

FormTeam Consultancy Pte Ltd

Your Ref: CLC.2021.222983
Our Ref: LIBERTY21-102646/RI/FP/BX

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GST Reg. No: 200819280D

DAMAGE CONSISTENCY AND RE-INSPECTION REPORT

ComLaw LLC
64 Cecil Street #06-01 IOB Building
Singapore 049711

30TH NOVEMBER 2021

Attn Miss Chua Li Suan

NAME OF CLIENT : Liberty Insurance Ptd Ltd.

NAME OF INSURED : EFFICIENT TOWING

NAME OF INSURED'S DRIVER : TEO KOK BENG, MALE, CHINESE,
49 YEARS OLD

INSURED VEHICLE : YM 4184L as DV (Defendant Vehicle)

THIRD-PARTY OWNER : MOSES PNG TIAN SAN,
MALE, CHINESE, 41 YEARS OLD

THIRD-PARTY VEHICLE : SFL 928P Replaced with SND 918 R as PV
(Plaintiff Vehicle)

DATE & TIME OF INCIDENT : 18/03/2020 @ 1255HRS

DESCRIPTION : TP VEHICLE ALLEGEDLY DAMAGED BY
INSURED'S TOW TRUCK

LOSS ADJUSTER : FRANKIE PANG

DOCUMENTS GIVEN FOR THIS REPORT/SURVEY : BOTH PARTY'S GIA REPORT, LKK DAMAGED
CONSISTENCY REPORT, TAX INVOICE
DATED 24/3/21 FROM 1ST AUTOMOBILE
SERVICES AND INFINITY APPRAISAL
INSPECTION REPORT.

A. DAMAGE CONSISTENCY AND RE-INSPECTION REPORT

We refer to your instruction on 16/9/21 and we append copy of our survey consistency report herein. We have conducted a physical survey on 06/10/21 to PV at 60, Jalan Lam Huat, Carros Centre in the premise of 1st Automobile Services.

B. GENERAL CIRCUMSTANCES

This report features an incident involving DV towing PV from 5 Leedon Height on 18/03/2020 @ 1255hrs. Insured was engaged by Third-Party to tow his vehicle to Carros Centre. We understand from LKK's report Page 3 para 11, PV drive shaft was dislodged. After towing the vehicle to Carros Centre, insured's driver left the workshop. On the same day, Third-Party informed Insured that the Rear Muffler was damaged by the tow truck due to insured's driver towing PV.

Third-Party engaged a Lost Adjustor, LKK Auto Consultants Pte Ltd to survey the damaged exhaust muffler. LKK surveyed the vehicle on 25/9/20, 12/10/2020, 20/10/20 and 23/11/21 more than 6 months after the incident, mileage reads at 151754.

Infinity Appraisal Service had conducted a Pre-repair survey on 28/4/2020 and mileage reads at 150884. PV had travelled a total of 870KM at time of surveyed by LKK.

LKK'S REPORT HAS REFERED TO THE "MID PIPE SECTION" BUT THIS REPORT AS REFERED TO CATALYTIC CONVERTER.

C. PHYSICAL SURVEY AND COMMENTS ON INSURED VEHICLE

On 22/09/2021, we conducted a survey on DV. As the damage to PV was on the Rear EXHAUST Muffler, we measured the Tow Truck lifting equipment.



Photo 1 – Insured's Vehicle



Photo 2 - Taking the measurement of the Tow Truck lifting Equipment



Photo 3 - Measurement on the Tow Truck lifting Outer Boom



Photo 4 - Measurement on the Tow Truck lifting boom housing reads 12.3cm



Photo 5 - Measurement on the Tow Truck lifting boom housing height reads 12.5cm



Photo 6 - Measurement on the Tow Truck lifting Inner Boom



Photo 7 - Measurement on the Tow Truck lifting Inner Boom reads 10.8cm



Photo 8 - Measurement on the Tow Truck lifting Inner Boom height reads 10.9cm



Photo 9- The Underlift fork swiveling to the right



Photo 10 - The Underlift fork swiveling to the left

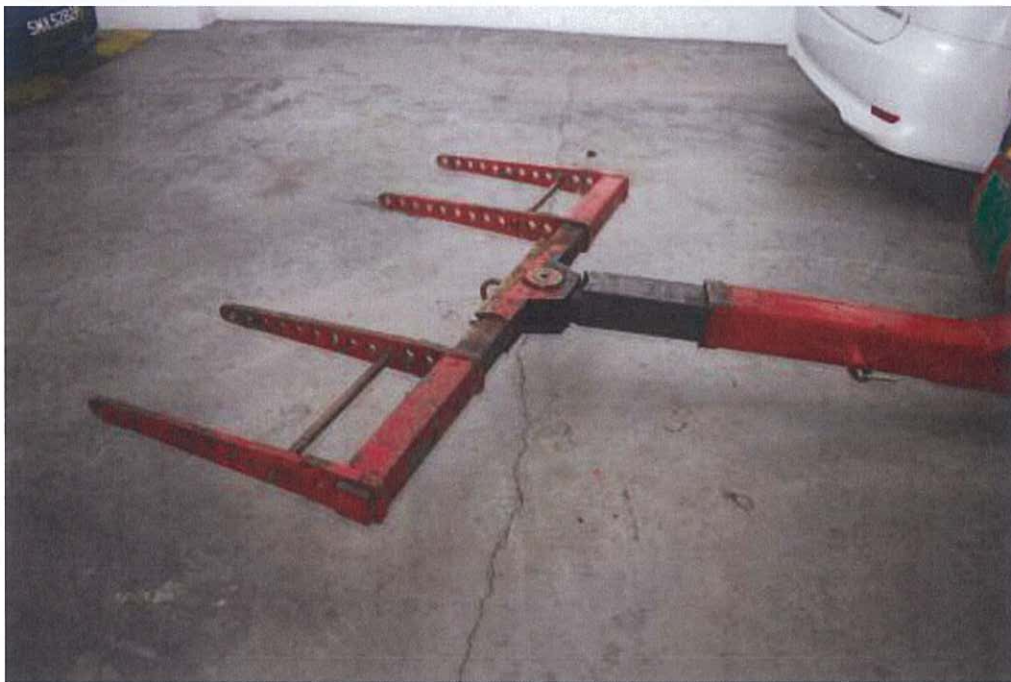


Photo 11 – The Underlift fork swiveled to center



Photo 12 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each fork



Photo 13 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each fork



Photo 14 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each
fork



Photo 15 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each
fork



Photo 16 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each fork



Photo 17 – The proper way to unload a low floor clearance vehicle by using 2 wooden blocks in between each fork

D. PHYSICAL SURVEY AND COMMENTS ON Third- Party Vehicle
SND 918R as PV

On 06/10/2021, we conducted a physical survey to PV. We understand it was a 2001 Porsche 911 TURBO and its age is almost 20 Years with 7 Transfer Count and clocked the mileage of 154010 at time of inspection. We also understand PV had completed its repair. A Tax Invoice (Cash Sale) INV-1512 dated 24/3/21 from 1st Automobile Services was submitted. It was a Part by Part repair. However, during our survey **ONLY** the rear Exhaust Muffler, heat plate, heat shield and the oil pipes were available for our inspection. The original registration number plate bearing SFL 928 P was replaced with a new registration plate SND 918 R.



