

Your Ref: Audi A6

31 July 2021

(chassis number WAUZZZF23KN111901)

Our Ref : CI/TP21008094/D

Global Carz Pte Ltd

60 Jalan Lam Huat #02-42/43/44

Carros Centre

Singapore 737869

INSPECTION REPORT OF AN UNREGISTERD AUDI A6 MOTOR CAR WITH CHASSIS NUMBER WAUZZZF23KN111901

1. I refer to your request dated 22 July 2021 to conduct a physical inspection of an unregistered Audi A6 motor car bearing chassis number WAUZZZF23KN111901 (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 Motor Car's left body. Body parts damaged include the left front door, left rear door, left rear fender and left side rocker panel garnish amongst others. The extent of damage seen may have also resulted in damage to the left rear door lock, left rear door inner trimboard, left rear door window regulator and left rear door lower hinge amongst others.
4. The rear right wheel of the Motor Car was also observed to be tilted with damage seen on the rear right wheel rim but not on the surrounding body parts. The tilting of the rear right wheel indicates damage to the rear right undercarriage parts like the rear right shock absorber, rear right lower arms and linkages amongst others.
5. No other physical damage was seen to other areas of the Motor Car. The airbags were also not deployed. See photo 1 – 6 below.



Photo 1 shows the 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 damage to its left body (circled). The left front door, left rear door, left rear fender and left side rocker panel garnish were amongst the body parts that were observed to have been damaged.



Photo 2 shows a closer view of the damage to the left body of the Motor Car prior to any repairs being carried out (photograph provided to me). The left front door, left rear door, left rear fender and left side rocker panel garnish were amongst the body parts that were observed to have been damaged. The extent of damage seen may have also resulted in damage to the left rear door lock, left rear door inner trimboard, left rear door window regulator and left rear door lower hinge amongst others.



Photo 3 shows the right body of the Motor Car prior to any repairs being carried out (photograph provided to me). The rear right wheel (arrowed) of the Motor Car was observed to be tilted, which would indicate damage to the rear right undercarriage parts like the rear right shock absorber, rear right lower arms and linkages amongst others.



Photo 4 shows a closer view of the Motor Car's tilted rear right wheel prior to any repairs being carried out (photograph provided to me). The photographs had showed damage (circled) to the Motor Car's rear right wheel rim but not on the surrounding body parts. The tilting of the rear right wheel indicates damage to the rear right undercarriage parts like the rear right shock absorber, rear right lower arms and linkages amongst others.



Photo 5 shows the rear body of the Motor Car prior to any repairs being carried out (photograph provided to me). No physical damage was seen to the rear body of the Motor Car.



Photo 6 shows the front body of the Motor Car prior to any repairs being carried out (photograph provided to me). No physical damage was seen to the front body of the Motor Car.

Inspection of the Motor Car

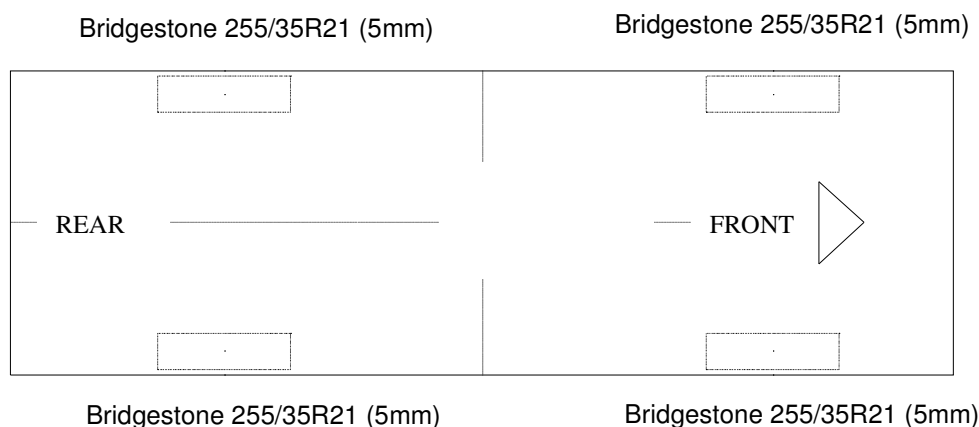
6. Following the request, I had carried out a physical inspection of the Motor Car on 26 July 2021 at the premises of 60 Jalan Lam Huat #02-42, Carros Centre, Singapore 737869. I also conducted a test drive of the Motor Car during this inspection. My observations and comments with respect to this inspection and test drive are set out below.
7. The mileage of the Motor Car recorded at the time of my inspection was 2,029km. The Motor Car was also hoisted up during the inspection to facilitate my examination of its undercarriage.

