

You're Ref: TP/IP/22498/2022
Our Ref: CI/TPD22010877/P

19th January 2023

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SNF 5084C

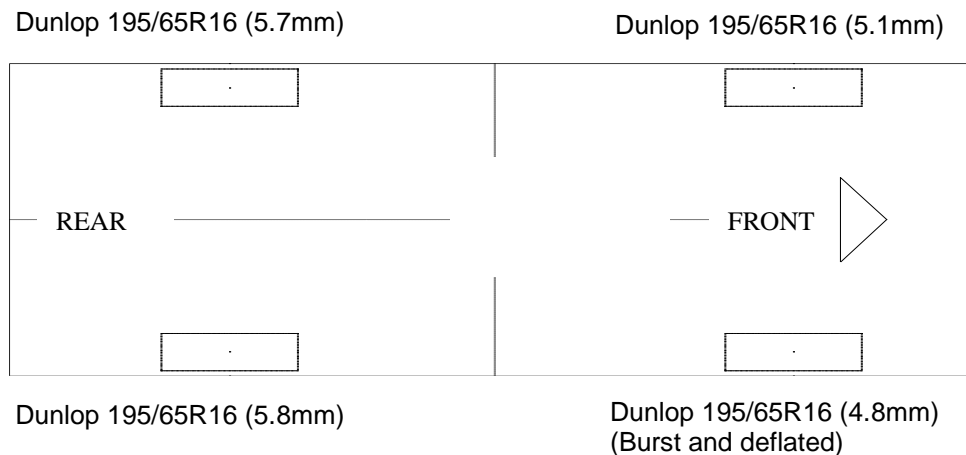
1. I refer to your request on 31st October 2022 to conduct a physical inspection of a Motor Car bearing registration number SNF 5084C (herein referred to as "**Motor Car**"), which was involved in a road traffic accident on 25th August 2022.
2. The objective of the inspection is to determine if there was any possible mechanical failure to the Motor Car that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Car on 18th January 2023 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 Car at the time of my inspection was 7,473km.
5. The Motor Car was observed to have sustained damage at its front and right portion. Its front windscreen, front right front door, its front right door windscreen, front right fender and right rear view mirror was the body parts that were damaged as a result of the accident.

Tyres and Wheel Rims

6. The front right tyre and wheel rim was damaged with a burst mark on the outer side wall of the tyre and a dent on the wheel rim due to the impact sustain as a result of the accident. However, the condition of the Motor Car's front left, both rear left and right tyres was observed 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 front left, both rear left and right tyres. The front left, both rear left and right tyres were also observed to be sufficiently inflated for vehicular operation. The tyre brand, tyre size and remaining tread depth of the 4 tyres were recorded as follows:-



7. The front right tyre and wheel rim was damaged with a burst mark on the outer side wall of the tyre and a dent on the wheel rim due to the impact sustain as a result of the accident. However, the front left, both rear left and right tyres were observed to be wrapped around standard alloy wheel rims that were found to be without any damage. See photo 1 – 14 below.



Photo 1 shows the mileage of the Motor Car at the time of my inspection. The mileage observed was 7,473km.



Photo 2 shows a general view of the Motor Car's front body at the time of my inspection. Its front and right portion. Its front windscreen, front right front door, its front right door windscreen, front right fender and right rear view mirror was the body parts that were damaged as a result of the accident.



Photo 3 shows a close up view of the Motor Car's front body at the time of my inspection. The front portion of the Motor Car was observed to have sustained damage. Its front windscreen (circled) was the body parts that were damaged as a result of the accident.



Photo 4 shows a general view of the Motor Car's right body at the time of my inspection. The Motor Car was observed to have sustained damage at its right portion. Its front right door, its front right door windscreen, front right fender and right rear view mirror was the body parts that were damaged as a result of the accident.



Photo 5 shows a close up view of the Motor Car's right body at the time of my inspection. The Motor Car was observed to have sustained damage at its right portion. Its front right door (yellow circle), its front right door windscreen (red circle) was the body parts that were damaged as a result of the accident.



Photo 6 shows a close up view of the Motor Car's right body at the time of my inspection. The Motor Car was observed to have sustained damage at its right portion. Its right rear view mirror (circled) was the body parts that were damaged as a result of the accident.



Photo 7 shows a close up view of the Motor Car's right body at the time of my inspection. The Motor Car was observed to have sustained damage at its right portion. Its front right fender (circled) was the body parts that were damaged as a result of the accident.



Photo 8 shows a general view of the Motor Car's left body at the time of my inspection. The left portion of the Motor Car was observed to have been unaffected by the accident.



