

Your Ref: TP/IP/35321/2021
Our Ref : CI/TPD21010022/P

30th September 2021

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR LORRY GBD 5455T

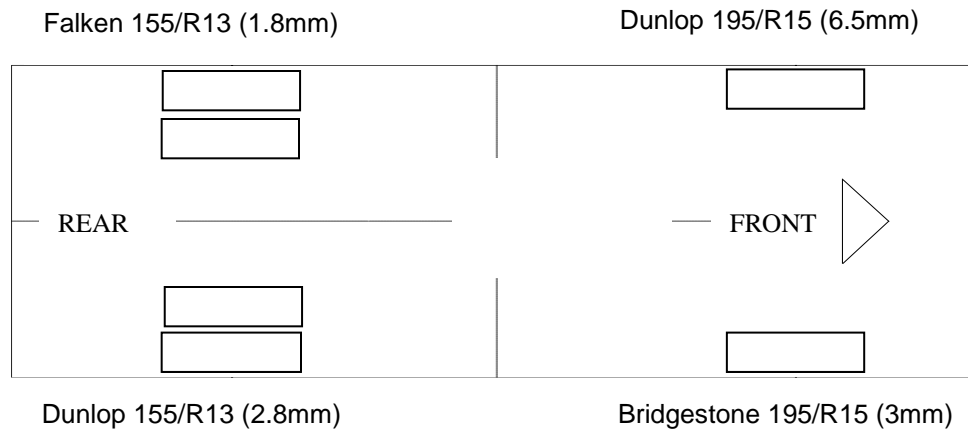
1. I refer to your request on 22nd September 2021 to conduct a physical inspection of a Motor Lorry bearing registration number GBD 5455T (herein referred to as "**Motor Lorry**"), which was involved in a road traffic accident on 23rd July 2021.
2. The objective of this inspection is to determine if 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 29th 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 not recorded as the Motor Lorry's engine and ignition system was unable to be jumpstarted up despite multiple attempts in jumpstarting them.
5. The Motor Lorry was observed to sustained damage at its front, right and rear portion. Its front windscreen, front body panel, front right headlamp, front bumper, right door and rear body panel were damage 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 – 13 below.



Photo 1 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, right and rear portion. Its front windscreen, front body panel, front right headlamp, front bumper, right door and rear body panel were damage at the time of my inspection as a result of the accident.



Photo 2 shows a close up view of the Motor Lorry's front portion at the time of my inspection. Its front windscreen (red circle) and front body panel (yellow circle) was damage 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 right headlamp (arrowed) and front bumper (circled) was damage at the time of my inspection as a result of the accident.



Photo 4 shows a general view of the right body of the Motor Lorry at the time of my inspection. Its right door was damage at the time of my inspection as a result of the accident.

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Photo 5 shows a close up view of the right body of the Motor Lorry at the time of my inspection. Its right door (circled) was damage at the time of my inspection as a result of the accident.



Photo 6 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 7 shows a general view of the rear body of the Motor Lorry at the time of my inspection. Its rear body panel (circled) was damage at the time of my inspection as a result of the accident.



Photo 8 shows a close up view of the rear body of the Motor Lorry at the time of my inspection. Its rear body panel (circled) was damage at the time of my inspection as a result of the accident.



Photo 9 shows a close up view of the rear body of the Motor Lorry at the time of my inspection. Its rear body panel (circled) was damage at the time of my inspection as a result of the accident.



Photo 10 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 3mm. The tyre, which was wrapped around standard steel wheel rim, it was observed to be sufficiently inflated for vehicular operation.



Photo 11 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 2.8mm. The tyre, which was wrapped around standard steel wheel rim, it was observed to be sufficiently inflated for vehicular operation.