Exterior Condition

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

Tyres and Wheel Rims

9. It was fitted with 21inch 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)

10. 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.

11. 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

12. 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)

13. 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

14. 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), Electronic Power Steering (EPS), Tyre Pressure Monitor (TPM) and Electronic Stability Control (ESC) 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

15. 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.

16. 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

17. 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.
18. 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

19. 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.
20. 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.
21. 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 2,030km.

Conclusion

22. 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.
23. The body parts at the left body and the undercarriage parts at the rear of the Motor Car were visually examined and it was noted that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 – 4 above) were reasonably adequate and in order.
24. 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 7 – 32 below taken at the time of my inspection.



Photo 7 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 left 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 8 shows a closer view of the Motor Car's left front door, left rear door and left side rocker panel garnish. 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 closer view of the Motor Car's left rear door, left rear fender and left side rocker panel garnish. 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 the Motor Car's left rear door inner trimboard, left rear fender and left side rocker panel. 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 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 mileage of the Motor Car recorded at the time of my inspection was 2,029km.



Photo 12 shows a closer view of the Motor Car's rear right wheel rim. The repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 3 & 4 above) were reasonably adequate and in order.

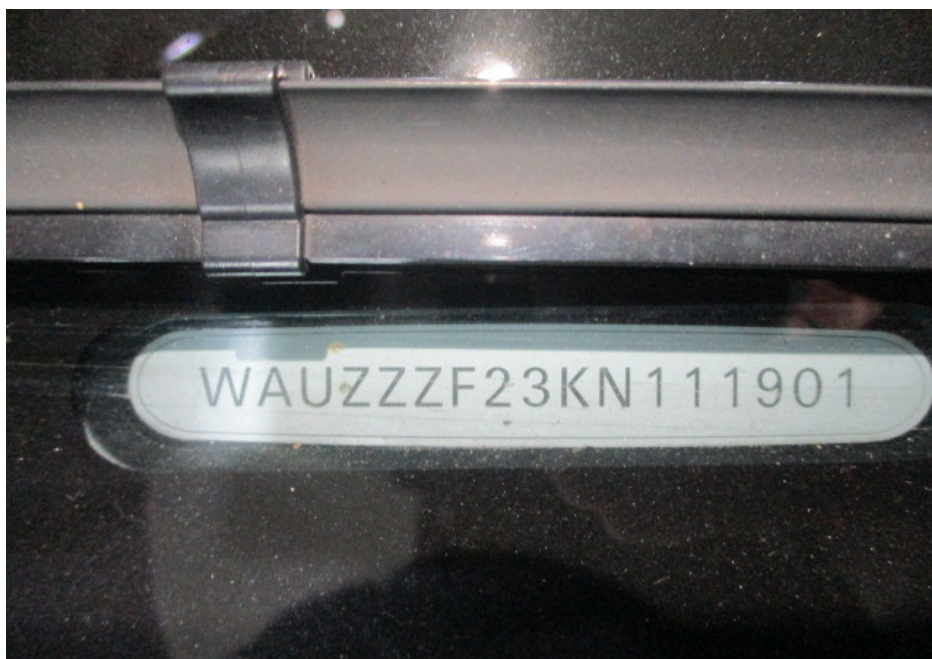


Photo 13 shows the chassis number of the Motor Car. The chassis number recorded was WAUZZZF23KN111901.



Photo 14 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 15 shows the interior compartment of the Motor Car at the time of my inspection. The various parts and components, trims, carpet and upholstery inside the interior compartment were all observed to be intact and properly fitted.



Photo 16 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 17 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, TPM and ESC lights (arrowed).