Photo 18- General View of PV



Photo 19- General View of PV



Photo 20 – General View of the Air Duct



Photo 21 – The Air Duct is secured by hose and clips



Photo 22 - The Air Duct is secured by a L Bracket



Photo 23 - PV hoisted up for survey inspection



Photo 24 – PV Right Exhaust



Photo 25- PV Left Exhaust

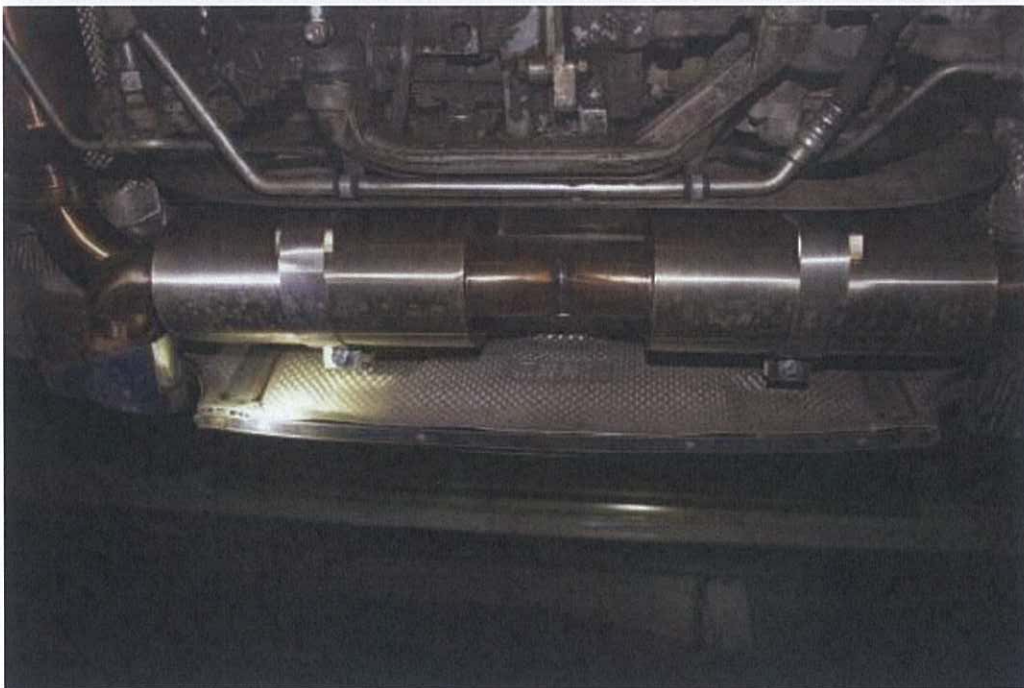


Photo 26- New exhaust muffler on PV



Photo 27 – PV installed with Kline Innovation Exhaust System



Photo 28 – PV Right Exhaust Muffler to Catalytic Converter

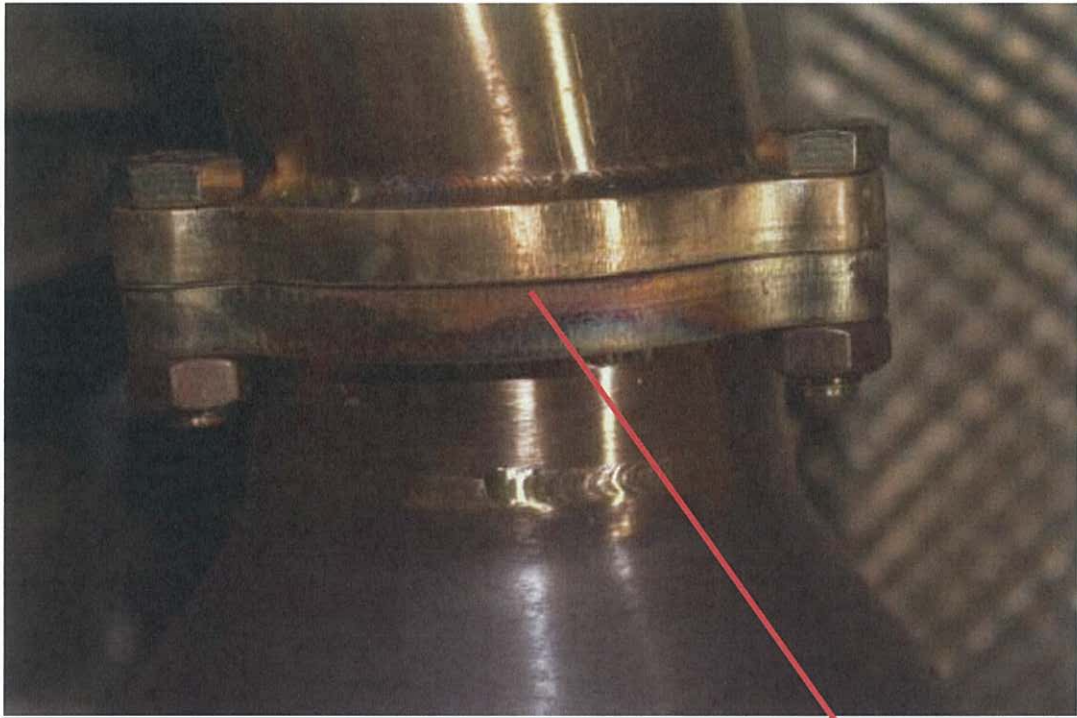


Photo 29 – PV Right Exhaust Muffler to Catalytic Converter Joint with gaps

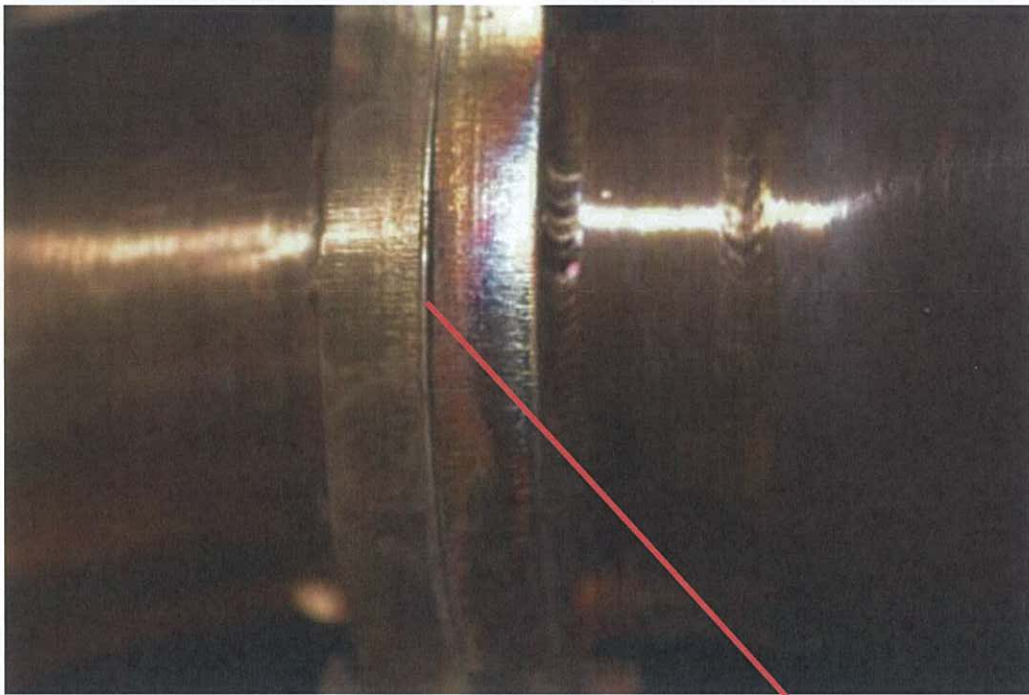


Photo 30 – PV Right Exhaust Muffler to Catalytic Converter Joint with Exhaust Gasket



Photo 31 – PV Left Exhaust Muffler to Catalytic Converter



Photo 32 – PV Left Exhaust Muffler to Catalytic Converter Joint



Photo 33 – PV Left Exhaust Muffler to Catalytic Converter Joint with Exhaust Gasket



Photo 34 – Measuring the Joint of the right Exhaust Muffler to Catalytic Converter

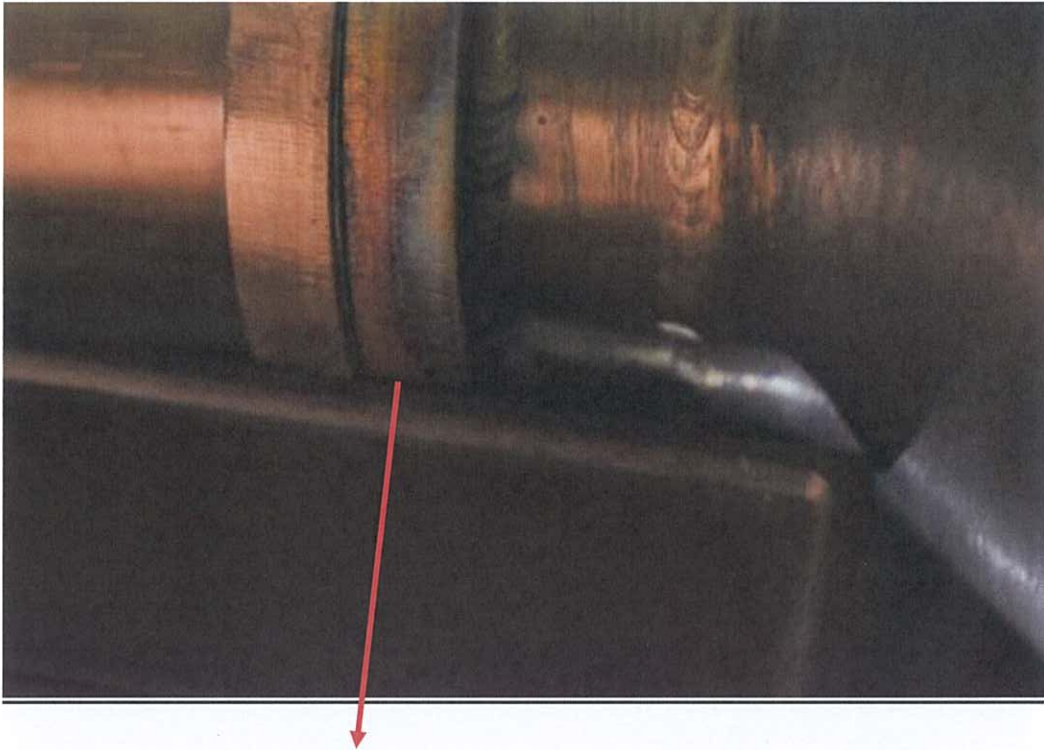


Photo 35 – Uneven & Misaligned Joint of the right Exhaust Muffler to Catalytic Converter



