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Your Ref: Porsche Taycan (chassis number WP0ZZZY1ZMSA28493) 04 November 2022
Our Ref : CI/TP22010943/D

138 Capital Pte Ltd
183 Jalan Pelikat #B2-02
The Promenade @ Pelikat
Singapore 537643

INSPECTION REPORT OF AN UNREGISTERED PORSCHE TAYCAN MOTOR CAR WITH CHASSIS NUMBER WP0ZZZY1ZMSA28493

1. I refer to your request on 10 October 2022 to conduct a physical inspection of an unregistered Porsche Taycan motor car bearing chassis number WP0ZZZY1ZMSA28493 (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 frontal portion of the Motor Car. Body parts damaged include the front bumper, front bumper lower lip, front bumper centre frame, front bumper right air guide, front bumper left air guide, front bumper right lower grille, front bumper left lower grille, front bumper sensors, front bonnet, front bonnet hinges, front right headlamp, front right signal lamp, front right fender, front left headlamp, front left signal lamp, front left fender, front left fender inner shield, front left radiator, left side high voltage charging port cover and left side rocker garnish amongst others.

4. The front left wheel was observed to be orientated more towards the left as compared to the front right wheel, which would suggest damage to the undercarriage parts at the front left wheel of the Motor Car. Undercarriage parts that may possibly be damaged include the front left lower arm, front left knuckle arm and front left shock absorber amongst others.

5. Apart for the frontal portion, there was no physical damage observed to other areas of the Motor Car. The driver's airbag and front left passenger airbag were deployed as seen from the photographs that were provided to me. See photo 1 – 4 below.

Photo 1 shows the front right 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, front bumper lower lip, front bumper right air guide, front bumper right lower grille, front bumper sensors, front bonnet, front bonnet right hinge, front right headlamp, front right signal lamp and front right fender were amongst the body parts that were observed to have been damaged. The front left passenger airbag was deployed (arrowed).

Photo 2 shows the frontal 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, front bumper lower lip, front bumper centre frame, front bumper right air guide, front bumper left air guide, front bumper right lower grille, front bumper left lower grille, front bumper sensors, front bonnet, front right headlamp and front left headlamp were amongst the body parts that were observed to have been damaged. The driver's airbag was deployed (arrowed).

Photo 3 shows the front left 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, front bumper lower lip, front bumper left air guide, front left headlamp, front left signal lamp, front left fender, front left fender inner shield, front left radiator, left side high voltage charging port cover and left side rocker garnish were amongst the body parts that were observed to have been damaged. The front left wheel (arrowed) was observed to be orientated more towards the left as compared to the front right wheel (refer to photograph 1 above). This suggests damage to the undercarriage parts at the front left wheel of the Motor Car. Undercarriage parts that may possibly be damaged include the front left lower arm, front left knuckle arm and front left shock absorber amongst others.

Photo 4 shows the rear 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.

Inspection of the Motor Car

6. Following the request, I had carried out a physical inspection of the Motor Car on 12 October 2022 at the premises of 128 Woodlands Industrial Park E5, Singapore 757851. 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 18,435km. The Motor Car was also hoisted up during the inspection to facilitate my examination of its undercarriage.

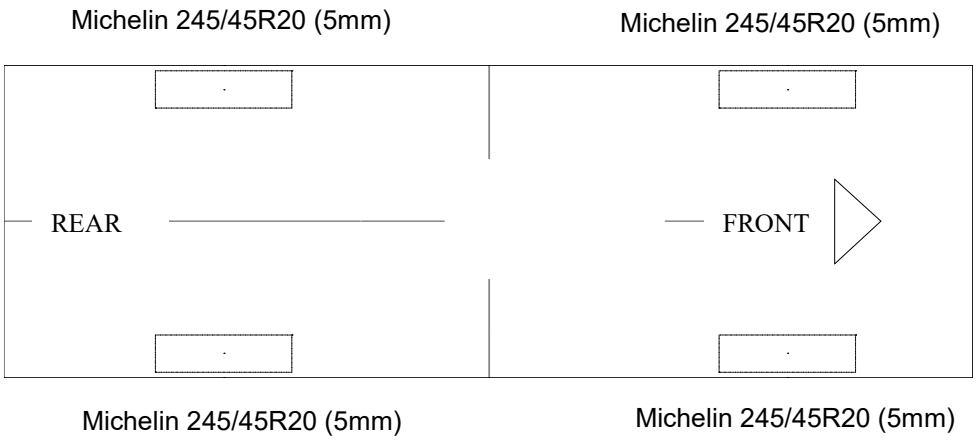
Exterior Condition

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

9. The body colour of the Motor Car was changed from a white colour tone to a blue colour tone.

Tyres and Wheel Rims

10. The Motor Car was fitted with 20inch 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)

11. The detachable body panels of the Motor Car like the front fenders, front bumper, rear bumper, doors, front bonnet and rear bootlid amongst others were all found to be fitted securely.

