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29 November 2022

M/s China Taiping Insurance (Singapore) Pte Ltd

3 Anson Road #16-00

Springleaf Tower

Singapore 079909

(Motor Claims Department)

**AUTOMOBILE TECHNICAL INVESTIGATION REPORT OF ACCIDENT
INVOLVING SJR 9017E AND GBG 214P ON 14 DECEMBER 2021**

1. We refer to your letter dated 4 October 2022 and the instructions therein to comment on the damage consistency of the motor car SJR 9017E involved in the captioned accident, in particular to establish whether there was possibly contact between the right frontal portion of the motor car SJR 9017E and the left rear portion of motor lorry GBG 214P; and if there was contact, whether the damage on the right frontal portion of the motor car SJR 9017E is consistent to the accident.
2. The following documents were provided to us for our review and consideration in the preparation of this report:-
 - a) Singapore Accident Statement of the driver of the motor car SJR 9017E (herein referred to as "**Suzuki**"), where amongst other information, the circumstances of accident was described together with 6 coloured photographs of the Suzuki at the time of reporting;
 - b) Singapore Accident Statement of the driver of the motor lorry GBG 214P (herein referred to as "**Nissan**"), where amongst other information, the circumstances of accident was described together with 7 coloured photographs of the Nissan at the time of reporting;
 - c) 20 coloured photographs of the damage to the Suzuki taken during the Pre- Repair Survey by LKK Auto Consultants Pte. Ltd.;
 - d) 9 post-accident photographs taken by the driver of the Suzuki.

3. In preparation of this report, we had conducted height measurements of the right frontal portion of the Suzuki (using a similar make and model). We had also conducted height measurements of the left rear portion of the Nissan (using a similar make and model); both collectively referred herein as **"Involved Motor Vehicles"**. An analysis of all the available documents and information gathered was subsequently carried out.
4. We now set out below our detailed findings and analysis.

Nature of Accident

5. From the Singapore Police Report T/20211215/2005 and Accident Statement of the driver of the Suzuki, Mr Tan Kok Yang (herein referred to as **"Mr Tan"**), on 14 December 2021 at about 2040 hours, Mr Tan parked the Suzuki at a double yellow line near Block 410 Choa Chu Kang Avenue 3 as there were no parking lots. At 2330 hours, he returned and discovered a dent on the right frontal portion of the Suzuki. A blue paint transfer mark was also found. He suspected that the driver of the Nissan had hit the Suzuki as it was also blue in colour. The Nissan was still parked in front of the Suzuki when Mr Tan called the police. Mr Tan noticed that there was a white paint transfer mark on the left rear portion of the Nissan. Hence that is why Mr Tan suspects the driver of the Nissan of hitting the Suzuki. Mr Tan took photographs of the Nissan.
6. The Accident Statement of the driver of the Nissan, Mr Wong Tet Marn (herein referred to as **"Mr Wong"**), however had stated that on 14 December 2021 at about 2000 hours, the Nissan was at the carpark of Block 410 Choa Chu Kang Avenue 3. When he returned, he performed a U- turn at the carpark and parked the Nissan. The following day, Mr Wong's company received a call from the owner of Suzuki claiming that the Nissan had collided onto the Suzuki which Mr Wong has no knowledge of.

Damage to the Suzuki

7. From our examination of the photographs taken during the Pre- Repair Survey conducted by LKK Auto Consultants Pte. Ltd. about 2 weeks after the accident, we note that the Suzuki had sustained an impact onto its right frontal portion. The damages were mainly observed to be at or around the right front fender and front bumper.

8. We observed dents as well as blue paint transfer marks on the right front fender of the Suzuki. We also noted that the front bumper was misaligned at its right corner edge. See photos 1 - 5 below.



Photo 1 shows the general view of the frontal portion of the Suzuki at the time of the Pre- Repair Survey conducted by LKK Auto Consultants Pte. Ltd. which was taken about 2 weeks after the accident. The damage to the Suzuki was observed to be confined to the right front fender and front bumper (circled).



Photo 2 shows the dents (circled) found on the right front fender of the Suzuki.



Photo 3 shows a closer view of the dents (circled) found on the right front fender of the Suzuki.



Photo 4 shows a closer view of the blue paint transfer marks found on the right front fender of the Suzuki (arrowed).



Photo 5 shows a closer view of the right corner edge of the front bumper of the Suzuki. We observed that the front bumper was misaligned at its corner edges (arrowed).