Photo 9 shows the general view of the Motor Car's rear body at the time of my inspection. The Motor Car rear was observed to be unaffected by the accident.



Photo 10 shows the general view of the front right tyre and wheel rim which was damaged with a burst mark on the outer side wall of the tyre and a dent on the wheel rim (circled) due to the impact sustain as a result of the accident. Its remaining tread depth was of approximately 4.8mm.

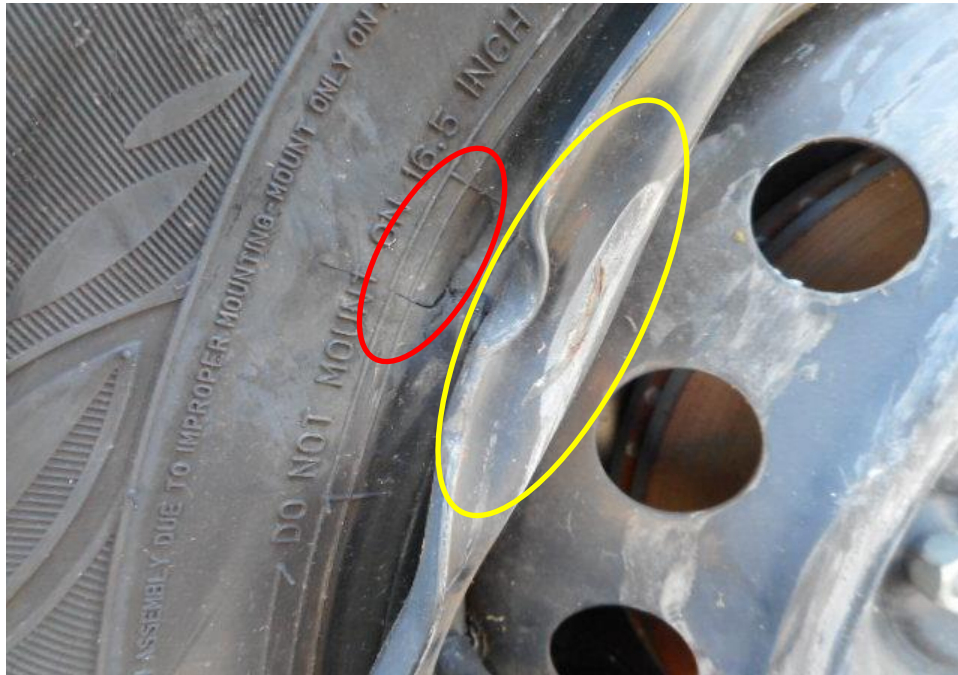


Photo 11 shows the close up view of the front right tyre and wheel rim which was damaged with a burst mark (red circle) on the outer side wall of the tyre and a dent (yellow circle) on the wheel rim due to the impact sustain as a result of the accident. Its remaining tread depth was of approximately 4.8mm.



Photo 12 shows the condition of the rear right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 5.8mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 13 shows the condition of the rear left tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 5.7mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.



Photo 14 shows the condition of the front left tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 5.1mm. The tyre, which was wrapped around alloy wheel rim, was also observed to be sufficiently inflated for vehicular operation.

Engine Compartment & Operating Fluids

8. Upon examination of the engine compartment of the Motor Car, I had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The brake fluid, engine oil and engine coolant 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 no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment of the Motor Car.
10. My subsequent checks on the underside of the Motor Car also revealed no sign(s) or indication(s) of fluid leak and/or fluid stain(s). Visually, the various undercarriage components of the Motor Car were all observed to be intact and without any visible damage. See photo 15 – 19 below.



Photo 15 shows a general view of the Motor Car's engine compartment. The various parts and components inside the engine compartment were unaffected by the accident. There was also no sign(s) or indication(s) of fluid leakage and/or fluid stain within the engine compartment.