12. 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

13. 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.

Interior Compartment (Seats)

14. 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

15. 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), Electric Power Steering (EPS), Tyre Pressure Monitor (TPM) and Stability Control System (SCS) 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.

High Voltage System

16. The Motor Car's high voltage system was visually checked, and it was observed that the various high voltage parts and components like the high voltage battery, high voltage cable, invertor unit, convertor unit, electric motors and electric aircon compressor amongst others were adequately secured and without any physical damage.

17. The high voltage charging ports were also checked and it was noted that the charging heads fitted on the Motor Car were JS 1772 (Type 2) for alternating current (AC) charging and Combined Charging Standard 2 (CCS 2) for direct current (DC) charging. The charging heads were found to be without any physical damage.

Steering System & Braking System

18. 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.

19. 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

20. I subsequently conducted a short 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 along the arterial roads surrounding 128 Woodlands Industrial Park E5, where I was able to make multiple right turns and left turns; travel over road humps; left bend and right bend; upslope and downslope.

21. 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.

22. 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 18,438km.

Conclusion

23. 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 no sign(s) or indication(s) of any work (repair) done to the chassis/structural body of the Motor Car. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found.

24. The body parts at the frontal portion of the Motor Car as well as the undercarriage parts at the front left wheel 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 - 3 above) were reasonably adequate and in order.

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 – 34 below taken at the time of my inspection.

Photo 5 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 - 3 above) were reasonably adequate and in order.

Photo 6 shows a closer view of the Motor Car's front bonnet, front right signal lamp, front right fender and front right wheel rim. 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 - 3 above) were reasonably adequate and in order.

Photo 7 shows a closer view of the Motor Car's front bumper, front bumper lower lip, front bumper right air guide, front bumper right lower grille 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 - 3 above) were reasonably adequate and in order.

Photo 8 shows a general view of the Motor Car's frontal portion at the time of my inspection. 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 - 3 above) were reasonably adequate and in order.

Photo 9 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 - 3 above) were reasonably adequate and in order.

Photo 10 shows a closer view of the Motor Car's front bumper, front bumper lower lip, front bumper left air guide, front bumper left lower grille and front left 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 - 3 above) were reasonably adequate and in order.

Photo 11 shows a closer view of the Motor Car's front bumper, front bumper lower lip, front bumper left lower grille, front bumper sensors, front bumper centre frame and front left radiator. 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 - 3 above) were reasonably adequate and in order.

Photo 12 shows a closer view of the Motor Car's left side high voltage charging port cover, front left door, left side wing mirror and left side rocker panel garnish. 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 - 3 above) were reasonably adequate and in order.

Photo 13 shows a general view of the Motor Car's front bonnet compartment at the time of my inspection. All inner trims, garnishes and upholstery etc were observed to be properly fitted.

Photo 14 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 18,435km.

Photo 15 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 18,435km.