Photo 36 – Right Exhaust Manifold

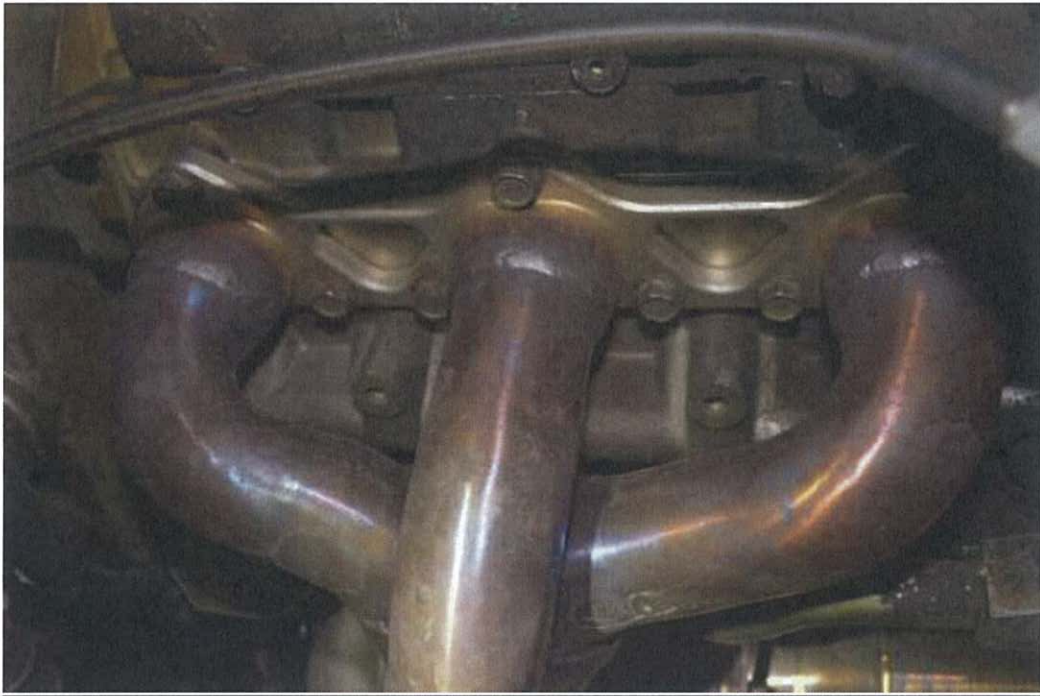


Photo 37 – Right Exhaust Manifold not replaced and untouched rusted bolt



Photo 38 – Right Exhaust Manifold not replaced and untouched rusted bolt



Photo 39 – Right Exhaust Manifold not replaced and untouched rusted bolt



Photo 40 – Right Exhaust Manifold not replaced and untouched rusted bolt

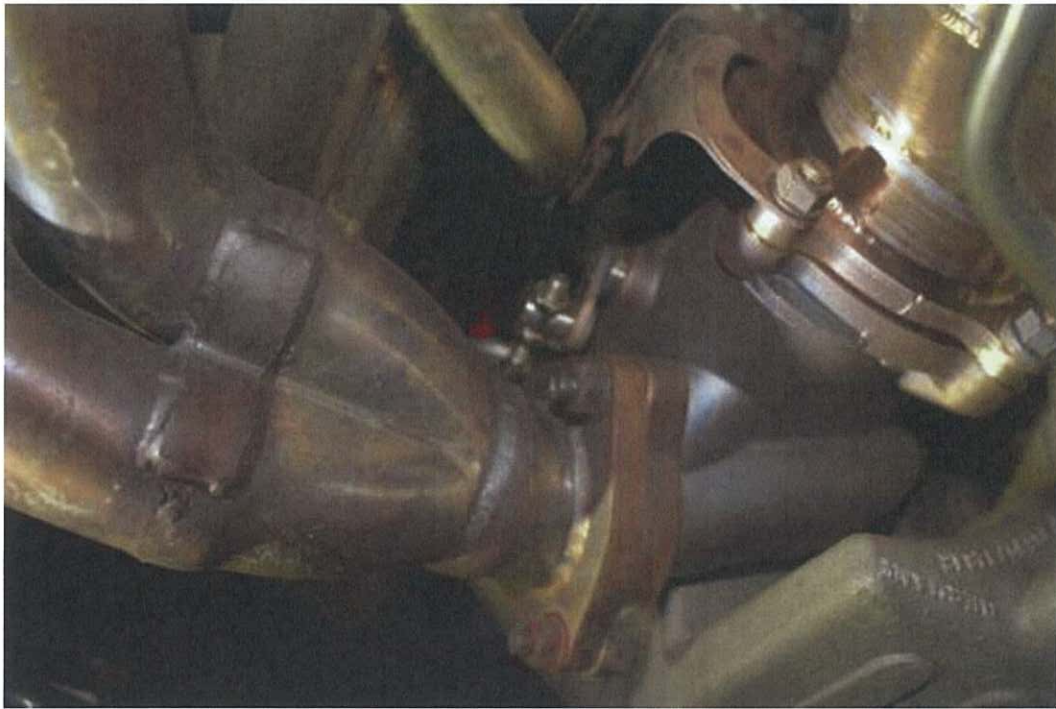


Photo 41 – Right Exhaust Manifold to Turbo



Photo 42 – Right Turbo not replaced -rusty screw and rusty secure bracket. BLACK SOOT MARK SAME AS
LKK REPORT PHOTO 19

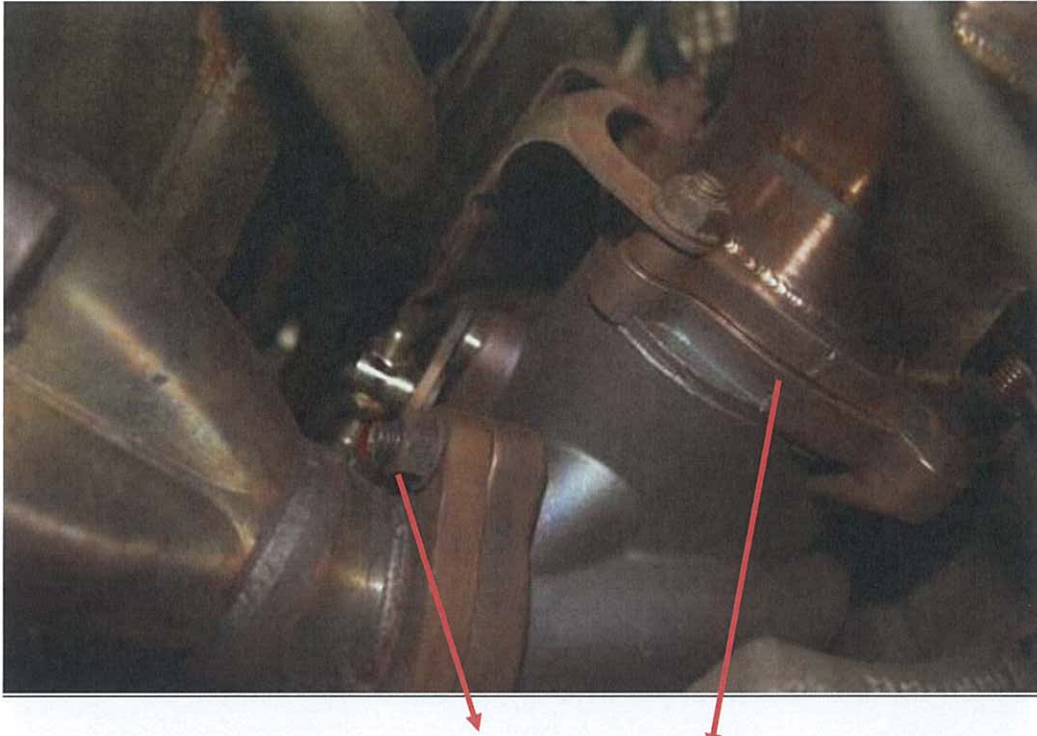


Photo 43 – Right Turbo not replaced, untouched rusted bolt. New exhaust gasket between the turbo and catalytic converter.



Photo 44 – Left Exhaust Manifold



Photo 45 – Left Exhaust Manifold rusty untouched bolt



Photo 46 – Left Exhaust Manifold rusted untouched and rusty bolt



Photo 47 – Left Exhaust Manifold rusty untouched bolt



Photo 48 – Left Exhaust Manifold and Turbo

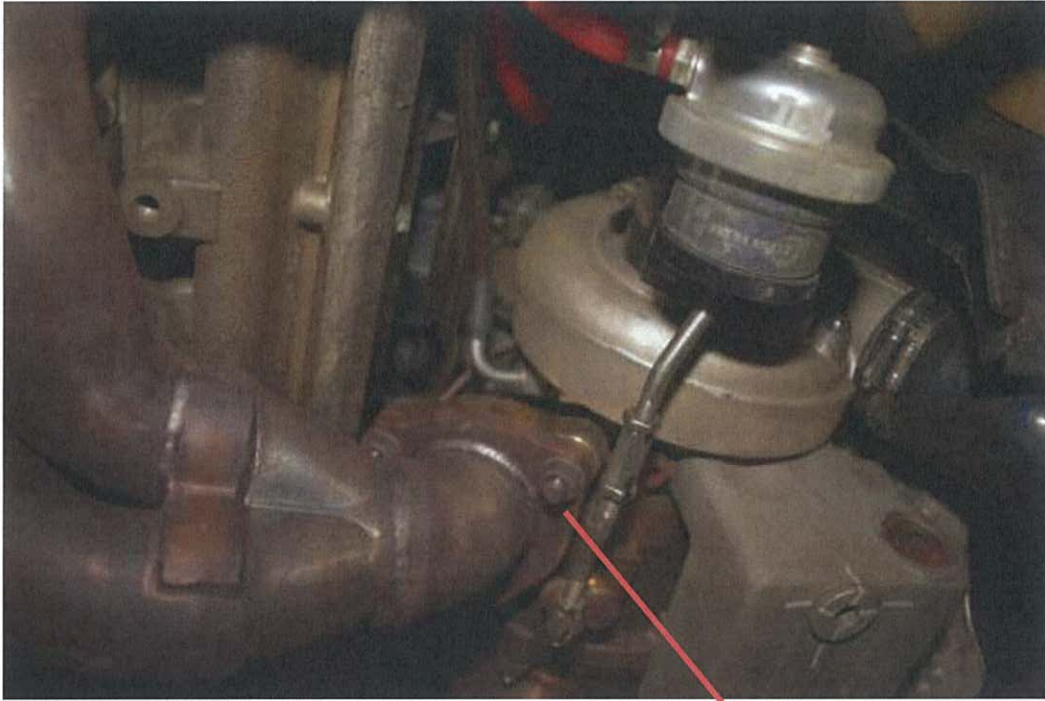


Photo 49 – Left Turbo not replaced, untouched rusty bolt.



