

Your Ref: Porsche Macan
(chassis number WP1ZZZ95ZKLB05467)
Our Ref : CI/TP22004080/D

01 May 2022

Global Carz Pte Ltd
60 Jalan Lam Huat #02-42/43/44
Carros Centre
Singapore 737869

INSPECTION REPORT OF AN UNREGISTERED PORSCHE MACAN MOTOR CAR WITH CHASSIS NUMBER WP1ZZZ95ZKLB05467

1. I refer to your request on 27 February 2022 to conduct a physical inspection of an unregistered Porsche Macan motor car bearing chassis number WP1ZZZ95ZKLB05467 (herein referred to as "**Motor Car**").
2. The purpose of this inspection is to primarily determine: -
 - a) the general road worthiness of the Motor Car, whether there is any possible mechanical problem(s) and/or operational issue(s) to the various operating systems of the Motor Car;
 - b) whether there was any work (repair) done to the chassis/structural body of the Motor Car, and if yes, whether all major components, welding and critical points of the Motor Car has been properly restored.

Damage to the Motor Car

3. The photographs provided to me had showed damage to the Motor Car's frontal portion. Body parts damaged include the front bumper reinforcement, front intercooler, radiator grille, front sensor unit, aircon condenser, front support panel, front support panel top garnish, engine undercover, front bonnet, front right headlamp and front left fender inner shield amongst others.
4. The Motor Car's front bumper and all its related parts and attachments like the front bumper lower lip, front bumper centre lower grille, front bumper right lower grille, front bumper left lower grille, front bumper right upper grille, front bumper left upper grille, front bumper sensors, front bumper brackets and front day lights amongst others were also observed to be damaged/dislodge/missing.

5. No physical damage was observed to other areas of the Motor Car. The airbag(s) of the Motor Car was not deployed as seen from the photographs that were provided to me. See photo 1 – 4 below.



Photo 1 shows the front body of the Motor Car (photograph provided to me). The Motor Car was observed to have sustained damage at its frontal portion. The front bumper reinforcement, front intercooler, radiator grille, front sensor unit, aircon condenser, front support panel, front support panel top garnish, engine undercover, front bonnet, front right headlamp and front left fender inner shield were amongst the body parts that were observed to have been damaged. The Motor Car's front bumper and all its related parts and attachments like the front bumper lower lip, front bumper centre lower grille, front bumper right lower grille, front bumper left lower grille, front bumper right upper grille, front bumper left upper grille, front bumper sensors, front bumper brackets and front day lights amongst others were also observed to be damaged/dislodge/missing.



Photo 2 shows the rear right body of the Motor Car (photograph provided to me). Apart for the frontal portion, there was no physical damage observed to other areas of the Motor Car.



Photo 3 shows the left body of the Motor Car (photograph provided to me). Apart for the frontal portion, there was no physical damage observed to other areas of the Motor Car.



Photo 4 shows the interior compartment of the Motor Car (photograph provided to me). The various parts and components within the interior compartment were all intact and unaffected. The airbag(s) was not deployed as seen from the photographs that were provided to me.

Inspection of the Motor Car

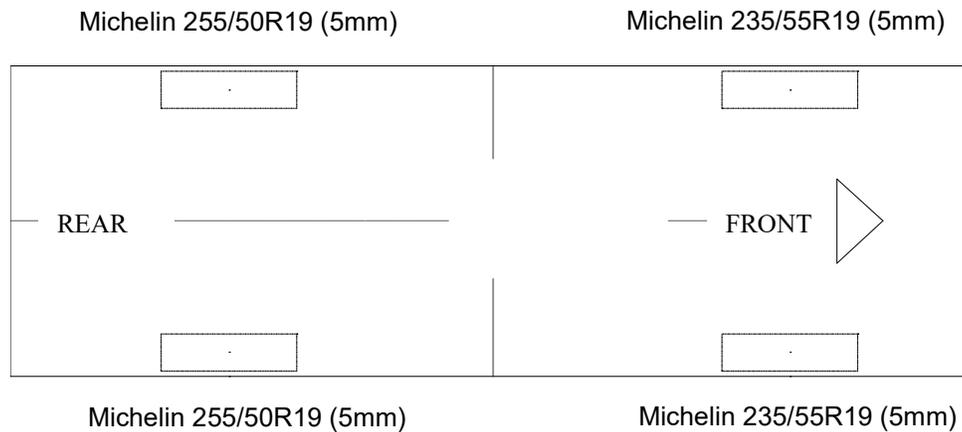
6. Following the request, I had carried out a physical inspection of the Motor Car on 01 March 2022 at the premises of 160 Sin Ming Drive #07-11, Sin Ming AutoCity, Singapore 575722. I also conducted a short test drive of the Motor Car during this inspection. My observations and comments with respect to this inspection and test drive are set out below.
7. The mileage of the Motor Car recorded at the time of my inspection was 14,137km. The Motor Car was also hoisted up during the inspection to facilitate my examination of its undercarriage.