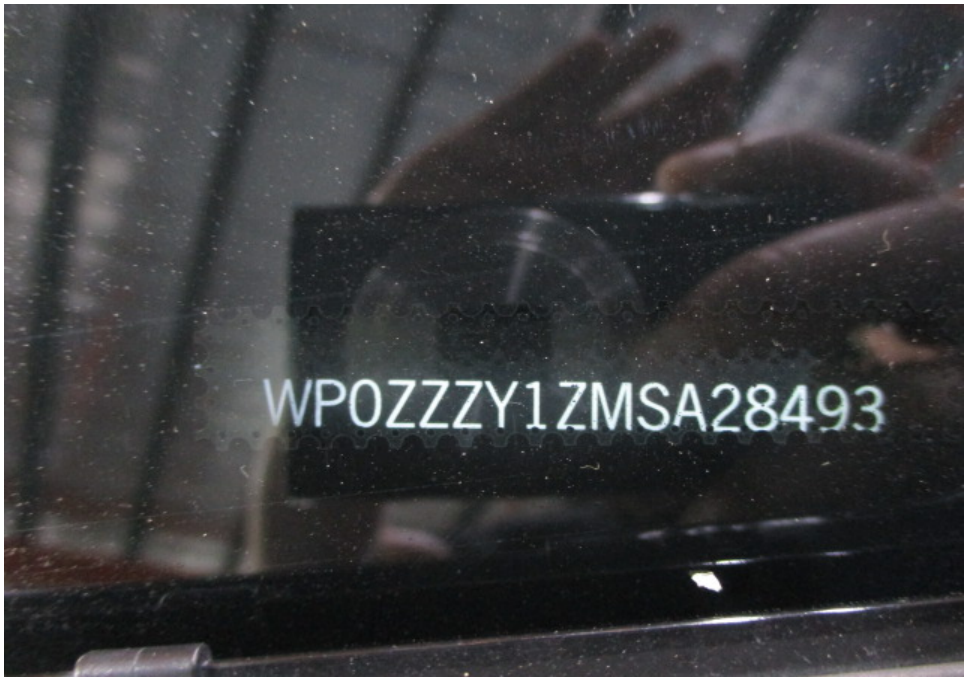


Photo 16 shows the chassis number of the Motor Car. The chassis number recorded was WP0ZZZY1ZMSA28493.

Photo 17 shows the high voltage charging port located at the front left fender of the Motor Car at the time of my inspection. A Combined Charging Standard 2 (CCS 2) for direct current (DC) charging was fitted on the front left fender of the Motor Car. No physical damage was observed to the charging head.

Photo 18 shows the high voltage charging port located at the front right fender of the Motor Car at the time of my inspection. A JS 1772 (Type 2) for alternating current (AC) charging was fitted on the front right fender of the Motor Car. No physical damage was observed to the charging head.

Photo 19 shows the interior compartment of the Motor Car at the time of my inspection. The various parts and components, trims, carpet, and upholstery inside the interior compartment were all observed to be intact and properly fitted.

Photo 20 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.

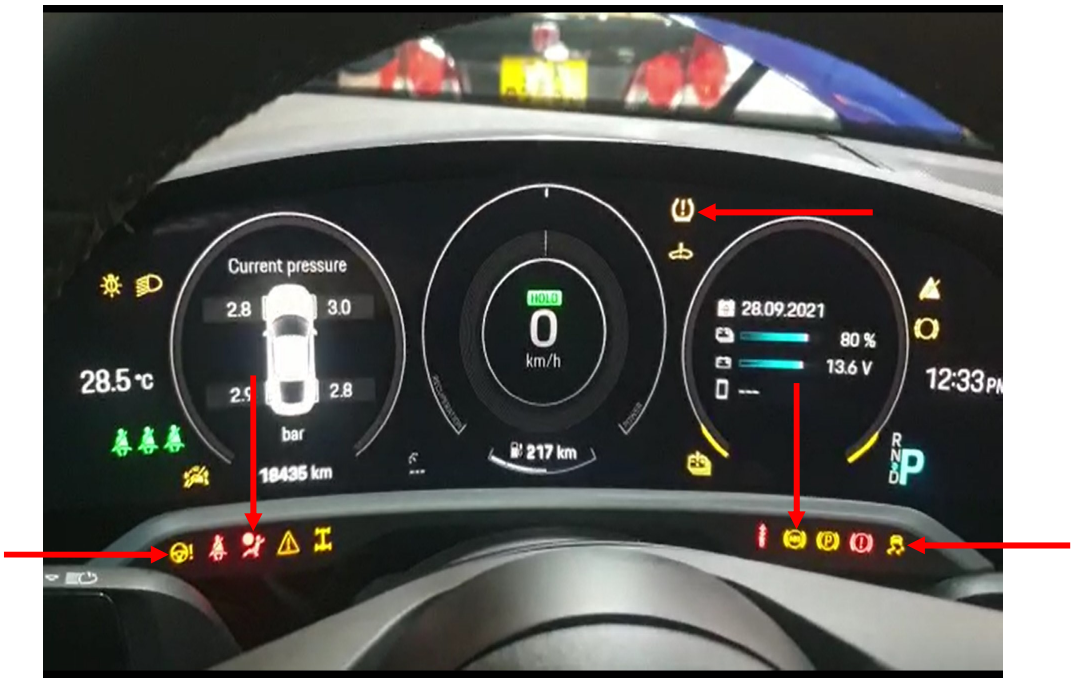


Photo 21 shows the warning lights for the various electronic safety features appearing on the instrument panel of the Motor Car during its self-test when the engine is cranked, in particular the ABS, SRS, EPS, TPM and SCS lights (arrowed).