Damage to the Nissan

9. From our examination of the photographs taken during the reporting about 2 days after the accident, we note that the Nissan had sustained an impact onto its left rear portion. The damages were mainly observed to be at or around the rear portion of the left side gate.
10. The examination had primarily focused on the left rear portion of the Nissan, in particular its left side gate as the accident was reported to be of a left to right nature.
11. Our examination of the left side gate of the Nissan also observed white paint transfer marks on the rear portion of the Nissan's left side gate. See photos 6 & 7 below.



Photo 6 shows the general view of the left rear portion of the Nissan at the time of reporting. The examination had primarily focused on the left rear portion of the Nissan, in particular its left side gate as the accident was reported to be of a left to right nature.



Photo 7 shows the white paint transfer marks found on the rear portion of the Nissan's left side gate (circled).

Accident Scene Photographs

12. For this case, the Singapore Accident Statements of Mr Tan had contained several photographs taken at the accident scene. It shows the position of the Involved Motor Vehicles at the accident location. The position of the Nissan appeared to be in front of the Suzuki.
13. Closer examination of these photographs revealed blue paint transfer marks on the Suzuki and white paint transfer marks on the Nissan post- accident respectively. See photos 8 - 11 below.



Photo 8 shows the position of the Suzuki at the accident location provided by Mr Tan. The Suzuki had sustained damages at the right front fender as a result of the accident (circled).



Photo 9 shows the position of the Nissan at the accident location provided by Mr Tan. The position of the Nissan appeared to be in front of the Suzuki.

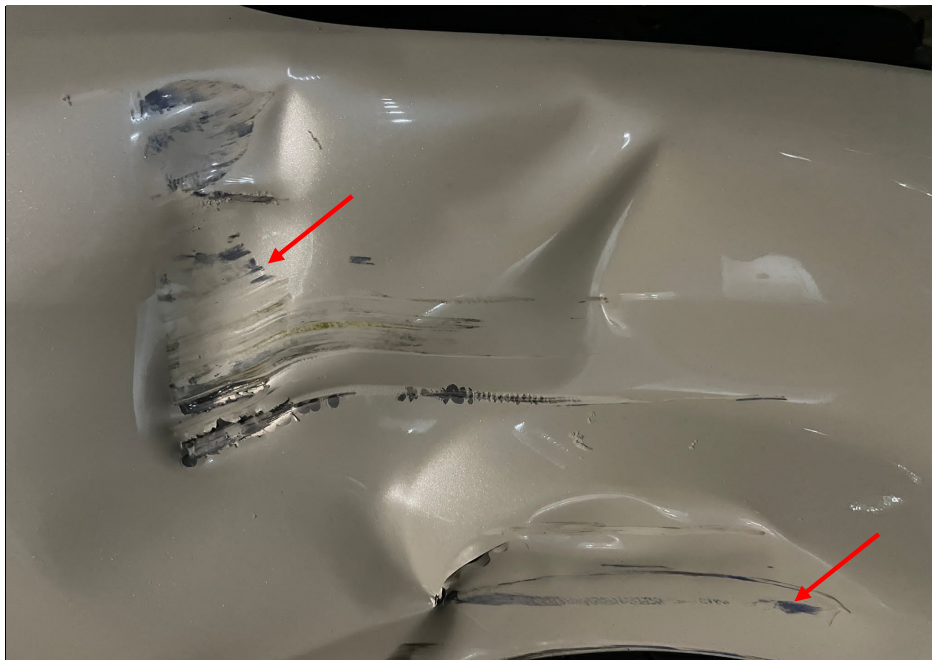


Photo 10 shows a close up view of the right front fender of the Suzuki at the accident location provided by Mr Tan. Blue paint transfer marks can be seen on the right front fender of the Suzuki post- accident (arrowed).



Photo 11 shows a close up view of the left rear portion of the Nissan at the accident location provided by Mr Tan. White paint transfer marks can be seen on the rear portion of the left side gate of the Nissan post- accident (arrowed).

Height Measurement

14. We had conducted a height configuration test to determine whether the damages observed on the right frontal portion of the Suzuki corresponds to the damages observed on the left rear portion of the Nissan.
15. In order to determine this, we had measured the height above ground level of the right frontal portion of the Suzuki (using a similar make and model), at the area where the dents and blue paint transfer marks were found. We had thereafter compared this measured height against the left rear portion of the Nissan (using a similar make and model). See photos 12 - 15 below.