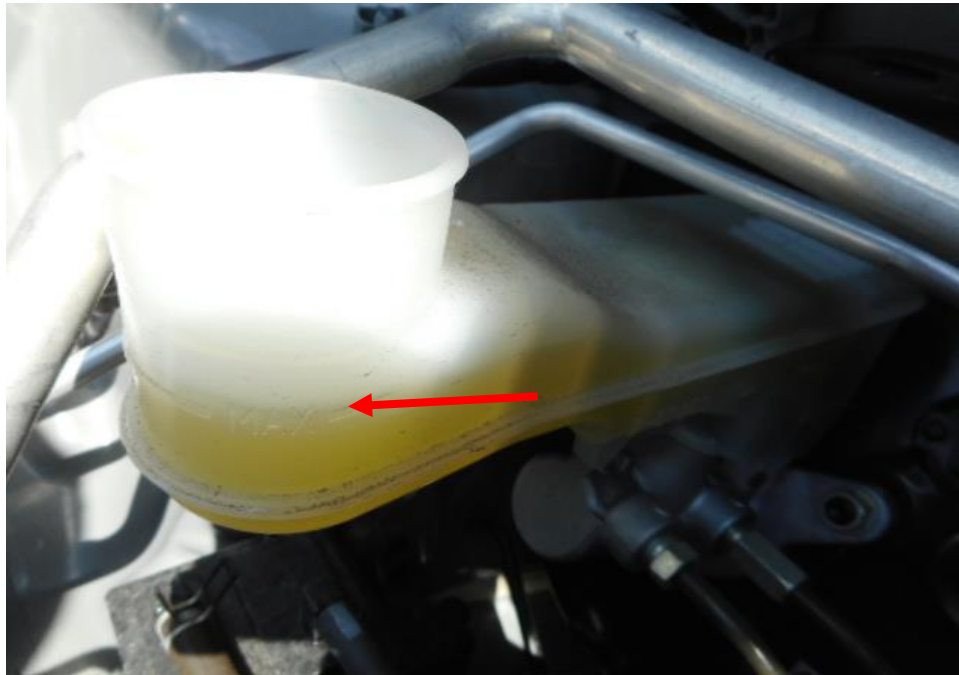


Photo 16 shows the brake fluid reservoir of the Motor Car at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 17 shows checks being carried out to the engine coolant of the Motor Car at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 18 shows the engine oil dipstick of the Motor Car 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 undercarriage of the Motor Car, 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 Car.

Braking System & Steering System

11. 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. 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. The braking system of the Motor Car was likely to be in serviceable condition at the material time. This was taking into consideration that 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 Car was unable to be conducted as the damaged to the front left tyre and wheel rim as a result of the accident had prevented the static test. However, my visual examination of the various steering components which had included the steering rack and pinion, tie rods, tie rod ends and ball joints revealed that these components were all generally intact. See photo 20 - 25 below.

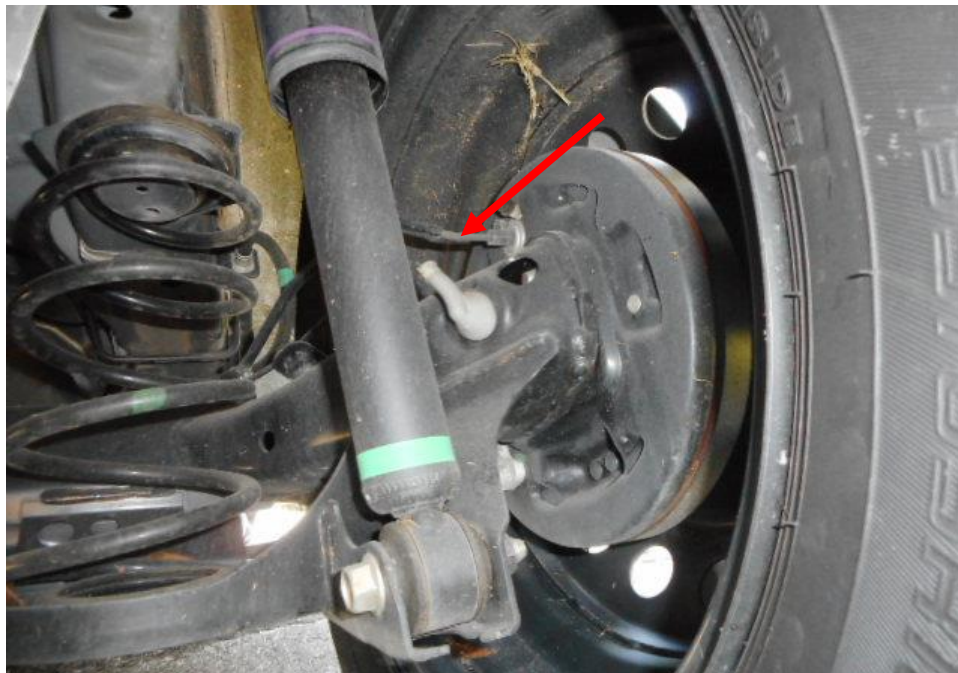


Photo 20 shows the brake hose/pipe (arrowed) at the rear right wheel of the Motor Car. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the drum brake, brake booster, brake pedal etc. had revealed all to be intact and without visible damage.