Photo 22 shows the respective warning lights no longer illuminated, indicating that there is no fault detected to the ABS, SRS, EPS, TPM and SCS systems of the Motor Car during the self-test. These electronic systems were hence in working condition at the time of my inspection.

Photo 23 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 24 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 25 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 26 shows the various undercarriage components at the front left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner.

Photo 27 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 28 shows the underside rear of the Motor Car, at the location where the rear electric motor is fitted. The high voltage system of the Motor Car was visually checked, and it was observed that the various high voltage parts and components like the high voltage battery, inverter unit, converter unit, high voltage cables, electric motors and electric aircon compressor amongst others, were properly secured and without any physical damage..

Photo 29 shows the underside centre of the Motor Car, at the location where the high voltage battery is fitted. The high voltage system of the Motor Car was visually checked, and it was observed that the various high voltage parts and components like the high voltage battery, inverter unit, converter unit, high voltage cables, electric motors and electric aircon compressor amongst others, were properly secured and without any physical damage.

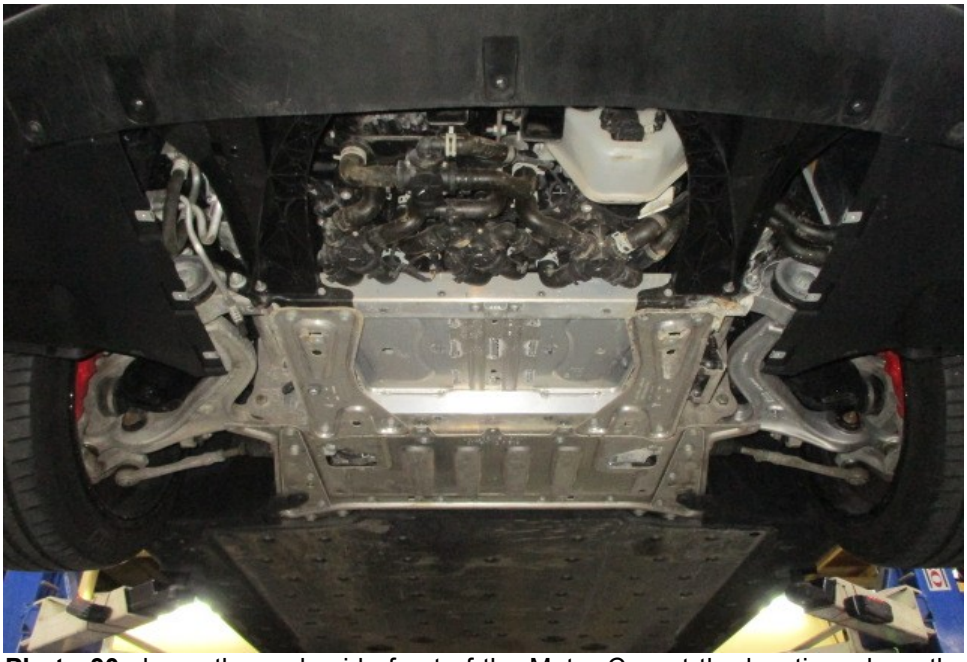


Photo 30 shows the underside front of the Motor Car, at the location where the front electric motor, is fitted. The high voltage system of the Motor Car was visually checked, and it was observed that the various high voltage parts and components like the high voltage battery, inverter unit, converter unit, high voltage cables, electric motors and electric aircon compressor amongst others, were properly secured and without any physical damage.