Photo 18 shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, EPS, TPM and ESC systems of the Motor Car during the self-test. These electronic systems were hence in working condition at the time of my inspection.

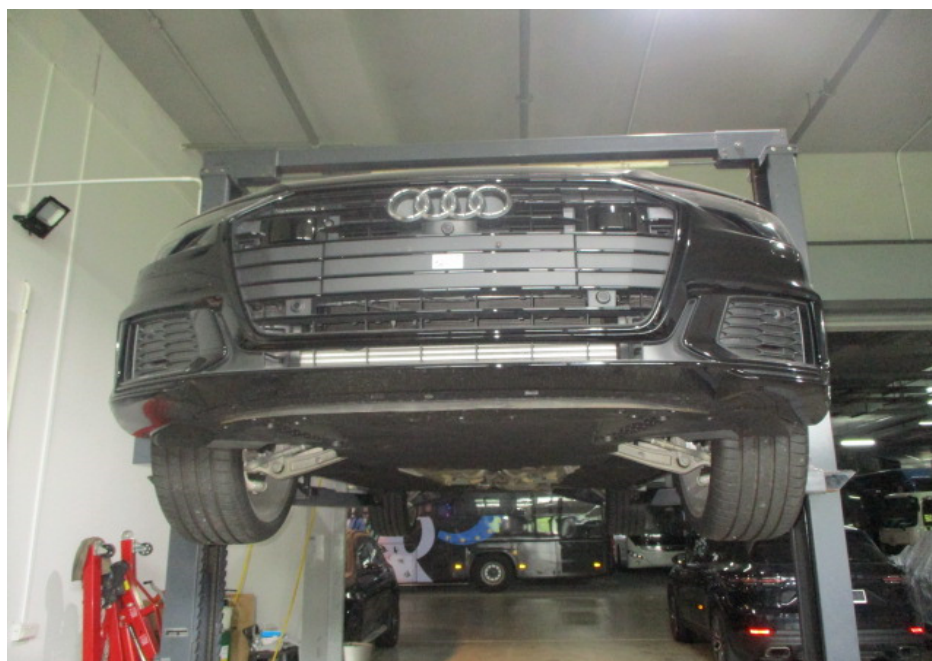


Photo 19 shows the Motor Car hoisted up for checks on its undercarriage. There was no sign(s) or indication(s) of fluid leakage and/or fluid stain(s) on the underside of the Motor Car. The undercarriage components of the Motor Car were also all observed to be intact and secured in an appropriate manner.



Photo 20 shows a general view of the control arms and linkages at the rear right 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 21 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 22 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 23 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 24 shows a general view of the rear section of the Motor Car's exhaust system. 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 (arrowed), on its catalytic converters, centre resonator boxes and on its rear mufflers.



Photo 25 shows a general view of the front section of the Motor Car's exhaust system. 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, on its catalytic converters, centre resonator boxes (arrowed) and on its rear mufflers.