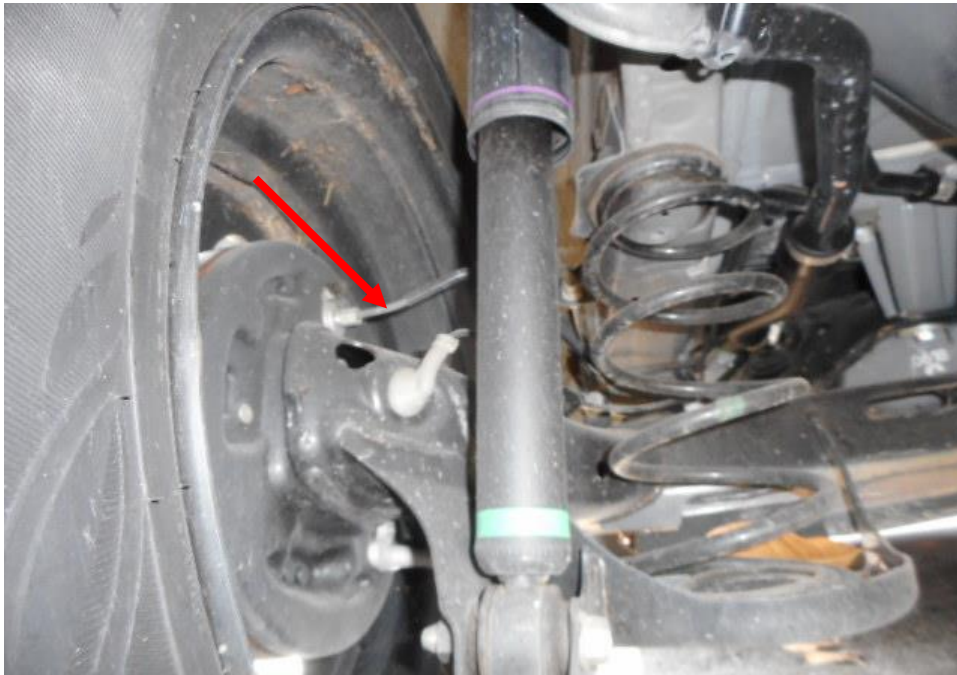


Photo 21 shows the brake hose/pipe (arrowed) at the rear left wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. Static tests of the Motor Car's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



Photo 22 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. Static tests of the Motor Car's braking system had indicated that there was no internal leakage of pressure/vacuum. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



Photo 23 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Car. 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.

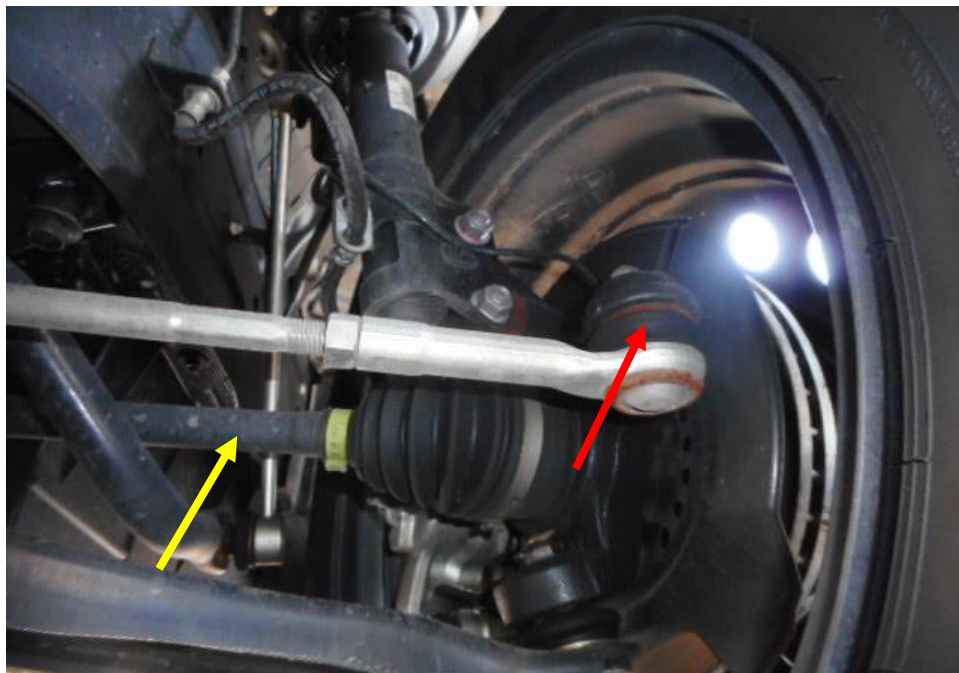


Photo 24 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod (red arrow) and drive shaft (yellow arrow). The various steering components were all found to be intact and there was also no sign of fluid stain observed on the various undercarriage components at the front right wheel of the Motor Car.



