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Our Ref : CI/TPD21010019/P

29th September 2021

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR LORRY GX 2399C

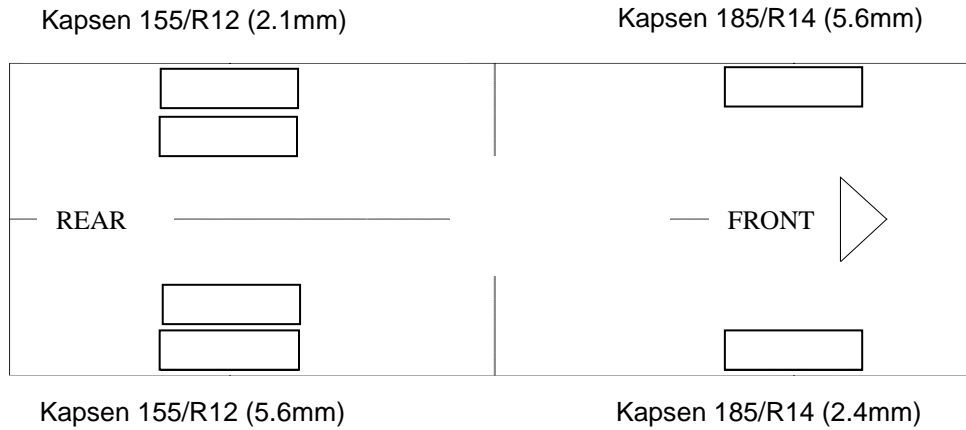
1. I refer to your request on 22nd September 2021 to conduct a physical inspection of a Motor Lorry bearing registration number GX 2399C (herein referred to as "**Motor Lorry**"), which was involved in a road traffic accident on 6th August 2021.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Lorry that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Lorry on 28th September 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 Motor Lorry at the time of my inspection was 528,161km.
5. The Motor Lorry was observed to sustained damage at its front portion. Its front body panel and front left headlamp were damaged at the time of my inspection as a result of the accident.

Tyres and Wheel Rims

6. The 6 tyres of the Motor Lorry 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 Motor Lorry 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 – 10 below.



Photo 1 shows a general view of the instrument cluster of the Motor Lorry at the time of my inspection. The mileage of the Motor Lorry was 528,161 km



Photo 2 shows a general view of the Motor Lorry's frontal portion at the time of my inspection. It appeared to have sustained damage at its front portion. Its front body panel and front left headlamp were damaged at the time of my inspection as a result of the accident.



Photo 3 shows a close up view of the Motor Lorry's front portion at the time of my inspection. Its front body panel (circled) and front left headlamp (arrowed) was damaged at the time of my inspection as a result of the accident.

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



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

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Photo 6 shows a general view of the rear body of the Motor Lorry at the time of my inspection. The Motor Lorry was observed to be intact and unaffected by the accident.



Photo 7 shows the condition of the front right tyre of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 2.4mm. 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 Motor Lorry.

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Photo 8 shows the condition of the rear right tyre of the Motor Lorry, 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, it was observed to be sufficiently inflated for vehicular operation.



Photo 9 shows the condition of the rear left tyres of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 2.1mm. The tyres, which were wrapped around standard steel wheel rim, were also observed to be sufficiently inflated for vehicular operation.



Photo 10 shows the condition of the rear right tyres of the Motor Lorry, which were observed to be in serviceable condition with remaining, tread depth of approximately 5.6mm. 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 Motor Lorry.

Engine Compartment & Operating Fluids

8. Upon examination of the Motor Lorry'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, power steering fluid, engine coolant and engine oil 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 Lorry.
10. My subsequent checks on the underside of the Motor Lorry also revealed no fluid stain. Visually, the various undercarriage components of the Motor Lorry were all observed to be intact and without any visible damage. See photo 11 – 16 below.



Photo 11 shows a general view of the Motor Lorry's engine compartment, which was accessed by lifting the front cabin of the Motor Lorry. 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 12 shows the brake fluid reservoir of the Motor Lorry at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 13 shows the engine coolant reservoir of the Motor Lorry at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 14 shows the engine oil dip stick of the Motor Lorry at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.

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Photo 15 shows the power steering fluid reservoir of the Motor Lorry at the time of my inspection. The power steering fluid was observed to be of sufficient level and without any visible contamination.