Exterior Condition

8. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.

Tyres and Wheel Rims

9. The Motor Car was fitted with 19inch sport wheel rims that were wrapped with tyres that were observed to be of serviceable condition. The tyres were also sufficiently inflated for vehicular operation. The tyre brand, tyre size and approximate remaining tread depth of the 4 tyres of the Motor Car were recorded as follows: -



Body Panels (Detachable & Non-detachable)

10. The detachable body panels of the Motor Car like the front fenders, front bumper, rear bumper, doors, bonnet and rear tailgate amongst others were all found to be fitted securely.
11. Checks on the non-detachable body panels like the rear fenders, floorboard, roof panel, pillars and rocker panels amongst others, revealed that these body panels were spot welded onto the chassis/structural body of the Motor Car. The original factory sealant at the joints of the non-detachable body panels was all untouched indicating no replacement of the non-detachable body panels was carried out; and that these body panels were all originally fitted.

Chassis/Structural Body

12. Visually, I did not find any weld marks, other than the original spot weld marks, on the chassis/structural body of the Motor Car. The original factory sealant at the joints along the chassis/structural body was also untouched, again indicating that no replacement of the chassis/structural body was carried out; and that the chassis/structural body was originally fitted. I did however find signs of repair work carried out to the front section of the Motor Car's front right chassis (refer to photograph 28 below).

Interior Compartment (Seats)

13. The seats of the Motor Car were found to be secured to the floorboard of the Motor Car via seat rails bolted onto the floorboard. Retractable seat belt reels and pre-tensioners were fitted on all seats of the Motor Car. The seat belts were tested and were able to be fastened securely into the respective pre-tensioners that were fixed to the side of all the seats.

Electronic Safety Features

14. The Motor Car's automatic self-test of the functionality of its various electronic safety features like the Anti-Lock Brake System (ABS), Supplemental Restraint System (SRS), Tyre Pressure Monitor (TPM) and Traction Control System (TCS) during cranking of the engine had indicated that these electronic systems were in working condition. This was determined from the respective warning lights disappearing from the instrument panel after the self-test.

Engine Compartment & Operating Fluids

15. My examination of the engine compartment of the Motor Car revealed that the various parts and components inside the engine compartment were all intact and properly fitted. The engine oil, brake fluid and engine coolant were all found to be of sufficient level for operating purposes. Visually, there was also no contamination found to these fluids.

16. My checks on the underside of the Motor Car revealed no sign(s) or indication(s) of fluid leakage and/or fluid stain(s). The engine block and automatic transmission assembly were both secured properly. All undercarriage components of the Motor Car were also observed to be intact and secured in an appropriate manner.

Steering System & Braking System

17. Static brake tests conducted on the Motor Car revealed no abnormality. The brake booster had responded well to the various tests conducted. There was also no abnormal movement of the brake pedal when it was depressed. The brake hoses and brake pipes were all intact with no leakage found. In general, the static brake tests had suggested that there was no internal leakage of pressure/vacuum in the braking system of the Motor Car and that the braking system is in serviceable condition.

18. Static test on the steering system of the Motor Car 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 revealed that these components were all generally in good condition.

Test Drive of the Motor Car

19. I subsequently conducted a test drive of the Motor Car to operationally determine if there was any possible mechanical problem(s) to the various operating systems of the Motor Car. The test drive was carried out within the building premise of Sin Ming AutoCity, where I was able to make multiple right turns and left turns; travel over road humps; left bend and right bend; upslope and downslope.

20. During this test drive, the general performance, stability, braking and handling of the Motor Car were satisfactory. No abnormal sound(s) was heard when executing left turns and right turns or when the Motor Car was going over road humps.

