument panel of the Motor Car during its self-test when the engine is cranked, in particular the ABS, SRS, EPS and TCS lights (arrowed).





**Photo 16** shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, EPS and TCS systems of the Motor Car during the self-test. These electronic systems were hence in working condition at the time of my inspection.



**Photo 17** shows the Motor Car hoisted up for checks on its undercarriage. There was no sign(s) or indication(s) of fluid leakage and/or fluid stain(s) on the underside of the Motor Car. The undercarriage components of the Motor Car were also all observed to be intact and secured in an appropriate manner.



**Photo 18** shows a general view of the control arms and linkages at the rear left wheel of the Motor Car. I did not observe any fluid leak and/or fluid stain on the underside of the Motor Car. All the Motor Car's undercarriage components were observed to be intact and secured in an appropriate manner.



**Photo 19** shows the various undercarriage components at the front left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner.

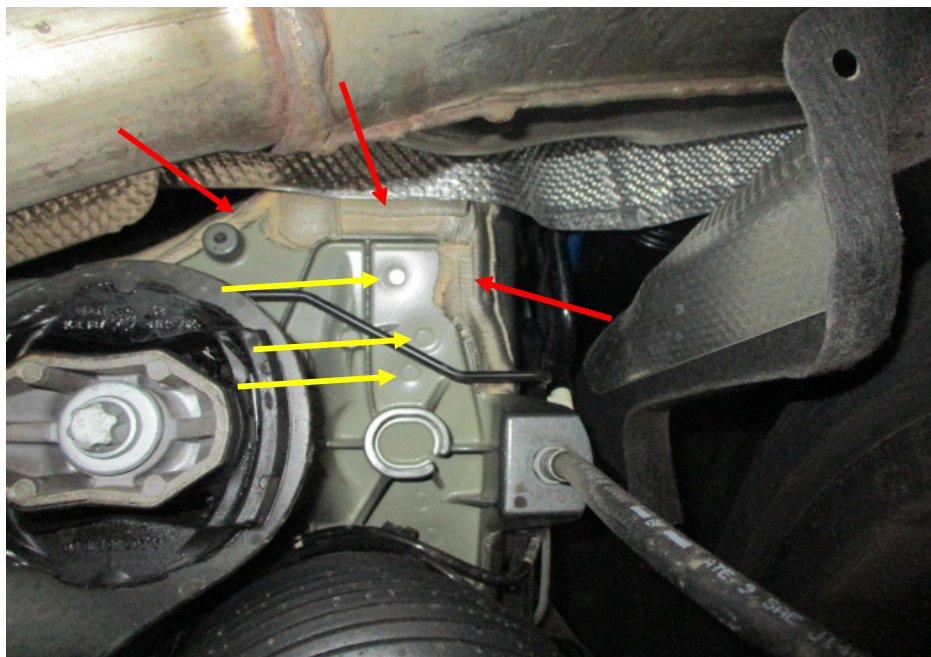




**Photo 20** shows the various undercarriage components at the front right wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. I also did not observe any fluid leak and/or fluid stain on the underside of the Motor Car.



**Photo 21** shows the Motor Car's catalytic converter (arrowed). My examination of the Motor Car's exhaust system revealed no sign(s) or indication(s) of any cut or weld marks along its exhaust pipes and on its rear mufflers.

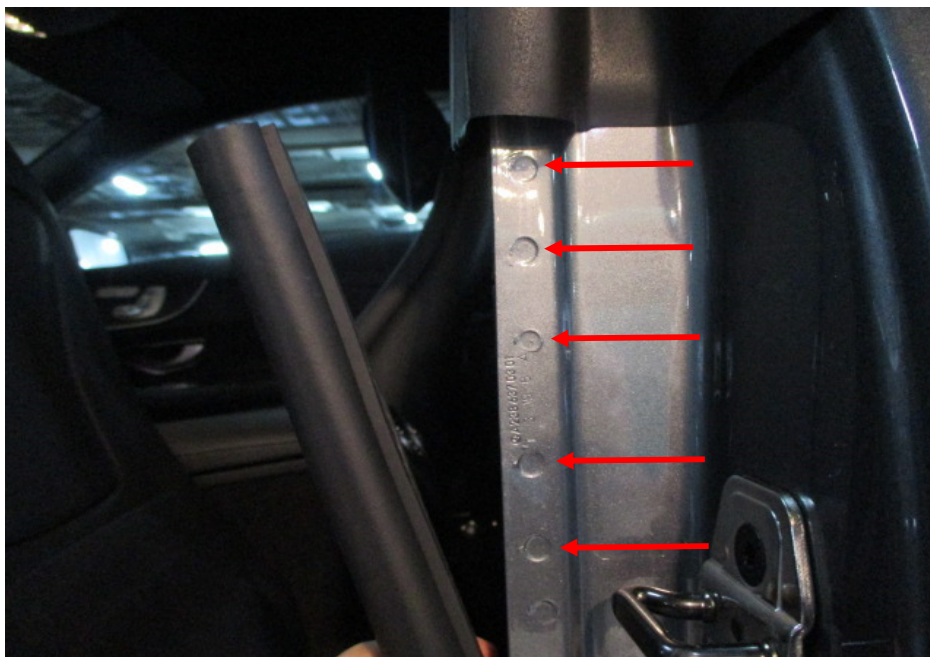


**Photo 22** shows the chassis/structural body at the underside rear right of the Motor Car. I did not find any weld marks other than original spot weld marks (yellow arrow) on the chassis/structural body of the Motor Car. The original factory sealant (red arrow) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.



**Photo 23** shows the chassis/structural body at the underside front left of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the chassis/structural body of the Motor Car. The chassis/structural body of the Motor Car was originally fitted.





**Photo 24** shows the left side rear body panel of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the left side rear body panel of the Motor Car which, indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.



**Ang Bryan Tani**

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