Photo 50 – PV Chassis Number



Photo 51 – PV Mileage at the point of our inspection

Enquire PARF/COE Rebate for Registered Vehicle

Vehicle Owner Particulars	
Owner ID Type:	Singapore NRIC
Owner ID:	117D
Vehicle Details	
Vehicle No.:	SFL928P
Vehicle to be Exported:	No
Intended Deregistration Date:	05 Oct 2021
Vehicle Make:	PORSCHE
Vehicle Model:	911TURBO MNL
Primary Colour:	Silver
Manufacturing Year:	2001
Engine No.:	64104608
Chassis No.:	WPOZZZ99Z1S682551
Maximum Power Output:	-
Open Market Value:	\$142,867.00
Original Registration Date:	31 Mar 2001
First Registration Date:	31 Mar 2001
Transfer Count:	7
Actual ARF Paid:	\$200,014.00
Intended PARF Rebate Details	

Photo 52 – PV Transfer Count



Photo 53– Old parts retained for our survey

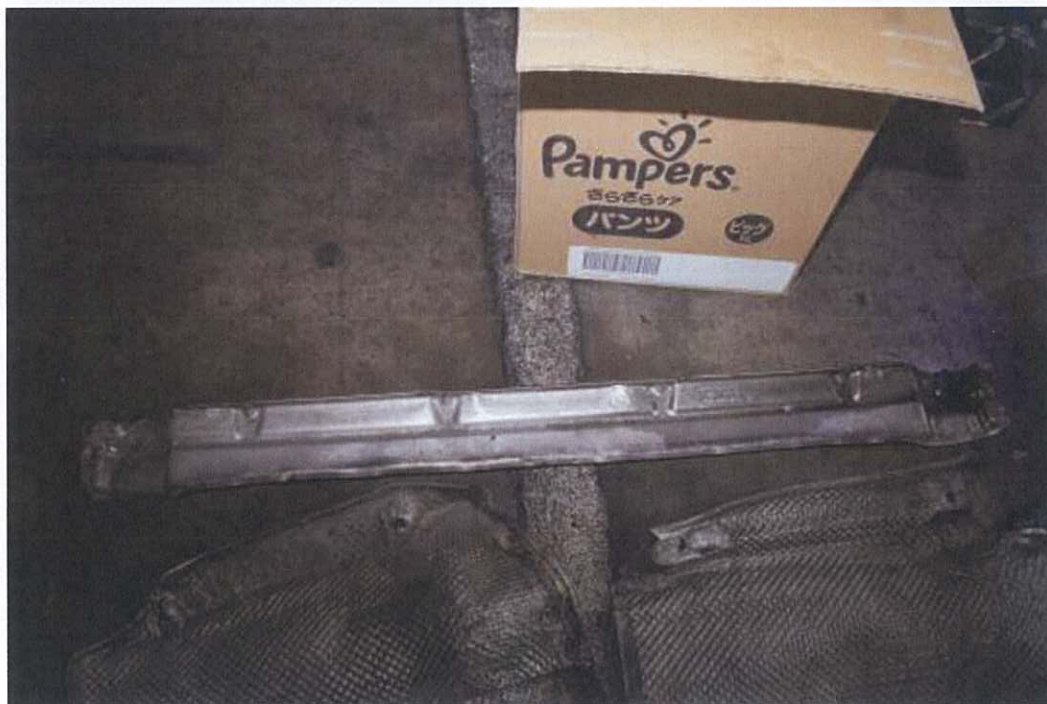


Photo 54 – Exhaust Upper Heat Plate