21. Operationally, I did not find any abnormal behaviour of the steering system and braking system. The Motor Car had responded well to my steering input and was able to come to a complete stop effectively during braking. The mileage of the Motor Car at the end of the test drive was 14,139km.

Conclusion

22. Basing on my physical inspection of the Motor Car, I am of the view that the overall general condition of the Motor Car was relatively good as at the time of my inspection. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found.

23. The body parts at the frontal portion of the Motor Car were visually examined and it was noted that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.

24. I had found signs of repair work carried out to the front section of the Motor Car's front right chassis. The repairs carried out were in order as the repairs did not involve any cutting and/or re-welding of the Motor Car's original chassis/structural body. Furthermore, lower body chassis alignment measurements carried out by STA Inspection Pte Ltd on 14 April 2022 also showed the chassis/structural measurements of the Motor Car to be within acceptable tolerance (refer to Appendix 1 at page 23 and 24 of this report).
25. My test drive of the Motor Car revealed no evidence to suggest possible mechanical problem(s) to the Motor Car. I did not experience any abnormal behaviour and/or sound(s) from the various operating systems of the Motor Car. The general performance, stability, braking and handling of the Motor Car were satisfactory throughout the Motor Car's short test drive. In general, I had found the Motor Car to be of road worthy condition. See photo 5 – 32 below taken at the time of my inspection.



Photo 5 shows a general view of the front left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.



Photo 6 shows a closer view of the Motor Car's front bumper, front bumper lower lip, front bumper left lower grille, front bumper left upper grille and front left day light. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.



Photo 7 shows a closer view of the Motor Car's front bumper, front bumper centre lower grille, radiator grille, front sensor unit and front bonnet. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.



Photo 8 shows a general view of the front right body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.



Photo 9 shows a closer view of the Motor Car's front bumper, front bumper tow hook cover, front bumper lower lip, front bumper right lower grille, front bumper right upper grille, front right day light and front right headlamp. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 above) were reasonably adequate and in order.



Photo 10 shows a general view of the rear right body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The mileage of the Motor Car recorded at the time of my inspection was 14,137km.



Photo 11 shows a general view of the rear left body of the Motor Car at the time of my inspection. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed. The mileage of the Motor Car recorded at the time of my inspection was 14,137km.



Photo 12 shows the chassis number of the Motor Car. The chassis number recorded was WP1ZZZ95ZKLB05467.



Photo 13 shows a general view of the engine compartment of the Motor Car at the time of my inspection. The various parts and components inside the engine compartment were all observed to be intact and properly fitted. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found inside the engine compartment. The repair/restoration works carried out to the various parts within the engine compartment like the front support panel, front support panel top garnish, front intercooler and aircon condenser amongst others were reasonably adequate and in order.



Photo 14 shows the interior compartment of the Motor Car. The front dashboard, steering wheel, seats, upholstery and trims etc were all observed to be intact and properly fitted.



Photo 15 shows the rear seats of the Motor Car. All the seats of the Motor Car were secured via seat rails to the floorboard. They were also fitted with a retractable seat belt reel and a pre-tensioner. The seat belts (arrowed) were tested and were able to be fastened into the respective pre-tensions that were fitted on the side of each individual seat.



Photo 16 shows the warning lights for the various electronic safety features appearing on the instrument panel of the Motor Car during its self-test when the engine is cranked, in particular the ABS, SRS, TPM and TCS lights (arrowed).



Photo 17 shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, TPM and TCS systems of the Motor Car during the self-test. These electronic systems were hence in working condition at the time of my inspection.



Photo 18 shows the Motor Car hoisted up for checks on its undercarriage. There was no sign(s) or indication(s) of fluid leakage and/or fluid stain(s) on the underside of the Motor Car. The undercarriage components of the Motor Car were also all observed to be intact and secured in an appropriate manner.



Photo 19 shows a general view of the control arms and linkages at the rear right wheel of the Motor Car. I did not observe any fluid leak and/or fluid stain on the underside of the Motor Car. All of the Motor Car's undercarriage components were observed to be intact and secured in an appropriate manner.



Photo 20 shows a general view of the control arms and linkages at the rear left wheel of the Motor Car. I did not observe any fluid leak and/or fluid stain on the underside of the Motor Car. All of the Motor Car's undercarriage components were observed to be intact and secured in an appropriate manner.