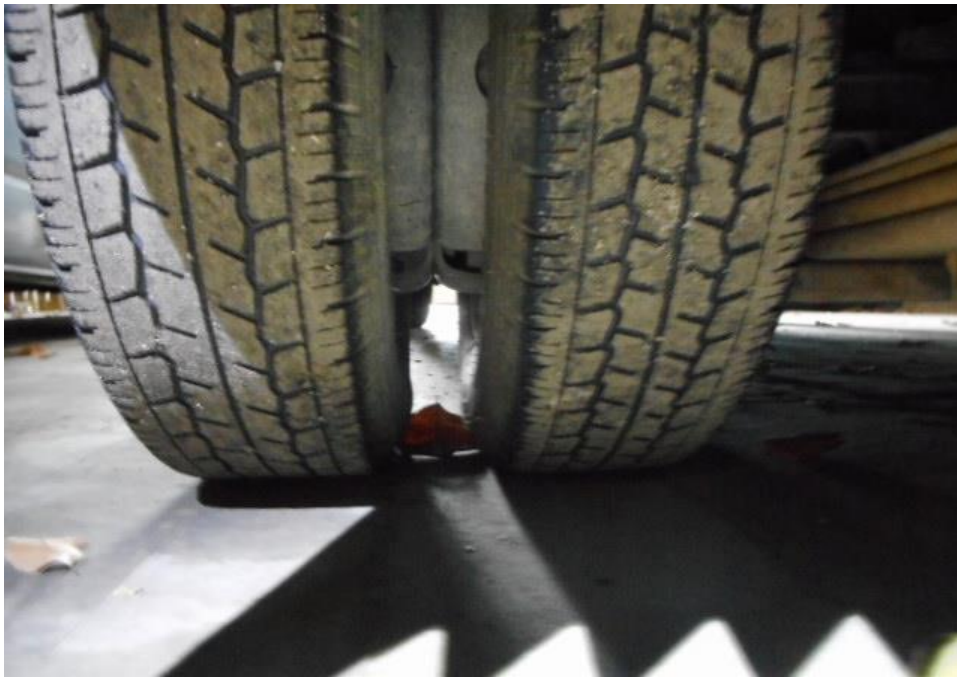


Photo 12 shows the condition of the rear left tyres of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 1.8mm. The tyres, which were wrapped around standard steel wheel rim, were also observed to be sufficiently inflated for vehicular operation. There was also no damage found on all 6 steel wheel rims of the Motor Lorry.



Photo 13 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 6.5mm. 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 the engine radiator to be damaged as a result of the accident. However, all the other parts and components inside the engine compartment to be intact and unaffected by the accident. The brake fluid, engine oil and were all found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids. Only the engine coolant was found to be insufficient as a result of the damaged to the engine radiator as a result of the accident.
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 14 – 20 below.



Photo 14 shows a general view of the Motor Lorry's engine compartment, which was accessed by lifting the front cabin of the Motor Lorry. The engine radiator was found to be damaged due to the result of the accident. However, the other 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.

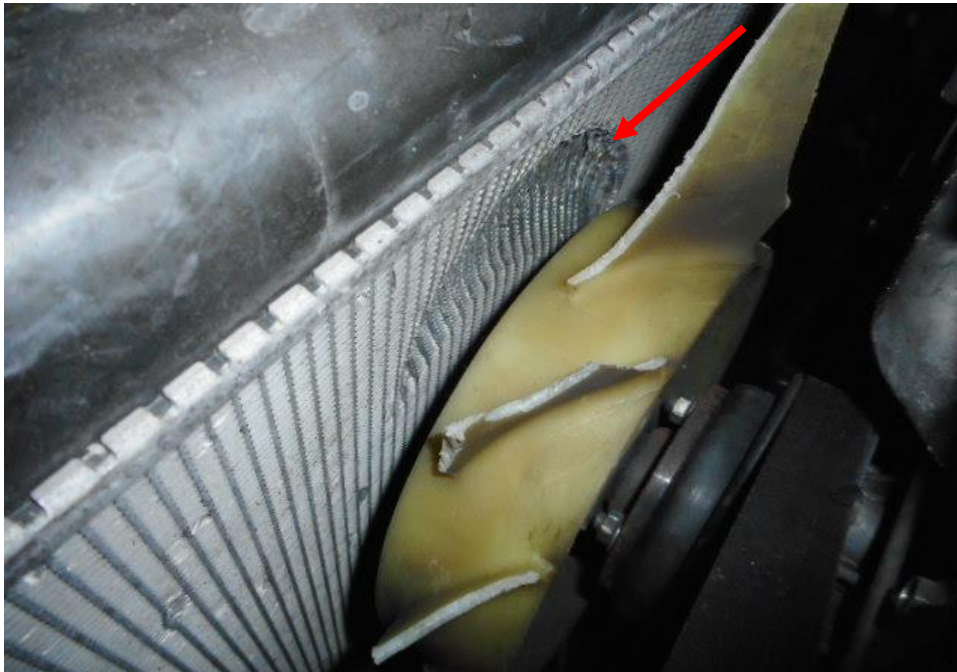


Photo 15 shows the engine coolant radiator of the Motor Lorry at the time of my inspection. The coolant radiator was observed to be damaged as a result of the accident (arrowed).



Photo 16 shows the engine coolant reservoir of the Motor Lorry at the time of my inspection. The engine coolant was observed to be of insufficient level (arrowed) as the radiator was damaged as a result of the accident.