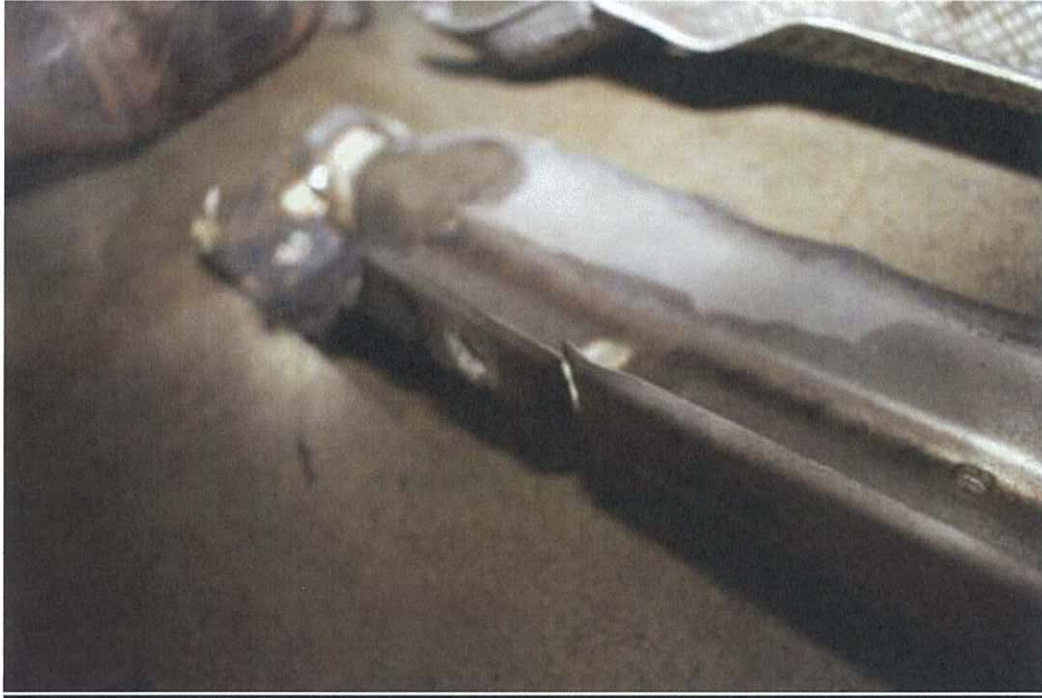


Photo 55 – Exhaust Upper Heat Plate



Photo 56 – Exhaust Upper Heat Plate



Photo 57 – Exhaust Upper Heat Plate

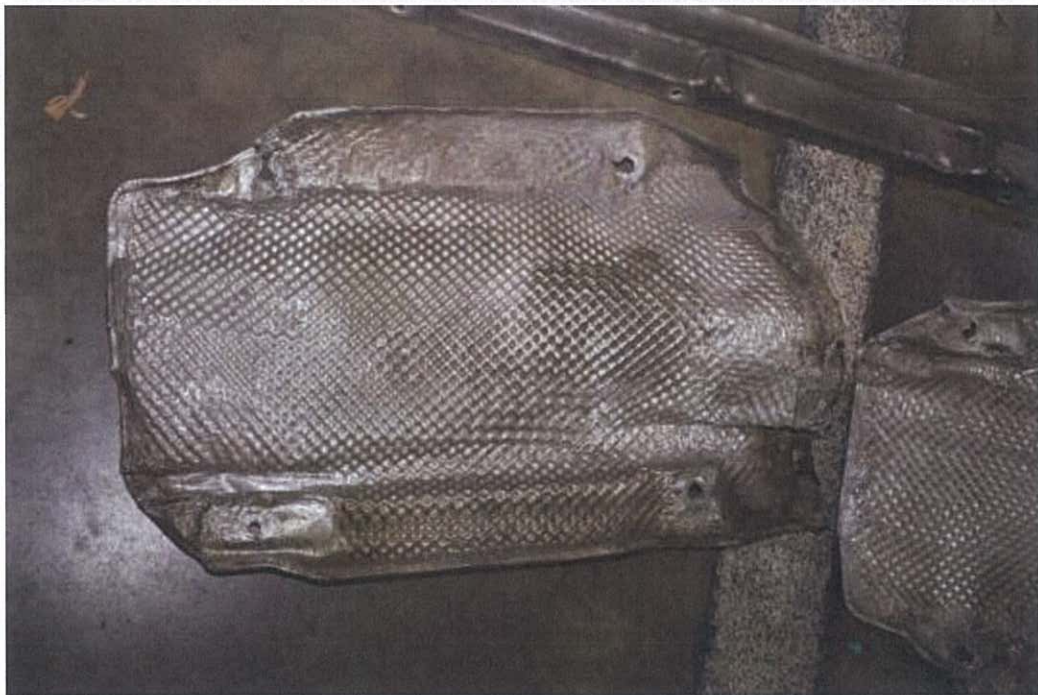


Photo 58 – Rear Exhaust Heat Shield



Photo 59 – Rear Exhaust Heat Shield

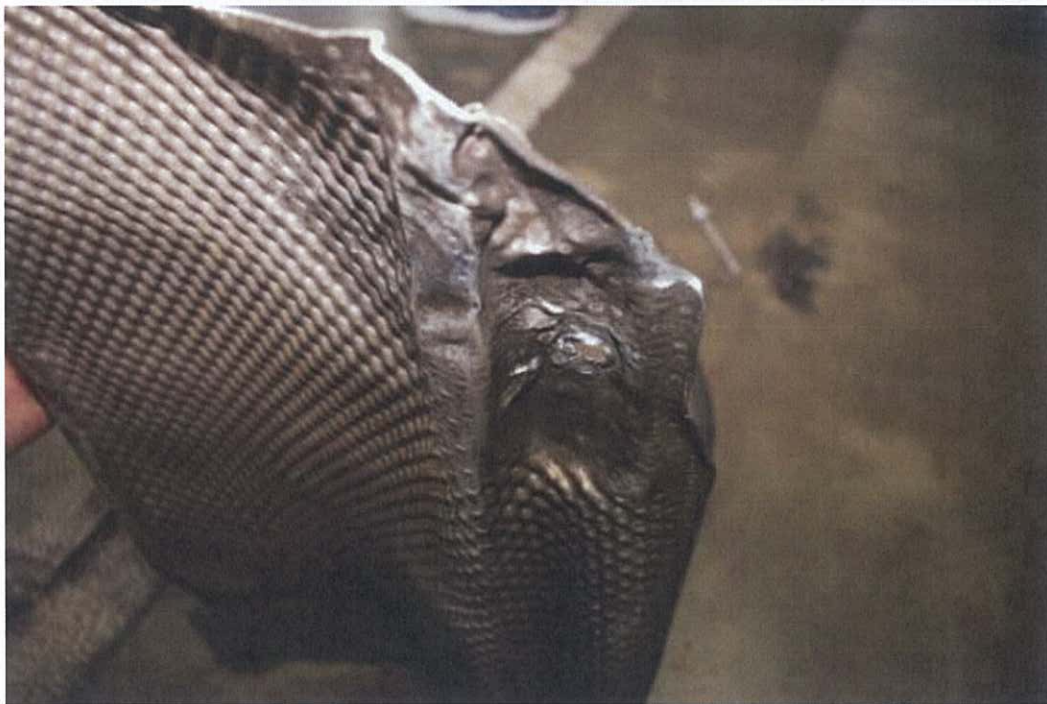


Photo 60 – Rear Exhaust Heat Shield

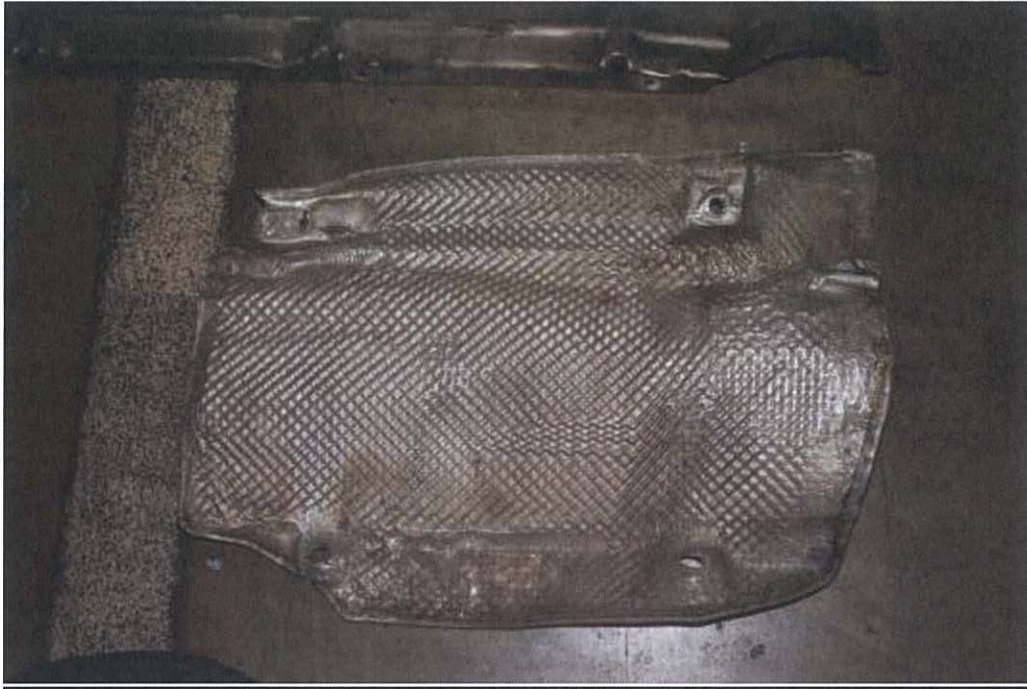


Photo 61 – Rear Exhaust Heat Shield

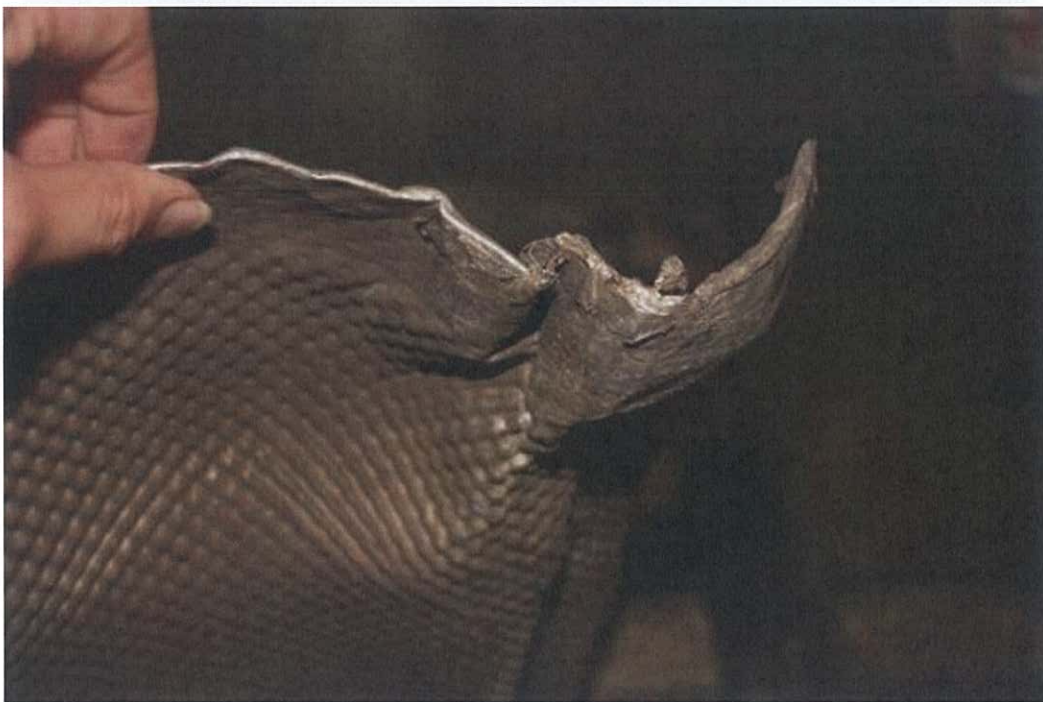


Photo 62 – Rear Exhaust Heat Shield

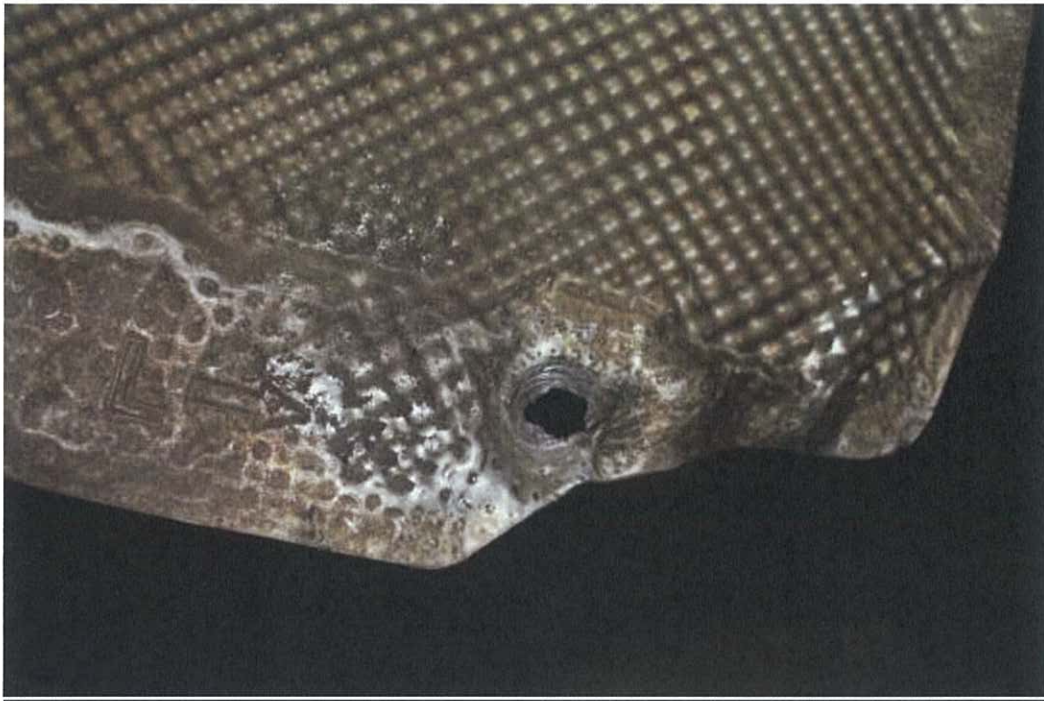


Photo 63 – Rear Exhaust Heat Shield



Photo 64 – Rear Exhaust Heat Shield



Photo 65 – Oil Pipe



Photo 66 – Oil Pipe



Photo 67 – Oil Pipe



Photo 68 – Oil Pipe



Photo 69 – Oil Pipe



Photo 70 – Rear Exhaust Muffler



Photo 71 – Rear Exhaust Muffler dent damage, not related to the reported incident

