

Your Ref: Porsche Taycan  
(chassis number WP0ZZZY1ZMSA31028)  
Our Ref : CI/TP22012961/D

29 December 2022

**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 WP0ZZZY1ZMSA31028**

1. I refer to your request on 23 December 2022 to conduct a physical inspection of an unregistered Porsche Taycan motor car bearing chassis number WP0ZZZY1ZMSA31028 (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 right side portion and left side front portion of the Motor Car. Body parts damaged at the right side portion include the front right fender, front right door and right side rocker panel garnish amongst others. As for the left side front portion, I had observed damage to the front bumper, front left fender, front left fender inner shield and front left signal lamp amongst others. The front left headlamp and front right headlamp were also observed to be missing/dislodged/damaged.
4. No physical damage was observed to other areas of the Motor Car. The airbag(s) of the Motor Car appear to have been not 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 right side portion (circled). The front right fender, front right door and right side rocker panel garnish were amongst the body parts that were observed to have been damaged. The front right headlamp was also observed to be missing/dislodged/damaged.



**Photo 2** shows the front left body of the Motor Car (photograph provided to me). Apart for the right side portion, I had also observed damage to the left side front portion of the Motor Car. The front bumper, front left signal lamp, front left fender and front left fender inner shield were amongst the body parts that were observed to have been damaged. The front left headlamp was also observed to be missing/dislodged/damaged.



**Photo 3** shows the frontal body of the Motor Car (photograph provided to me). No physical damage was observed to the frontal portion of the Motor Car. I did however observe that the front left headlamp and front right headlamp were missing/dislodged/damaged.



**Photo 4** shows the rear left body of the Motor Car (photograph provided to me). Apart for the right side portion and left side front portion, there was no physical damage observed to other areas of the Motor Car.

### **Inspection of the Motor Car**

5. Following the request, I had carried out a physical inspection of the Motor Car on 28 December 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.
6. 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**

7. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.
8. The body colour of the Motor Car was changed from a black colour tone to a white colour tone.

## Tyres and Wheel Rims

9. The Motor Car was fitted with 21inch 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, front bonnet and rear bootlid 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.

### **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), 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**

15. 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, inverter unit, converter unit, electric motors and electric aircon compressor amongst others were adequately secured and without any physical damage.

16. 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**

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 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.

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 18,437km.

### **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 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.

23. The body parts at the right side portion and left side front 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 & 2 above) were reasonably adequate and in order.

24. 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 – 30 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 right side 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 right headlamp, front right signal lamp, front right fender, front right wheel rim and front right door. The body parts at the right side 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 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 left side front 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 2 above) were reasonably adequate and in order.



**Photo 8** shows a closer view of the Motor Car's front bumper, front left signal lamp, front left fender, front left wheel rim and front left door. The body parts at the left side front 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 2 above) were reasonably adequate and in order.



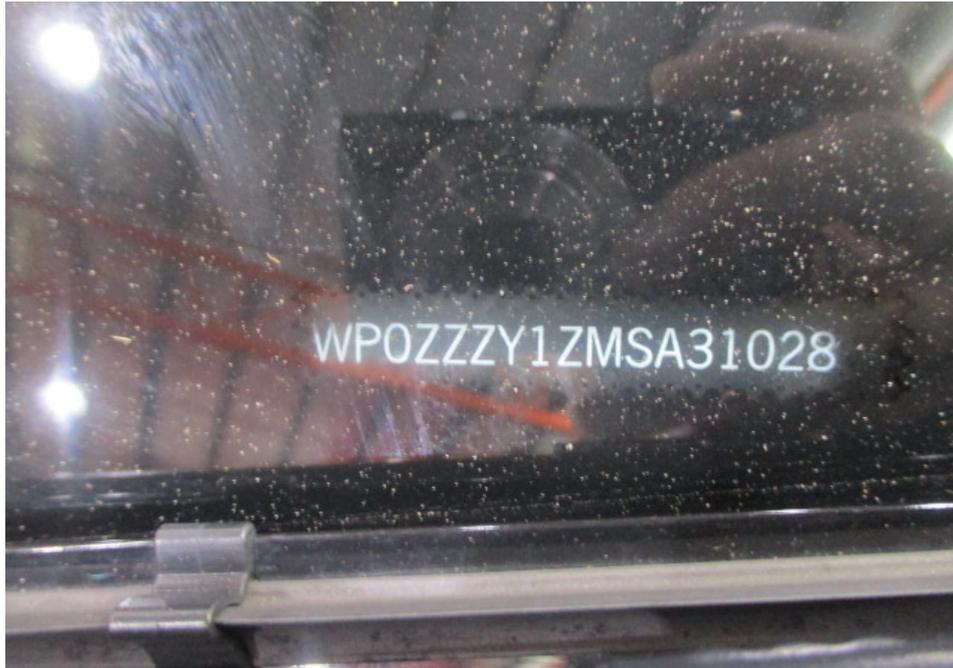
**Photo 9** shows a general view of the Motor Car's front bonnet compartment at the time of my inspection. All inner trims, garnishes and upholstery etc were observed to be properly fitted.