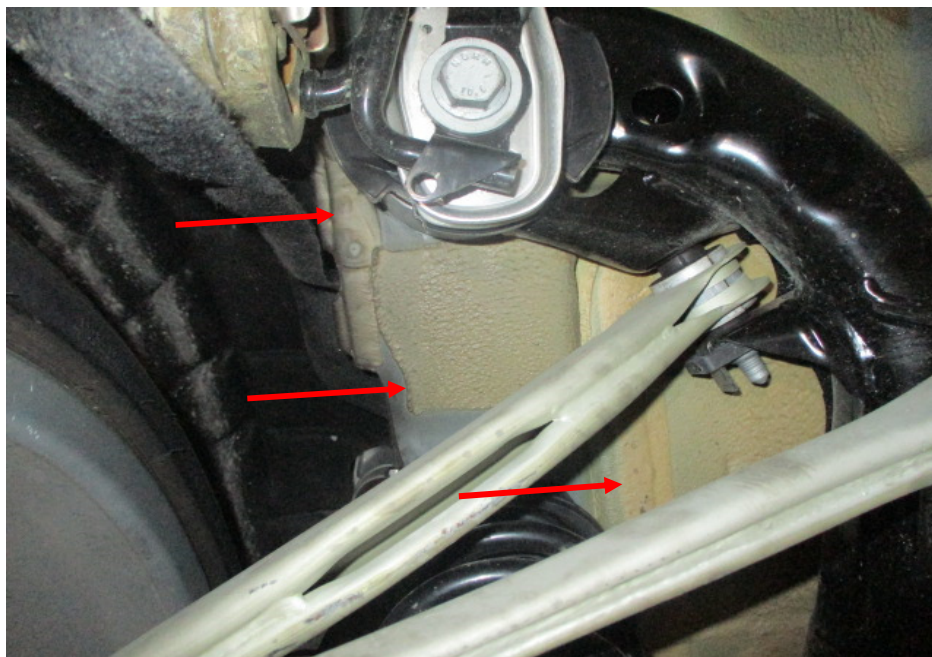


Photo 26 shows the chassis/structural body at the underside rear left of the Motor Car. I did not find any weld marks other than original spot weld marks on the chassis/structural body of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.

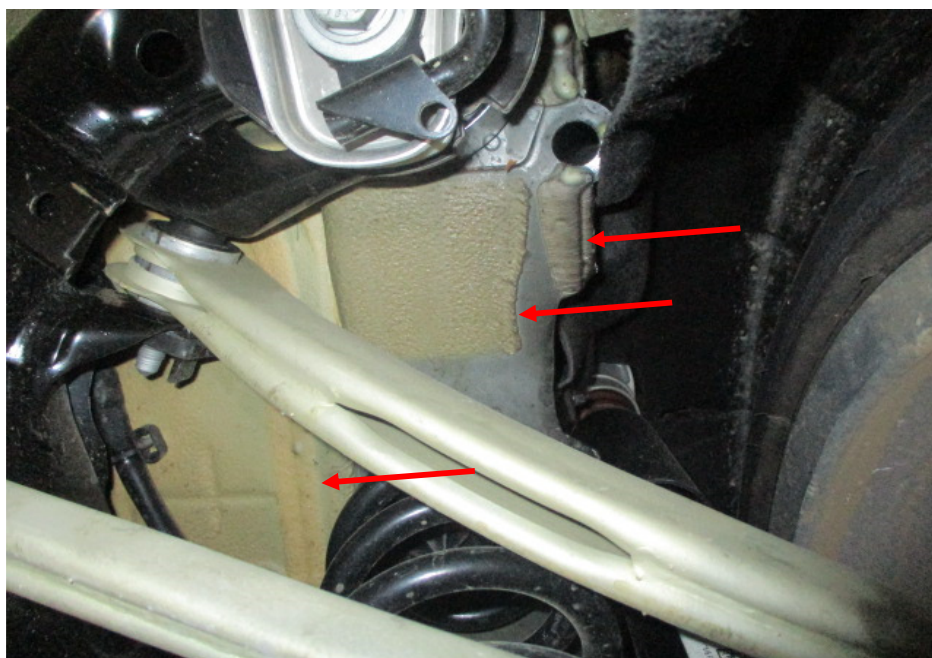


Photo 27 shows the chassis/structural body at the underside rear right of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the chassis/structural body of the Motor Car. The chassis/structural body of the Motor Car was originally fitted.



Photo 28 shows the chassis/structural body at the underside front left of the Motor Car. I did not find any weld marks other than original spot weld marks on the chassis/structural body of the Motor Car. The original factory sealant (arrowed) 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 29 shows the chassis/structural body at the underside front right 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 30 shows the lower section of the Motor Car's left side "C" pillar. I did not find any original weld marks at the lower section of the left side "C" pillar. Original weld marks were however found at the upper section of the left side "C" pillar (refer to photograph 31 below). The lack of original weld marks at the lower section was due to smoothening of the lower section for re-spraying work after the left rear fender was repaired.



Photo 31 shows the upper section of the Motor Car's left side "C" pillar. Original weld marks (arrowed) were observed at the upper section. The lack of original weld marks at the lower section of the Motor Car's left side "C" pillar (refer to photograph 30) was due to smoothening of the lower section for re-spraying work after the left rear fender was repaired.



Photo 32 shows the left side "B" pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the left side "B" pillar 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.



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