Observation of Third-Party's Vehicle



Photo 72- Damaged Exhaust Muffler

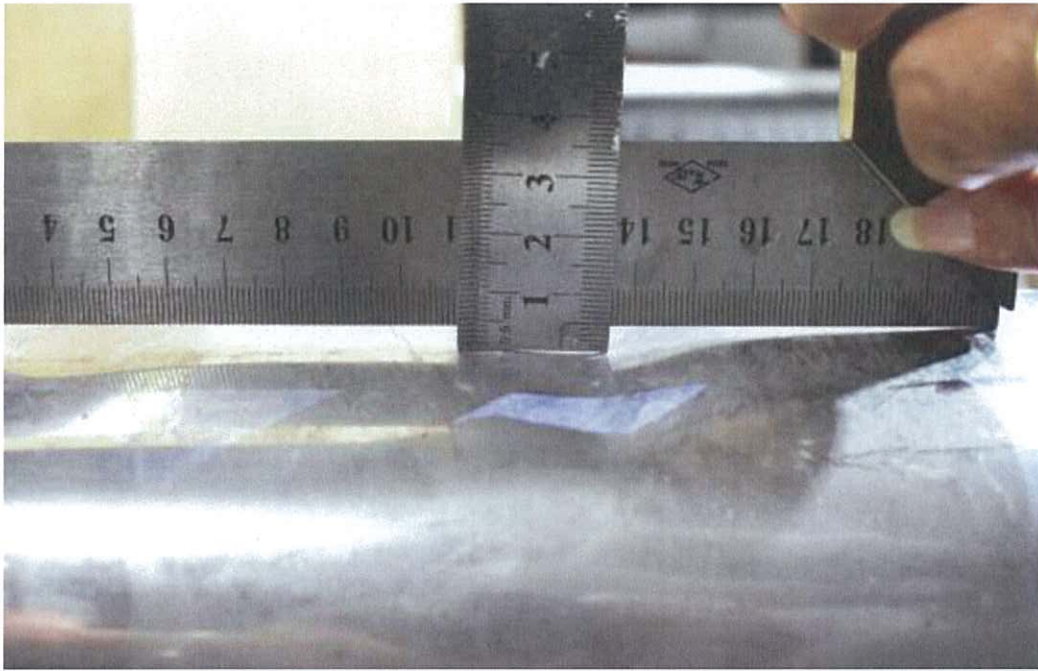


Photo73 – Depth of dent reads at 5mm

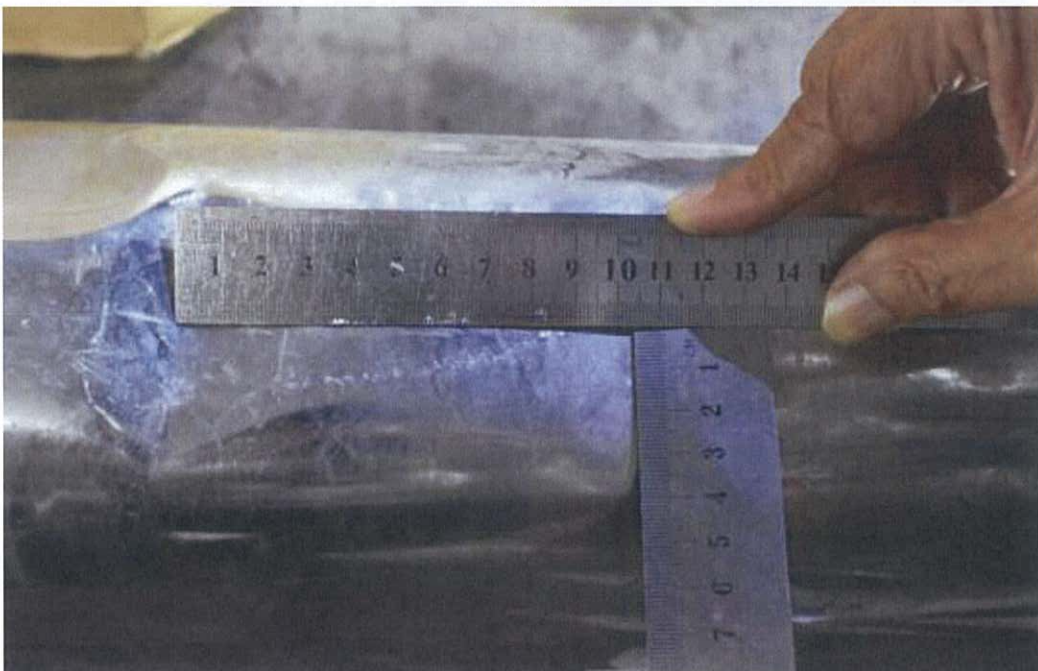


Photo 74 – Length of dent reads at 10.5cm

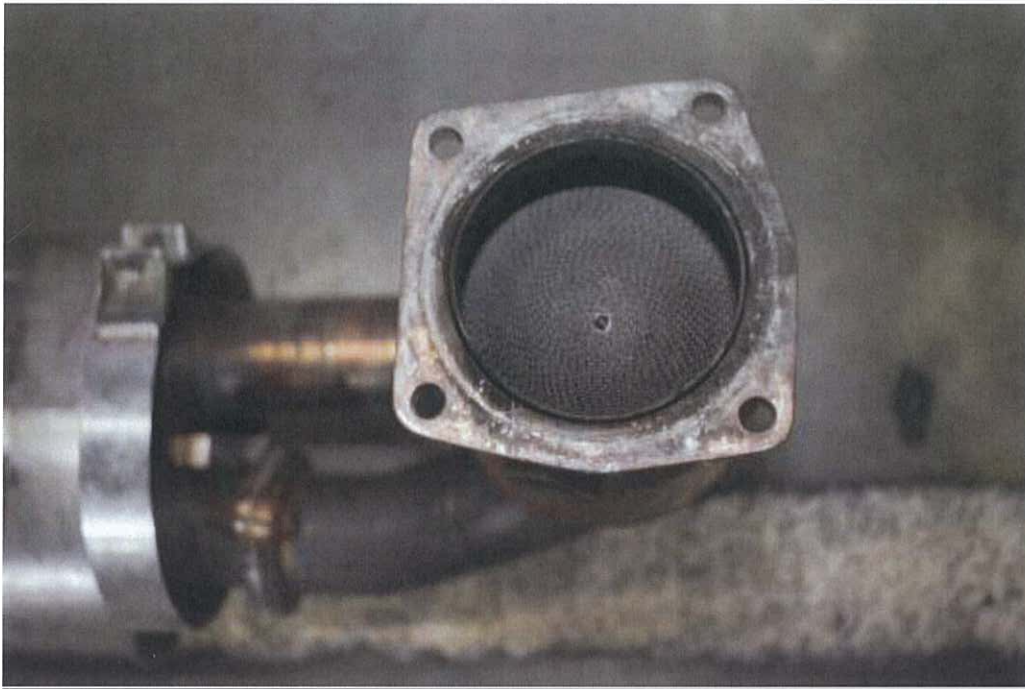


Photo 75 – Inspecting the honey comb inside the Catalytic Convertor



Photo 76 – The honey comb in the Catalytic Convertor is in good condition



LKK Report Photo



Our Survey Photo

Photo 77 - During our survey, we confirmed the left manifold and left turbo were not replaced.



LKK Report Photo



Our Survey Photo

Photo 78 - Same dirt mark on the Right Exhaust Manifold which was not replaced.



LKK Report Photo



Our Survey Photo

Photo 79 – Same exhaust soot marked on the right turbo which was not replaced

E. OBSERVATION ON OTHER DUAL EXHAUST VEHICLES



Photo 80 – Height difference indicated in yellow and green lines



Photo 81 – Height difference indicated in yellow and green lines



Photo 82 – Height difference indicated in yellow and green lines



Photo 83 – Height difference indicated in yellow and green lines

F. CAUSATION

In the alleged incident reported by Plaintiff, the incident happened while insured driver towed PV to Carros Centre. Before the commencement of the towing job, there was no damaged to Third-Party's Rear Muffler. The damage Rear Muffler was only sighted by Plaintiff after the vehicle was hoisted up for repair works (LKK report Page 4 para 14).

During our survey, we observed the damaged pattern on PV dismantled Rear Exhaust Muffler was a single impact dent inward. Based on the measurement of the damaged Rear Muffler, the damages measured by LKK across the dented area is 10.5 Inches. However, LKK did not measure the depth/intrusion of the dent. We did a measurement and found the depth of the dent is merely **5mm**. We also sighted the exhaust muffler had **EXISTING DAMAGES** apart from the dent suffered by the tow boom.