Photo 21 shows a general view of the control arms and linkages at the front left wheel of the Motor Car. I did not observe any fluid leak and/or fluid stain on the underside of the Motor Car. All of the Motor Car's undercarriage components were observed to be intact and secured in an appropriate manner.



Photo 22 shows the various undercarriage components at the front right wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner. I also did not observe any fluid leak and/or fluid stain on the underside of the Motor Car.

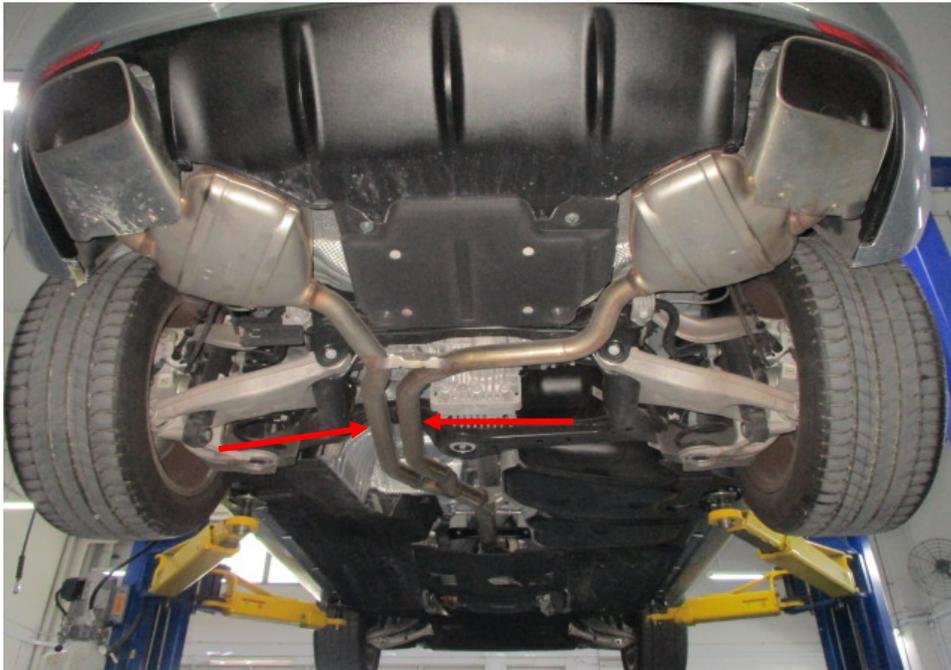


Photo 23 shows the rear section of the Motor Car's exhaust system. My examination of the Motor Car's exhaust system revealed no sign(s) or indication(s) of any cut or weld marks along its exhaust pipes (arrowed), on its rear mufflers and on its catalytic converter.



Photo 24 shows the front section of the Motor Car's exhaust system. My examination of the Motor Car's exhaust system revealed no sign(s) or indication(s) of any cut or weld marks along its exhaust pipes, on its rear mufflers and on its catalytic converter (arrowed).

