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Our Ref : CI/TPD22003611/P

20th April 2022

General Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR VAN GBC 4328P

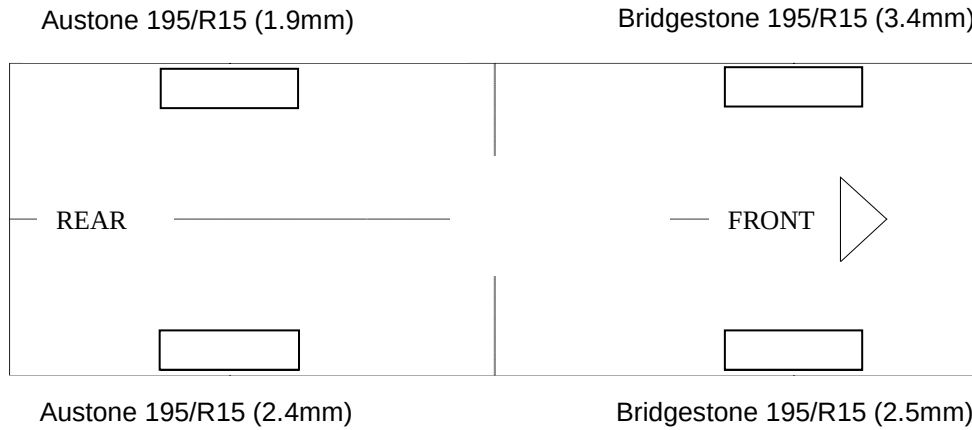
1. I refer to your request on 14th April 2022 to conduct a physical inspection of a Motor Van bearing registration number GBC 4328P (herein referred to as "**Motor Van**"), which was involved in a road traffic accident on 11th March 2022.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Van that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Van on 18th April 2022 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 Van at the time of my inspection was 319,072km.
5. The Motor Van appeared to have sustained damage at its front and left portion. Its front bumper, front left rear-view mirror, left door windscreen and body panel was damaged at the time of my inspection.

Tyres and Wheel Rims

6. The front right tyre was observed to be deflated as a result of the accident. However, the other 3 tyres of the Motor Van 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 4 tyres. The tyre brand, tyre size and remaining tread depth of the 4 tyres of the Motor Van were recorded as follows: -



7. The front right tyre rim was observed to sustained damage as a result of the accident. The other 3 tyres were observed to be wrapped around standard steel wheel rims that were found to be without any damage. See photo 1 – 12 below.



Photo 1 shows a general view of the instrument cluster of the Motor Van at the time of my inspection. The mileage of the Motor Van was 319,072km



Photo 2 shows a general view of the Motor Van's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front body panel and front bumper were also damage at the time of my inspection.



Photo 3 shows a close up view of the Motor Van's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front bumper (circled) was damage 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 Van at the time of my inspection. The Motor Van was observed to be intact and unaffected by the accident.



Photo 5 shows a general view of the left body of the Motor Van at the time of my inspection. The Motor Van was observed to sustained damages to its left door windscreen and left rear view mirror due to the accident.



Photo 6 shows a close up view of the left body of the Motor Van at the time of my inspection. The Motor Van was observed to sustained damages to its left door windscreen (red circle) and left rear view mirror (yellow circle) due to the accident.



Photo 7 shows a close up view of the left body of the Motor Van at the time of my inspection. The Motor Van was observed to sustained damages to its left body panel (circled) due to the accident.



Photo 8 shows a general view of the rear body of the Motor Van at the time of my inspection. The Motor Van was observed to be intact and unaffected by the accident.



Photo 9 shows the condition of the front right tyre of the Motor Van, which was observed to be deflated as the rim had been damaged (circled) as a result of the accident with remaining tread depth of approximately 3.4mm. 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 4 tyres that were fitted on the Motor Van.



Photo 10 shows the condition of the rear right tyre of the Motor Van, which was observed to be in serviceable condition with remaining tread depth of approximately 6.4mm. 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 left tyres of the Motor Van, which was observed to be in serviceable condition with remaining tread depth of approximately 1.9mm. 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 4 steel wheel rims of the Motor Van.



Photo 12 shows the condition of the rear right tyres of the Motor Van, which were observed to be in serviceable condition with remaining, tread depth of approximately 2.5mm. 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 4 tyres that were fitted on the Motor Van.

Engine Compartment & Operating Fluids

8. Upon examination of the Motor Van's engine compartment, I had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The engine coolant, brake fluid, power steering fluid 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 Van.
10. My subsequent checks on the underside of the Motor Van also revealed no fluid stain. Visually, the various undercarriage components of the Motor Van were all observed to be intact and without any visible damage. See photo 13 – 18 below.



Photo 13 shows a general view of the Motor Van's engine compartment, which was accessed by lifting the front cabin of the Motor Van. 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 14 shows the brake fluid reservoir of the Motor Van at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 15 shows the engine coolant of the Motor Van at the time of my inspection. The engine coolant was observed to be of sufficient level and without any visible contamination.



Photo 16 shows the engine oil dip stick of the Motor Van at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 17 shows the power steering fluid dip stick of the Motor Van at the time of my inspection. The steering fluid was observed to be of sufficient level and without any visible contamination.



Photo 18 shows the undercarriage of the Motor Van, 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 Van.