**Photo 10** 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 11** 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 12** shows the chassis number of the Motor Car. The chassis number recorded was WP0ZZZY1ZMSA31028.



**Photo 13** 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 14** 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 15** 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 16** 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 17** 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 18** 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 19** 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 20** 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 21** 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.



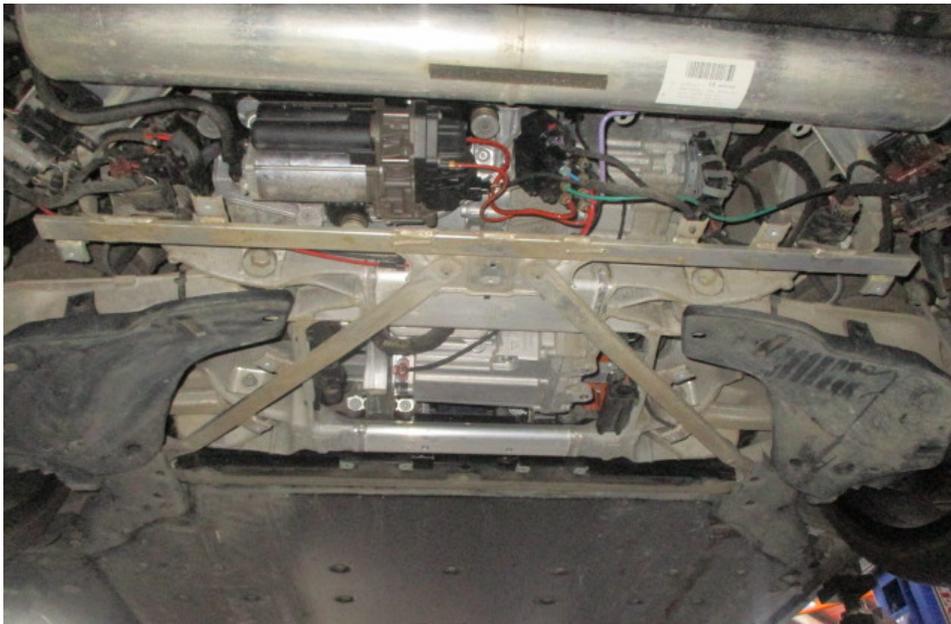
**Photo 22** shows the various undercarriage components at the front left wheel of the Motor Car. The mechanical components, control arms and linkages were all found to be intact and secured in an appropriate manner.



**Photo 23** 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.



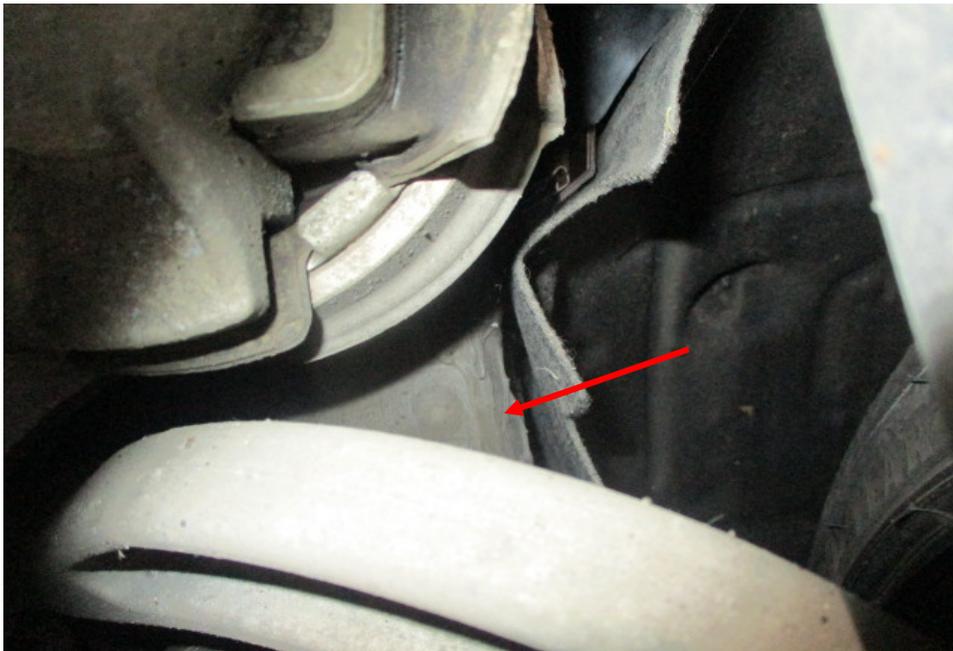
**Photo 24** shows the underside rear of the Motor Car, at the location where the rear electric motor is fitted. The high voltage system of the Motor Car was visually checked, and it was observed that the various high voltage parts and components like the high voltage battery, inverter unit, converter unit, high voltage cables, electric motors and electric aircon compressor amongst others, were properly secured and without any physical damage.



**Photo 25** shows another view of 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 26** 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 27** 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 28** 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 29** 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 30** 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.

A handwritten signature in black ink, consisting of a stylized 'A' and 'T'.

**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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