G. COMMENTS ON LKK REPORT

- (1) From the damage pattern to the Rear Exhaust Muffler of PV, it appears that the dent mark was caused by Tow Truck's Inner Boom. The measurements on the Rear Muffler dent matches with DV Tow Truck lifting Inner Boom. The damage to the Rear Muffler is due to a centered single impact which suggested it could be damaged during the descending and unloading process of DV vehicle. From our understanding, before PV is being lowered onto the ground level, wooden blocks should be used to support both the tyres of PV ensuring the height of PV is being lifted to allow the lifting boom to retract safely into the boom housing. As DV lifting inner boom's Fork can be swivel freely, we rule out damage to PV exhaust muffler caused during the towing process to Carros Centre. As also mentioned in LKK's report (Pg 9 Para 25) No Overlapping Indentation in a single impact and upward impact direction. If it was damaged enroute to Carros, as DV was in motion and the tow boom swivel, damage sustained to the Exhaust Muffler would be multiple dents, cuts, and scratches. Therefore, this is ruled out.
- (2) Page 6 and 7 Photos 2,3,4 of LKK's report shows O/S tail pipe was visually higher as compared to the N/S tail pipe. **We Do NOT AGREE** and it is definitely not accurate. To be precise in measurement comparison, LKK also needs to measure the gap clearance between the lowest section of the boot lid against the top section of the bumper to confirm the rear bumper is not Mis-align. And/Or measurement should be taken from the ground level upwards to the tail pipes provided the ground level is proven flat. All these was not done.
- (3) It is not uncommon for the rear exhaust to be of different height. Attached photographs for reference.
- (4) Page 13 and 14 of LKK's report photos 14, 15 and 17 shows Misalignment of the Exhaust Muffler. We do not agree and **Totally Not Consistent** to all the related parts affected by the Exhaust Muffler. LKK commented the impact is upward direction, basing on the **facts and direction of impact**, photo 17 (Red Arrow) pointing, the joining nearer to the Exhaust Muffler would Definitely be **HIGHER** than the joining nearer to the catalytic converter.

- (5) Page 14, photo 16 shows the black carbon soot stained is **DEEP DARK BLACKEN**. This is only possible after a prolonged period of exhaust gas leaking taking into consideration when PV is stationery with the engine in operation for the leak exhaust gas to affect the portion directly above it. The leak exhaust gas, if any, will be blown backwards during the motion of PV driving forward.

Page 16 photos 21 shows the LH joining of the exhaust muffler and the catalytic converter is not misalign and yet there is soot seen. This shows the black soot is not due to misalign of the exhaust and instead of the missing gasket.

- (6) Page 15,16 of LKK's report photos 19 & 20 states the turbo unit and the exhaust extractor were misalign, we **Do Not Agree**. The allege black soot stain on the turbo housing is not in vertical straight line with the exhaust extractor's leak portion. Therefore, for the leak exhaust gas, if any, to blow directly onto the turbo housing (page 16 photo 20 LKK) is **totally not possible**. Generally, if there is any exhaust leaks, the air will disperse in all direction and /or will be blown backwards during the motion of PV driving forward.

- (7) Page 13, 16 & 17 of LKK's report photos 15, 20, 21, 22 & 24, shows all the screws and nuts of the exhaust system were badly rusted **AND** no signs of movement/shifted at all. We also noticed from these photos; all the exhaust joints do not have any gasket in between. A slight bent to the Exhaust muffler will not budge the whole Exhaust system as the Exhaust muffler is not a solid and robust part and is hollow in nature which have absorb the impact during the descending process at the workshop.

- (8) Page 19 & 20 of LKK's report photos 26,27 & 28 show the airduct suffered **semi-circular cut marks** by a mechanical rotating part, a pulley. We also **Do Not Agree** it was caused and/or related to this incident. The entire duration of the towing operation till the destination, the engine of PV was not in operation and therefore the pulley could not move. It is not consistent to this incident. During our physical survey we understand this airduct is tightly secured by screws, hose clips and metal brackets which in our opinion, it could not have shifted or suffered any movement due to this incident.

- (9) Page 22 Para 33 of LKK's report states that there is a distance between the underside of the rear exhaust muffler and the Tow truck's boom. Therefore, even there is a down slope/ramp or a pothole amongst others, during the journey from Leedon Height to Carros Center, the tow boom could not have damaged the rear exhaust muffler.
- (10)Page 24, Para 35 and photo 33, we **Do Not Agree**. The measurement and photos of the tow boom housing in LKK's report at 10.5CM is **Totally Not Consistent** and not to the correct Tow boom housing. No vehicle registration number was shown of the tow truck. Survey and Measurements taken by us on 22/9/21 with the actual DV's boom and the boom housing at 33 Ubi Ave 3 #02-15 Vertex Building, Singapore (408868). The boom housing reads at **12.3CM**. Therefore, DV while towing from Leedon Height to Carros Center, the tow boom housing could not have damaged the rear Exhaust Muffler. It could only happen in the process of descending of PV at the workshop. Refer to our report Para 1, under comments on LKK report.

H. REMARKS

During our physical survey, we noticed **ONLY** the following parts were presented for our survey and verification instead of the **50 ITEMS** in the cash bill/invoice submitted to insurer.

- (a) 2 x Exhaust heat shield
 - (b) 1 x Exhaust heat plate
 - (c) 2 x Oil pipes
 - (d) 1 x Exhaust Muffler
- (1) We also question and ask the repairer/person in charge to verify with us ALL the parts in the invoice which they could not answer or gave us a reasonable reply what are those parts submitted in the invoice. They simply said, "YOU SHOULD CHECK WITH OWNER (Plaintiff)".
 - (2) Since they are not able to present all the replaced items in the invoice, we therefore requested them to identify **ALL THE REPLACED PARTS IN THE INVOICE** that was presumably already fitted onto PV. Again, the repairer/person in charge could not answer us again and gave us the same reply to check with plaintiff. Neither was Plaintiff able to verify ALL the alleged damaged parts.
 - (3) Therefore, clearly apart from all those parts that was available for Inspection, our physical survey seen, bolts, nuts, washers, studs and all the missing parts was in fact **NOT REPLACED**.
 - (4) The screws connecting the Turbo unit and the Manifold was found to be rusty, intact and not replaced.
 - (5) No exhaust gaskets were presented for our verification and inspection. Since no exhaust gaskets was sighted in all the photos taken by LKK, all the exhaust gaskets could have been corroded over a prolonged period, taking into consideration the age of PV is almost 20 Years Old, or previously the exhaust gaskets were not fitted at all, causing the Exhaust gas leakage **due to Wear and Tear**.
 - (6) During our survey with the vehicle hoisted, we confirmed only Rear Exhaust Muffler, heat plate, heat shield and oil pipes were replaced.
 - (7) The Manifolds and Turbos were not replaced.
 - (8) We also understand LKK did not conduct a Post Repair Survey. Therefore, they would not know whether ALL the shifted or affected parts were indeed replaced or reused.

-
- (9) And if the entire Exhaust system was shifted or moved affected by the impact to the Exhaust Muffler, the screw and studs would be bent and cannot be reused. However, during our physical Reinspection, all the screws and studs were intact and rusty. This confirms the entire Exhaust system was not shifted or moved at all due to this incident. If indeed the entire exhaust system did shift or moved, it could probably be due to an earlier impact being the facts stated in LKK's report Page 3 Para 11 that the drive shaft was dislodge.
- (10) The Turbo unit and the manifold could not be affected or damaged without a strong or direct impact to it.
- (11) We also noticed the Honey Comb inside both the catalytic converters were not affected or damaged at all.
- (12) We have check with the local Porsche distributor, the damaged exhaust is not from the original factory fitted. Therefore, we made a search for the similar damage exhaust for cost recommendation (attached for easy reference).
- (13) The exhaust muffler of PV did not show any red paint transfer from the outer tow boom.
- (14) From the small dent of 5mm impact on the exhaust muffler, it is impossible that the force be transmitted to other parts of vehicle to cause damage.
- (15) PV was almost 20 years old at time of incident. It had 7 ownership transfer counts and as such, it could have been involved in some accidents which plaintiff might not be aware and repairs might not have been properly carried out.
- (16) The slight difference in height of the rear left/right tail pipe was not caused by the impact on the exhaust muffler as the impact was central and not lopsided. It is not uncommon to see vehicles with such exhaust tailpipes of asymmetric heights.
- (17) The airduct damaged was not caused by this incident as the engine was not in motion during the process of towing.

Based on the damaged condition of the exhaust muffler, PV is still drivable.

I. CONCLUSION

In accordance with the evidence presented and our physical inspection, we are of the opinion that the damages sustained by PV apart from the **Exhaust Muffler**, all the other parts are **NOT CONSISTENT** to this incident. Therefore, all the entire Exhaust system related parts found shifted or damaged (If Any) as stated in LKK's report are not due to the impact/damaged to Exhaust Muffler. There is also no evidence shown in LKK's report that the entire Exhaust System related parts had been replaced including but not limited to the 2 turbo units and manifold.

J. OUR RECOMMENDATION

- 1) Rear Exhaust Muffler \$7,790.43.
- 2) Labour charges \$300.00 and one (1) day for repair.
- 3) Please see annex A our survey report.

Yours sincerely,

FormTeam Consultancy Pte Ltd
Adjusters & Surveyors (Licensed Appraiser)



Frankie Pang
AMSAE(AUST), AMIRTE, AMSOE,
MASPACI, MSAAA
Licensed Appraiser

(Email : frankie@fta.com.sg)

Disclaimer

This report is intended for the exclusive use of the addressee solely in relation to the loss occurrence in which the assessed vehicle is involved. No liability or responsibility whatsoever shall be held by FormTeam Consultancy Pte Ltd for any reliance on this report by any third party, unless with the permission of the addressee.