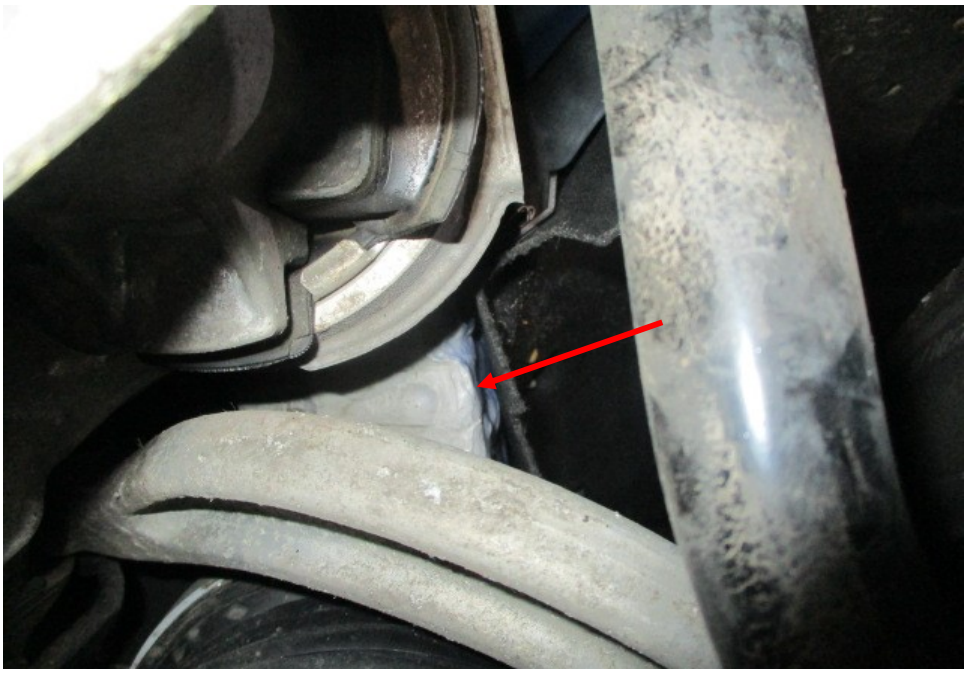


Photo 31 shows the chassis/structural body at the underside rear right of the Motor Car. I did not find any weld marks other than original spot weld marks on the chassis/structural body of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.

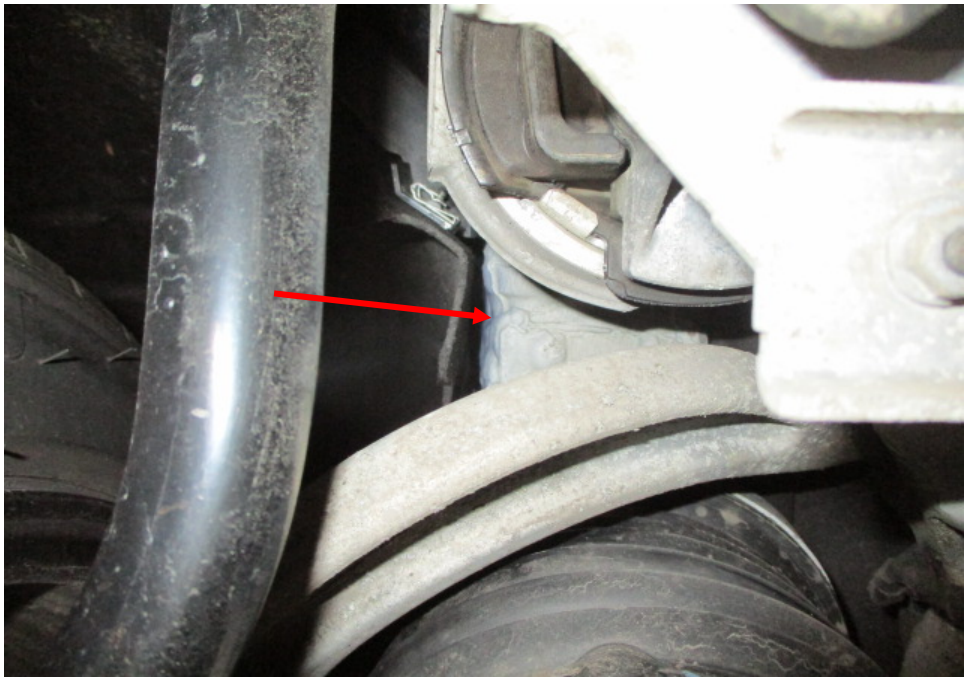


Photo 32 shows the chassis/structural body at the underside rear left of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the chassis/structural body of the Motor Car. The chassis/structural body of the Motor Car was originally fitted.