Photo 25 shows the various undercarriage components at the front left wheel of the Motor Car, which had included the steering tie rod (red arrow). The various undercarriage components of the Motor Car were all found to be intact without any visible damage.

Electronic Safety / Warning Indicators

13. The Motor Car 's automatic self-test of the functionality of its electronic operating systems like the Anti-Lock Brake System (ABS), Traction Control System (TCS), Electric Power Steering System (EPS) 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.

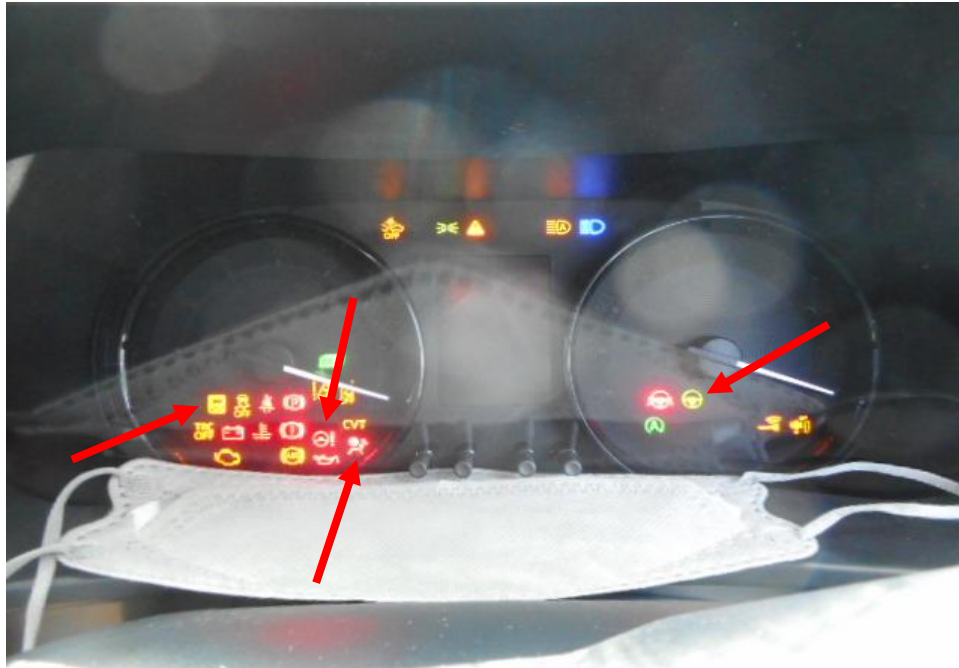


Photo 26 shows the warning light for Anti-Lock Brake System (ABS), Traction Control System (TCS), Electric Power Steering System (EPS) and Supplemental Restraint System (SRS) (arrowed) appearing on the instrument panel of the Motor Car during the self-test of its various electronic operating systems when its engine was cranked.



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

Seat Belts

14. The Front right, front left, rear right and rear left seat belts of the “Motor Car” were tested and all the seat belts were able to be fastened securely into the respective pre-tensioners that were fitted at the sides of each seat.

Operational Behaviour of the Motor Car

15. Operational test to primarily determine whether there was any abnormality to the engine system, steering system, transmission system and braking system of the Motor Car could not be conducted as the front right tyre and wheel rim of the Motor Car was damaged as a result of the accident.

Conclusion

16. For this particular case, I was unable to determine whether there was any possible mechanical failure to the Motor Car 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) to its engine system, braking system, transmission system, steering system and suspension system.
17. However, I was able to conduct static test to the braking system and there was no abnormalities to it also the engine was also able to be started and there was also no abnormalities observed to it.
18. In general our visual inspection of the mechanical components of the Motor Car's braking, steering system and engine system appear to be intact and there was no leakage found at the braking, steering and engine components of the Motor Car.

19. The front right tyre and wheel rim was damaged with a burst mark on the outer side wall of the tyre and a dent on the wheel rim due to the impact sustain as a result of the accident. However, front left, both rear left and right tyres of the Motor Car 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 front left, both rear left and right tyres. The front left, both rear left and right tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 5.1mm to 5.8mm and the front right tyre remaining tread depth was of approximately 4.8mm

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