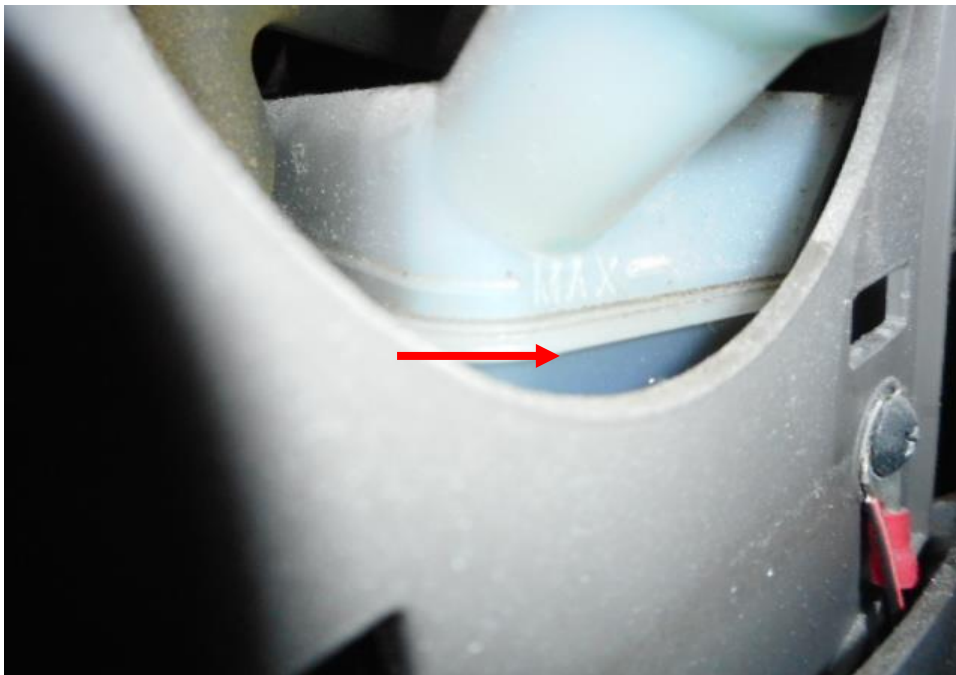


Photo 17 shows the brake fluid reservoir of the Motor Lorry at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.

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Photo 18 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.



Photo 19 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 (arrowed) and without any visible contamination.



Photo 20 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 21 - 27 below.



Photo 21 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 22 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.

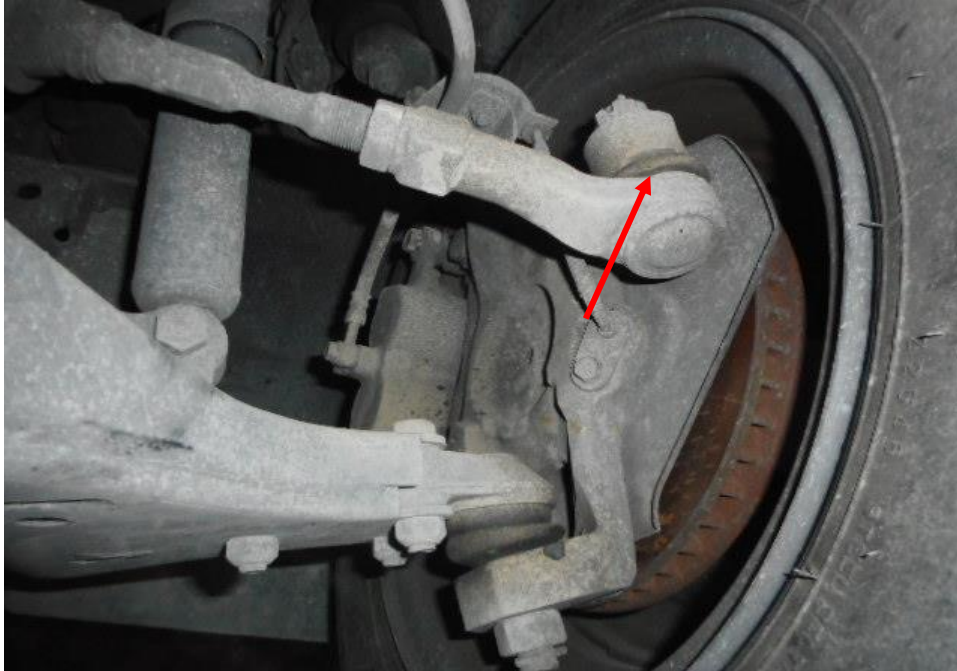


Photo 23 shows the various undercarriage components at the front left wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Lorry were all found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 24 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 25 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 26 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 27 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 various electronic operating systems was not able to be conducted as the engine of the Motor Lorry was unable to be started up.

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 pretensioners 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 1.8mm – 6.5mm.



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