FormTeam Consultancy Pte Ltd

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Email: motorsurvey@fta.com.sg

Co.Reg No: 200819280D

GST Reg No: 200819280D

Our Reference : LIBERTY21-102646/RI/FP/cg

Your Reference: CLS.2021.222983

Date : 30-Nov-2021

Motor Claims Department
Liberty Insurance Pte Ltd
C/O 64 Cecil Street
#06-01 IOB Building
Singapore 049711

Attention : Messrs ComLaw LLC (Ms Chua Li Suan)

Dear Sir/Mdm,

RE-INSPECTION OF VEHICLE NO . SND 918R

Pursuant to your instructions on 19 Sep 2021 , we have conducted a reinspection of the above vehicle at 60 Jalan Lam Huat #03-42 S'737869 on 06 Oct 2021.

We recommend a repair cost of **\$8,090.43** (see report) based on part by part repair and the estimated duration of repairs would take **01 day** .

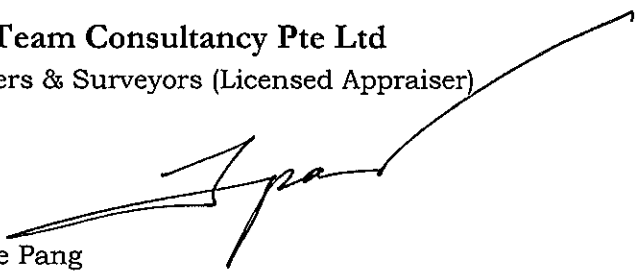
Attached is the exchange rate and the cost of the similar new exhaust muffler.

We also enclosed our note of charges for your consideration.

Thank you for this assignment.

Your faithfully

FormTeam Consultancy Pte Ltd
Adjusters & Surveyors (Licensed Appraiser)



Frankie Pang
AMSAE(AUST), AMIRTE, AMSOE,
MASPACI, MSAAA
Licensed Appraiser

(Email : frankie@fta.com.sg)

Encl. Re-inspection Report

FormTeam Consultancy Pte Ltd

AUTOMOBILE ASSESSMENT REPORT

PAGE : 1

Our Reference : LIBERTY21-102646/RI/FP/cg

Your Reference : CLS.2021.222983

Date : 30-Nov-2021

Annex A

Attention : Messrs ComLaw LLC (Ms Chua Li Suan)

TO : Motor Claims Department
Liberty Insurance Pte Ltd
C/O 64 Cecil Street
#06-01 IOB Building
Singapore 049711

Dear Sir/Madam,

Vehicle No : SND 918R
Model : Porsche 911
Mileage : 154010 km
Chassis No : WP0ZZZ99Z1S682551
Workshop : M/S 1ST Automobile Services LLP

Pursuant to your instructions on **19 Sep 2021**, we have conducted a reinspection of the above vehicle at **60 Jalan Lam Huat #03-42 S'737869** on **06 Oct 2021**.

We are pleased to submit hereunder our adjustment which we trust should serve your purpose: -

QTY	DESCRIPTION	CONDITION	REMARKS	SUBMITTED	REVISED
	<u>PARTS REPLACEMENT-LIST ITEMS</u>				
1	Exhaust Muffler	Slightly Dented		13,584.00	7,790.43
16	Nuts	Reused		244.80	-
8	Washer	Reused		185.60	-
2	Gasket	Not Substantiated		209.00	-
1	Muffler Hanger Bracket	Not Substantiated		259.00	-
4	Hexagon-Head Bolt	Reused		165.00	-
1	Heat Shield	Not Consistent/ Replaced Parts Not Available For Verification		140.00	-
4	Heat Shield Lock Nut			13.00	-
1	Heat Protection			577.00	-
2	Heat Protection Support			136.00	-
2	Heat Protection Bolt			9.00	-
2	Heat Protection Tapping Screw			9.00	-
2	Heat Protection Speed Nut			18.00	-
2	Heat Protection Bracket			222.00	-
1	Engine Carrier			1,450.00	-
2	Engine Mounting			1,496.00	-
6	Hexagon-Head Bolt			19.20	-

FormTeam Consultancy Pte Ltd

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Our Reference : LIBERTY21-102646/RI/FP/cg

Your Reference : CLS.2021.222983

QTY	DESCRIPTION	CONDITION	REMARKS	SUBMITTED	REVISED
4	Washer	Not Consistent/ Replaced Parts Not Available For Verification		32.00	-
2	Lock Nut			16.00	-
2	Adapter			174.00	-
1	Extractor			6,260.00	-
2	Engine/Extractor Gasket			85.00	-
18	Header Bolts			266.40	-
2	Extractor/Turbo Gasket			129.00	-
1	Turbo Charger Pair			12,520.00	-
14	Studs			214.90	-
2	Oil Feed Check Valve			529.00	-
2	Oil Restrictor Sealing Ring			4.00	-
1	Pressure Line Left			247.00	-
1	Pressure Line Right			247.00	-
1	Heat Shield Left			262.00	-
1	Heat Shield Right			262.00	-
12	Collar Nut For Heat Shield			38.40	-
1	Turbo Vent Hose Right			431.00	-
1	Turbo Vent Hose Left			675.00	-
1	Hanger Bracket, LHS			166.00	-
1	Hanger Bracket, RHS			261.00	-
4	Oil Reservoir Bolt			47.00	-
2	O-Ring Oil Reservoir			24.00	-
1	Turbo Heat Shield Left			235.00	-
1	Turbo Heat Shield Right			235.00	-
1	Turbo Intake Manifold LHS			369.00	-
1	Turbo Intake Manifold RHS			369.00	-
1	Air Intake System	Not Consistent	5,761.00	-	
1	Transmission Carrier	Not Consistent/ Replaced Parts Not Available For Verification	835.00	-	
1	Bracket Upper		513.00	-	
3	Hexagon-Head Bolt		42.00	-	
2	Hexagon-Head Bolt		33.00	-	
2	Hexagon-Head Bolt		28.00	-	
1	Stop	Not Necessary	36.00	-	
1	DME Speed Density Recalibration		3,224.00	-	

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Our Reference : LIBERTY21-102646/RI/FP/cg

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QTY	DESCRIPTION	CONDITION	REMARKS	SUBMITTED	REVISED
1	Chassis Dynamometer	Not Necessary		2,000.00	-
10	Engine Oil-Quart	Not Consistent		300.00	-
1	Oil Filter	Not Consistent		61.00	-
3	Coolant	Not Consistent		90.00	-
1	Pension	Not Substantiated		30.00	-
1	AC Gas & Compressor Oil	Not Consistent		90.00	-
1	LCA Pari	Not Consistent		4,380.00	-
	List Items Sub-Total			60,258.30	7,790.43
	Original Less 0%			-	-
	Revised Less 0%				
	Discounted Sub-Total			60,258.30	7,790.43
	<u>PARTS REPLACEMENT</u>				
	<u>SPECIAL NETT ITEMS</u>				
	Nil			-	-
	Special Nett Sub-Total			-	-
	Total Parts Amount			60,258.30	7,790.43

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Our Reference : LIBERTY21-102646/RI/FP/cg

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QTY	DESCRIPTION	SUBMITTED	REVISED
	<u>LABOUR & MISC</u>		
1	Wheel alignment. (Not consistent)	250.00	-
2	Labour.	10,000.00	300.00
	Total Labour Amount	10,250.00	300.00
	Total Parts and Labour	70,508.30	8,090.43

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Our Reference : LIBERTY21-102646/RI/FP/cg

Your Reference: CLS.2021.222983

QTY	DESCRIPTION	SUBMITTED	REVISED
	Our Recommended Repair Cost (see remarks)		
		\$70,508.30	\$8,090.43

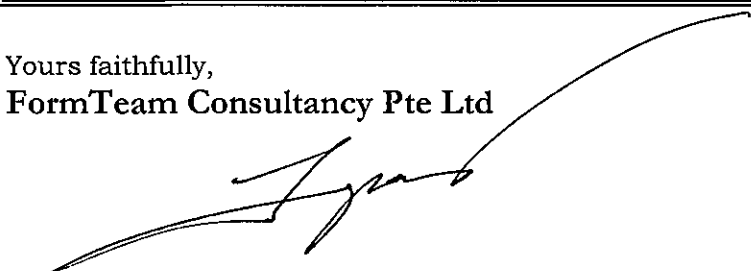
REMARKS :

Our recommended Part by Part Repair Cost is **\$8,090.43** (instead of the submitted repair cost of **\$70,508.30** .In normal circumstances, repairs to the vehicle would take approximately **01 day** to complete. Please find enclosed our note of charges for your kind attention.

Disclaimer

This report is intended for the exclusive use of the addressee solely in relation to the loss occurrence in which the assessed vehicle is involved. No liability or responsibility whatsoever shall be held by **FormTeam Consultancy Pte Ltd** for any reliance on this report by any third party, unless with the permission of the addressee.

Yours faithfully,
FormTeam Consultancy Pte Ltd



Frankie Pang
AMSAE(AUST), AMIRTE, AMSOE,
MASPACI, MSAAA
Licensed Appraiser

GruppeM

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5,510 USD to SGD = 7,790.43 Singapore Dollars



Amount

5,510

From

USD
US Dollar

To

SGD
Singapore Dollar



5,510 USD =

7,790.43 SGD

USD to Singapore Dollar Conversion

1 SGD = 0.707278 USD

1 USD = 1.41387 SGD

Last updated: 2020-04-29 08:18 UTC

All figures are live mid-market rates, which are not available to consumers and are for informational purposes only.

USD to SGD Chart

USD to SGD Stats

FEEDBACK