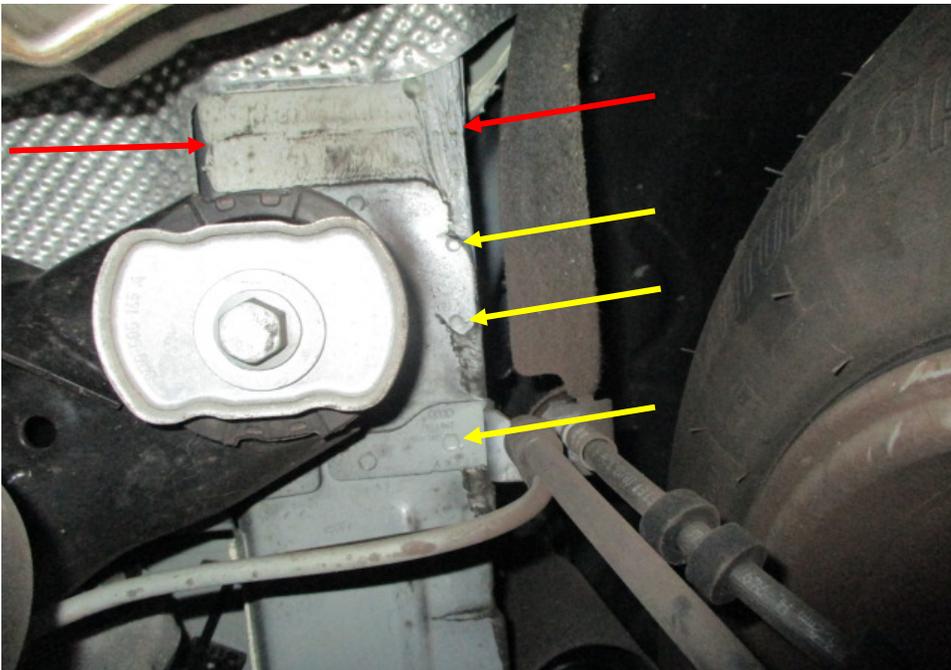


Photo 25 shows the chassis/structural body at the underside rear right of the Motor Car. I did not find any weld marks other than original spot weld marks (yellow arrow) on the chassis/structural body of the Motor Car. The original factory sealant (red arrow) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.

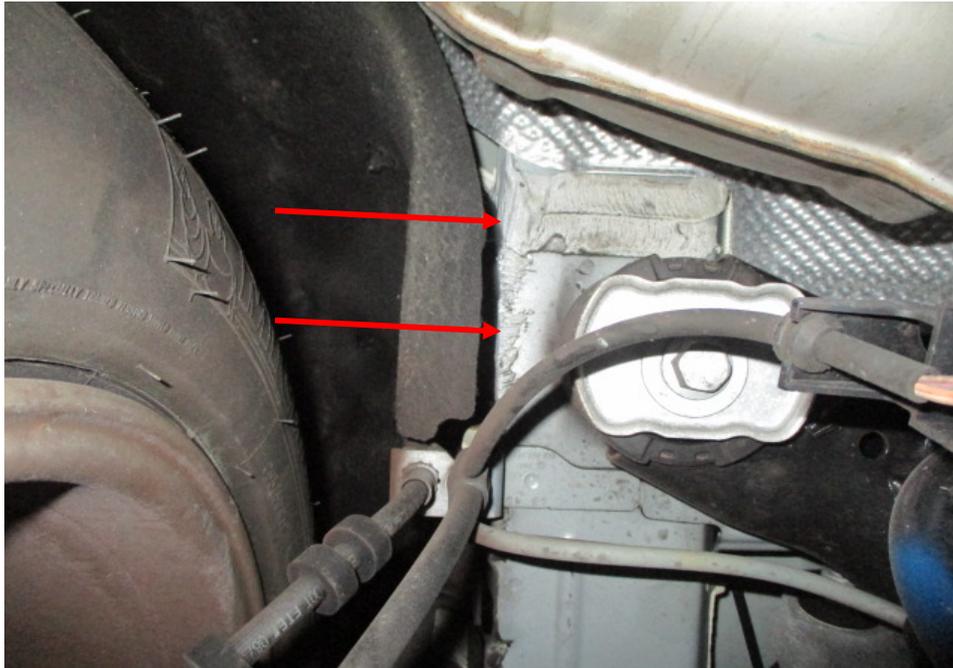


Photo 26 shows the chassis/structural body at the underside rear left of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the chassis/structural body of the Motor Car. The chassis/structural body of the Motor Car was originally fitted.