Steering System & Braking System

11. Static brake tests conducted on the Motor Van revealed abnormality. The brake booster did not respond well to the various tests conducted. There was abnormal movement of the brake pedal when it was depressed as the pedal had sink further down as compared to normal. In general, the static brake tests had suggested that there was internal leakage of pressure/vacuum in the braking system of the Motor Van. The braking system of the Motor Van was likely to be in unserviceable condition at the material time. However, the brake fluid was of sufficient level, and also that there was no sign(s) of brake fluid leakage along the brake hoses and brake pipes.
12. Static test on the steering system of the Motor Van 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 had revealed that these components were all generally in good condition. See photo 19 - 25 below.



Photo 19 shows the various undercarriage components at the front right wheel of the Motor Van, 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 Van 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.

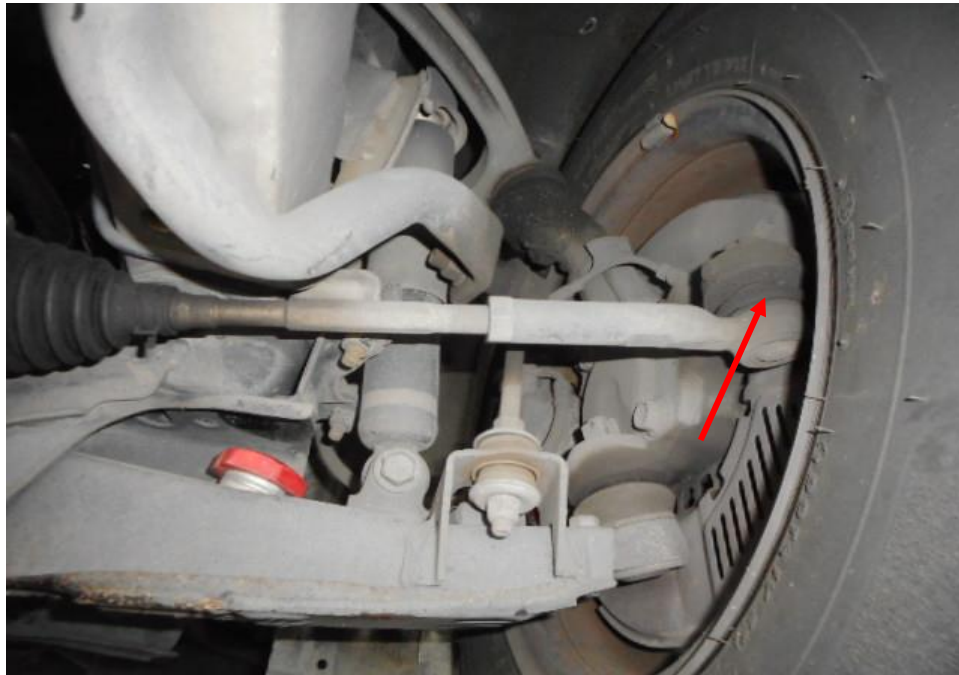


Photo 20 shows the various undercarriage components at the front left wheel of the Motor Van, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Van were all found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.



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



Photo 22 shows the brake pipe (arrowed) at the rear left wheel of the Motor Van. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Van. My static tests of the Motor Van'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 Van was likely to be in serviceable condition at the material time of accident.



Photo 23 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Van. 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 24 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Van. 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 25 shows the front right wheel of the Motor Van turned to its full left. During my steering system test, I did not experience any abnormal free play and/or resistance when I had turned the steering wheel towards full left and full right. This would suggest that the steering system of the Motor Van was likely to be in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. Motor Van's automatic self-test of the functionality of its electronic operating systems like the Anti-Lock Brake System (ABS) and Supplemental Restraint System (SRS) during cranking of the engine had indicated that the system were in working condition and without abnormality. This can be established from the warning lights disappearing from the instrument panel after the self-test. See photo 26 & 27 below.



Photo 26 shows the warning light for Anti-Lock Brake System (ABS) and Supplemental Restraint System (SRS) (arrowed) appearing on the instrument panel of the Motor Van during the self-test of its various electronic operating systems when its engine was cranked.



Photo 27 shows no warning lights illuminated on the instrument panel of the Motor Van after the engine was cranked. This would suggest that there was no abnormality to the electronic operating system of the Motor Van, like the ABS, SRS and etc.

Operational Behaviour of the Motor Van

14. A short operational test of the Motor Van, to primarily determine whether there was any abnormality to its various operating systems like its engine system, its transmission system, steering system and braking system was subsequently carried out. The test was conducted by driving the Motor Van forward, stopping, before reversing and coming to a stop again.
15. During the operational test, the various transmission gears of the Motor Van were able to be engaged without any difficulty and manually shifting the gear lever. There were no abnormal sounds heard and/or abnormal behaviour of the Motor Van's engine system. It was able to move forward and backward normally.
16. The braking system was also found to be in working condition as the Motor Van was able to slow down and come to a complete stop upon depressing of the brake pedal. However, during the operational test the brake pedal had to be depressed all the way to the end with extra effort for the brakes to start braking and slowing down the Motor Van. This is a sign that the brake booster is not working well and it might have affected the braking efficiency on the Motor Van. Refer to photo 2 & 25

Conclusion

17. From my physical inspection of the Motor Van, it appears that its engine system, steering system, braking system and transmission system were all in serviceable condition.
18. However, I have found evidence(s) to suggest that there was possible mechanical failure to the Motor Van that may have caused and/or contributed to the accident. This is also taking into consideration that the operational test of the Motor Van, which I had conducted, did produce sign(s) and symptom(s) to suggest that there was any abnormality to its braking systems that might have affected the braking efficiency of the Motor Van and contributing to the accident.
19. The front right tyre was observed to be deflated as a result of the accident. However, the other 3 tyres fitted on the Motor Van were 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 4 tyres. The 4 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 1.9mm – 3.4mm.



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