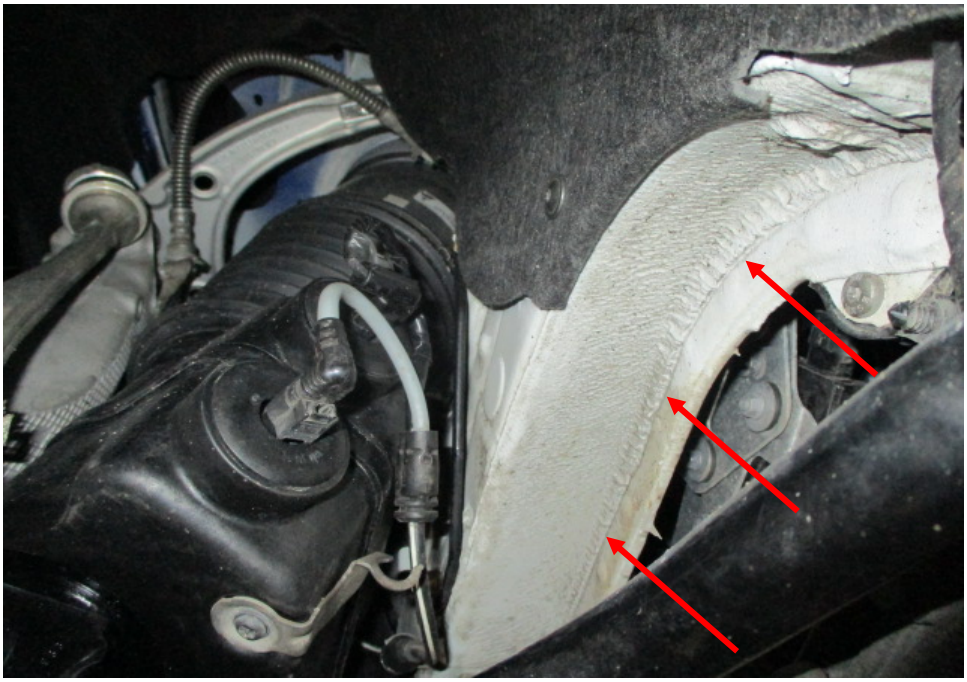


Photo 33 shows the chassis/structural body at the underside front left of the Motor Car. I did not find any weld marks other than original spot weld marks on the chassis/structural body of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was untouched, indicating no work was done on the chassis/structural body of the Motor Car and that the chassis/structural body was originally fitted.

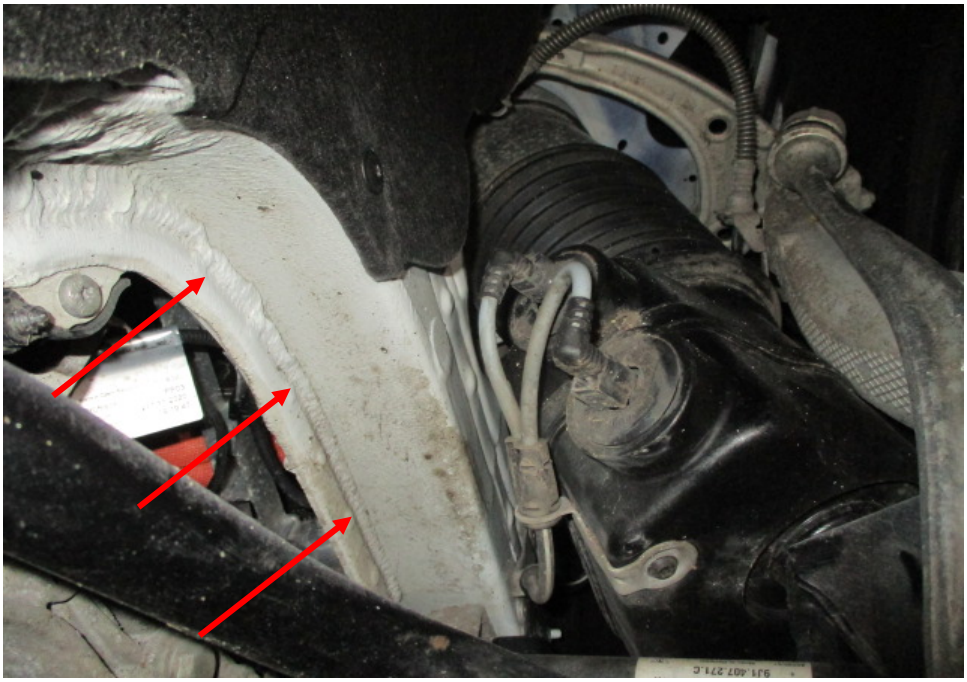


Photo 34 shows the chassis/structural body at the underside front right of the Motor Car. The original factory sealant (arrowed) at the joints along the chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the chassis/structural body of the Motor Car. The chassis/structural body of the Motor Car was originally fitted.

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