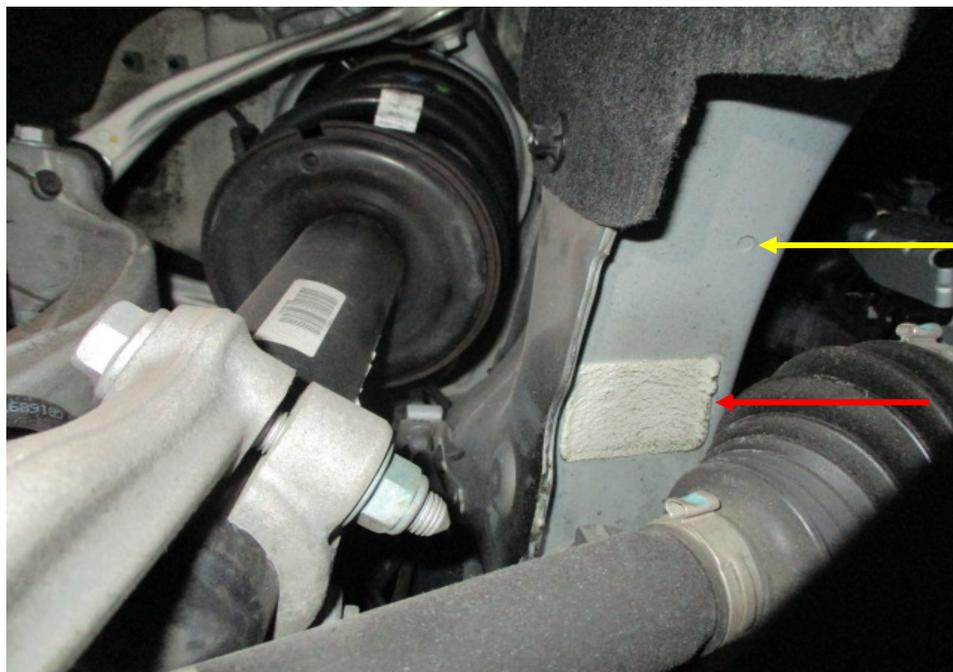


Photo 27 shows the chassis/structural body at the underside front left of the Motor Car. I did not find any weld marks other than original spot weld marks (yellow arrow) on the chassis/structural body of the Motor Car. The original factory sealant (red arrow) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.



Photo 28 shows the chassis/structural body at the underside front right of the Motor Car. The front section of the chassis/structural body at the underside front right was found sprayed with anti-corrosion protection. This is an indication that repair works were carried out at the front section of the chassis/structural body at the underside front right. However, the front right chassis of the Motor Car was still observed to be an originally fitted part given that the original factory sealant (arrowed) was still present.



Photo 29 shows the left side "C" pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the left side "C" pillar of the Motor Car which, indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.

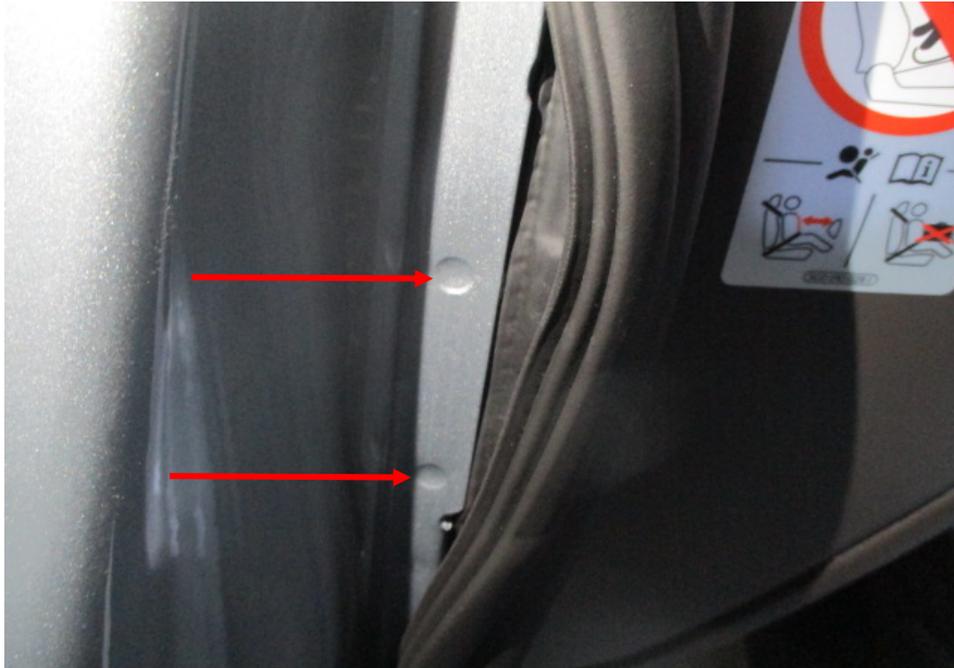


Photo 30 shows the left side “A” pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the left side “A” pillar of the Motor Car which, indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.



Photo 31 shows the right side “A” pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the right side “A” pillar of the Motor Car which, indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.



Photo 32 shows the right side “C” pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the right side “C” pillar of the Motor Car which, indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.