Photo 16 shows the undercarriage of the Motor Lorry, 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 Lorry.

Steering System & Braking System

11. For this inspection, I was not able to conduct any tests on the steering system of the Motor Lorry due to the Motor Lorry running on power steering which requires the Motor Lorry engine to be started up, however the engine was unable to be started up despite multiple attempts in jumpstarting it. (Engine unable to be started up)
12. 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 17 - 23 below.



Photo 17 shows the jumpstarting process of the Motor Lorry's engine. The engine of the Motor Lorry's was unable to be jumpstarted up despite multiple attempts in starting it.



Photo 18 shows the various undercarriage components at the front right wheel of the Motor Lorry, 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 Motor Lorry 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 19 shows the various undercarriage components at the front left wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Lorry 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 20 shows the brake pipe (arrowed) at the rear right wheel of the Motor Lorry. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Lorry. My static tests of the Motor Lorry'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 Lorry was likely to be in serviceable condition at the material time of accident.



Photo 21 shows the brake pipe (arrowed) at the rear left wheel of the Motor Lorry. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Lorry. My static tests of the Motor Lorry'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 Lorry was likely to be in serviceable condition at the material time of accident.

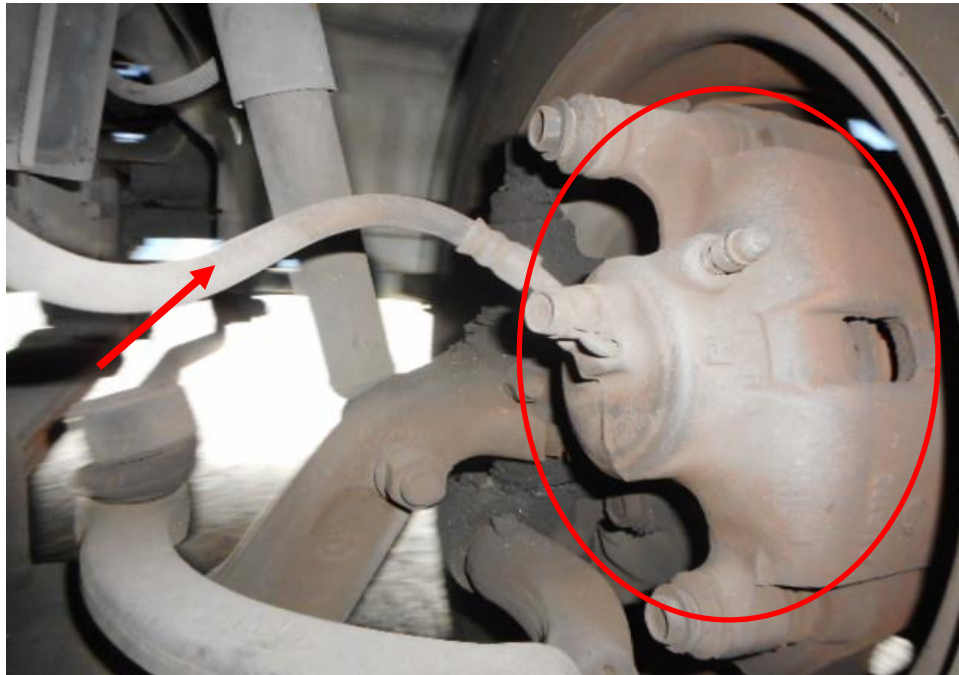


Photo 22 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Lorry. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 23 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Lorry. 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.

Electronic Safety / Warning Indicators

13. The Motor Lorry's automatic self-test of the functionality of its electronic operating systems was not tested as the Motor Lorry did not come fitted with these systems.

Seat Belts

14. The Front right and front left seat belts of the "Motor Lorry" 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 Lorry

15. Operational test to primarily determine whether there was any abnormality to the engine system, transmission system and braking system of the Motor Lorry could not be conducted given (The engine of the Motor Lorry was unable to be started up despite multiple starting attempts).

Conclusion

16. For this particular case, I was unable to determine whether there was any possible mechanical failure to the Motor Lorry 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.
17. In general our visual inspection of the mechanical components of the Motor Lorry's braking and steering system appear to be intact and there was no leakage found at the braking and steering components of the Motor Lorry.

18. The 6 tyres fitted on the Motor Lorry 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 2.1mm – 5.6mm.

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