Photo 12 shows the height measurement being conducted on the right frontal portion of the Suzuki (using a similar make and model). The height range above ground level of the right front fender of the Suzuki, at the area where the damages were found, was measured to be approximately between 62cm to 86cm.



Photo 13 shows a closer view of the height measurement being conducted on the right frontal portion of the Suzuki (using a similar make and model). The height range above ground level of the right front fender of the Suzuki, at the area where the damages were found, was measured to be approximately between 62cm to 86cm.

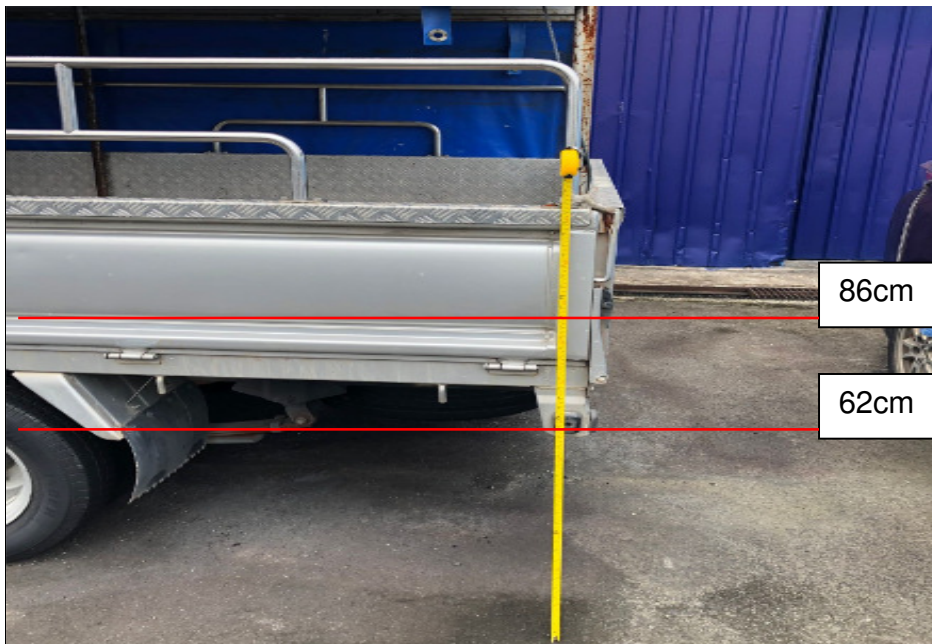


Photo 14 shows the height measurement being conducted on the left rear portion of the Nissan (using a similar make and model). The body part at the height range of between 62cm to 86cm above ground level was the rear portion of the left side gate of the Nissan where the white paint transfer marks were observed.



Photo 15 shows a closer view of the height measurement being conducted on the left rear portion of the Nissan (using a similar make and model). The body part at the height range of between 62cm to 86cm above ground level was the rear portion of the left side gate of the Nissan where the white paint transfer marks were observed.

16. We now set out below the findings that we had gathered following the height measurements that was conducted:-

- a) the height range above ground level of the right front fender of the Suzuki, at the area where the damages were found, was measured to be approximately between 62cm to 86cm;

- b) the body part at the height range of between 62cm to 86cm above ground level was the rear portion of the left side gate of the Nissan where the white paint transfer marks were observed;
- c) the height measurements appear to support the findings of possible contact between the left rear portion of the Nissan and the right frontal portion of the Suzuki. The damage observed on the left rear portion of the Nissan was a result of this contact and corresponds to the damage observed on the right front fender of the Suzuki. In other words, the damage observed on the right front fender of the Suzuki is consistent to the damage observed on the left rear portion of the Nissan.

Conclusion

- 17. Having investigated and technically analyzing the material evidence available at the time of writing this report, we are of the opinion that there was contact between the left rear portion of the Nissan and the right frontal portion of the Suzuki at the material time.
- 18. The impact force from the contact was relatively minor and had occurred when the Nissan was performing a U- turn and hit the right frontal portion of the Suzuki, which was parked at the time of contact.
- 19. The pattern of the white paint transfer marks observed on the left rear portion of the Nissan corresponds to the pattern of the dents and blue paint transfer marks observed on the right frontal portion of the Suzuki.

20. The damage observed on the right frontal portion of the Suzuki is consistent to the nature of the accident and also consistent to the damage observed on the left rear portion of the Nissan.

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