Ang Bryan Tani*AMSOE, AMIRTE, AFF SAE, M.MATAI, AFF.Inst.AEA**Senior Technical Investigator**Technical Investigation & Accident Reconstructionist (SAE-A)*

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Appendix 1



STA Inspection Pte Ltd
13 Kaki Bukit Road 4
#01-02, Bartley Bz Centre
Singapore 417607
63840606

This
REPORT

has been awarded to

Vehicle No: WP1ZZZ95ZKLB05467 ←

Make & Model: PORSCHE MACAN

Date: 14/4/2022 ←

For the Evaluation (Full)

by

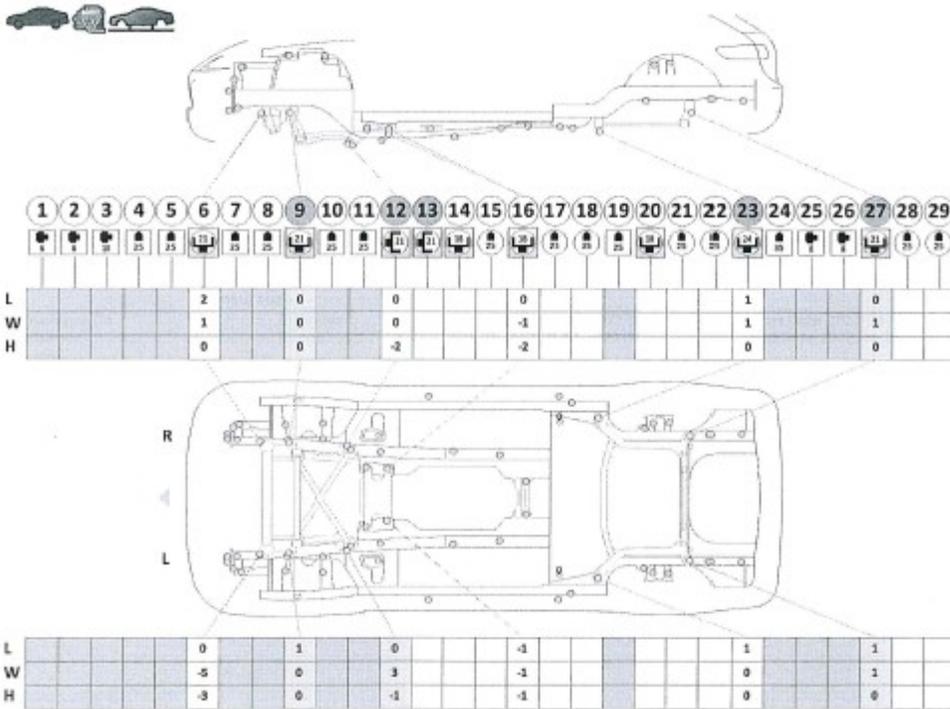
The Used Car Evaluation Specialist

OVERALL GRADING			
☆☆☆☆	☆☆☆	☆☆	☆
A			

- Note: 1. This Evaluation does not include all the required Tests for the LTA Road Worthiness Inspection which is also available LTA Vehicle Inspection package, please check with our friendly STA Evaluation staff.
2. This is NOT a LTA Road Worthiness Inspection Certificate and NOT valid for Road Tax Renewal.



Car-O-Liner Vision2 X3 Lower body Repair Report			2.11.0.3 to 0 2022-04-14
Customer		Vehicle	
Name GLOBAL CARZ PTE LTD		DataSheet 17:043	Issue 2020-01-01
Address		Make Porsche	Type 5D/4WD
City	Zip	Model Macan	VIN
State	Phone	Year 2014-2021	Miles
E-mail		License No. PORSCHE MACAN	
Insurance		Job	
Insurance Co	Claim No	Workorder 2022-04-14-9	Start Date 2022-04-14
Adjuster	Phone	Technician HAKIM	End Date 2022-04-14
E-mail		Sign	



<p style="text-align: center;">BodyShop</p> <p>Company STA Inspection Centre Address 13 KAKI BUKIT ROAD 4, #01-02 City SINGAPORE Zip 417807 State Phone 63840606 E-mail information@stai.com.sg</p>	<p style="text-align: center;">Notes</p> <p>WITH IN ACCEPTABLE TOLERANCE </p>
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Appendix 1 shows the lower body chassis measurements of the Motor Car that was carried out by STA Inspection Pte Ltd on 14 April 2022. I note that the chassis/structural measurements of the Motor Car were within acceptable tolerance (arrowed).