

You're Ref: TP/IP/28153/2022
Our Ref: CI/TPD23001606/P

20th February 2023

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SNC 2124G

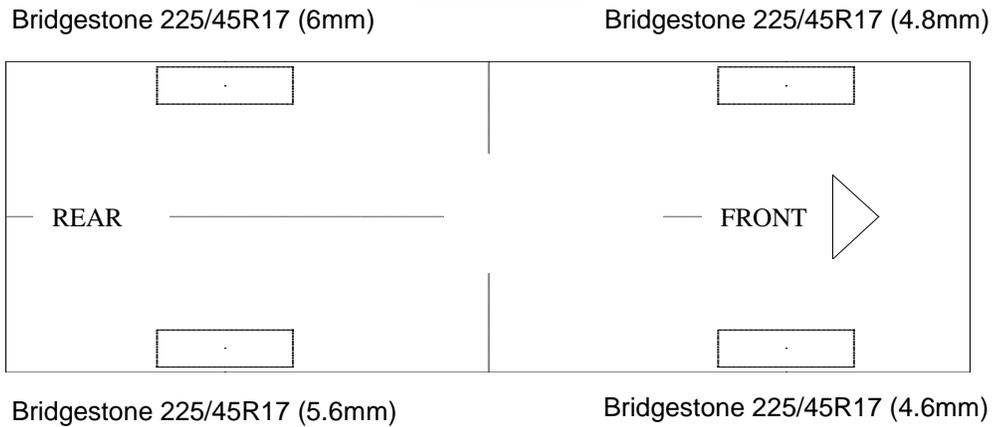
1. I refer to your request on 7th February 2023 to conduct a physical inspection of a Motor Car bearing registration number SNC 2124G (herein referred to as "**Motor Car**"), which was involved in a road traffic accident on 10th October 2023.
2. The objective of the inspection is to determine if there 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 visual inspection of the Motor Car on 20th February 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 not recorded.
5. The Motor Car was observed to have sustained damage at its front and rear portion. Its front bonnet, front bumper, front grille, front right headlamp, rear boot and rear bumper was amongst the body parts that were damaged as a result of the accident.

Tyres and Wheel Rims

6. The condition of the Motor Car's 4 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 4 tyres. The 4 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 4 tyres were observed to be wrapped around standard alloy wheel rims that were found to be without any damage. See photo 1 – 12 below.



Photo 1 shows a general 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 bonnet, front bumper, front grille, front right headlamp was amongst the body parts that were damaged as a result of the accident.



Photo 2 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 bonnet (circled) 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 grille (red circle) and front bumper (yellow circle) was the body parts that were damaged as a result of the accident.



Photo 4 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 right headlamp (circled) was the body parts that were damaged as a result of the accident.



Photo 5 shows the general view of the Motor Car's rear body at the time of my inspection. The rear portion of the Motor Car was observed to have sustained damage. Its rear boot and rear bumper was the body parts that were damaged as a result of the accident.



Photo 6 shows the close up view of the Motor Car's rear body at the time of my inspection. The rear portion of the Motor Car was observed to have sustained damage. Its rear boot (red circle) and rear bumper (yellow circle) was the body parts that were damaged as a result of the accident.



Photo 7 shows a general view of the Motor Car's right body at the time of my inspection. The right portion of the Motor Car was observed to have been unaffected by 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 condition of the front right tyre of the Motor Car, which was observed to be in serviceable condition with remaining tread depth of approximately 4.6mm. The tyre was sufficiently inflated for vehicular operation with no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread. The 4 tyres of the Motor Car were wrapped around standard steel wheel rims without any damage.



Photo 10 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 5.6mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 11 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 6mm. The tyre, which was wrapped around steel wheel rim, was also observed to be sufficiently inflated for vehicular operation. The 4 tyres of the Motor Car were wrapped around standard steel wheel rims.



Photo 12 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 4.6mm. 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 Motor Car's 4 tyres.

Engine Compartment & Operating Fluids

8. Examination of the engine compartment of the Motor Car was not conducted.

Braking System & Steering System

9. Static brake and steering tests was unable to be conducted on the Motor Car as it was not started up. However, my visual examination of the braking and steering components, there was no sign(s) of leakage along the brake hoses, brake pipes, brake caplier and 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 intact. See photo 13 - 18 below.



Photo 13 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 brake calliper and hose had revealed to be intact and without visible damage.



Photo 14 shows the brake hose/pipe (arrowed) at the rear 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 calliper and hose had revealed to be intact and without visible damage.



Photo 15 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. The undercarriage components of the Motor Car were also all found to be intact and without any visible damage.



Photo 16 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 calliper (circled) and hoses had revealed to be intact and without visible damage.

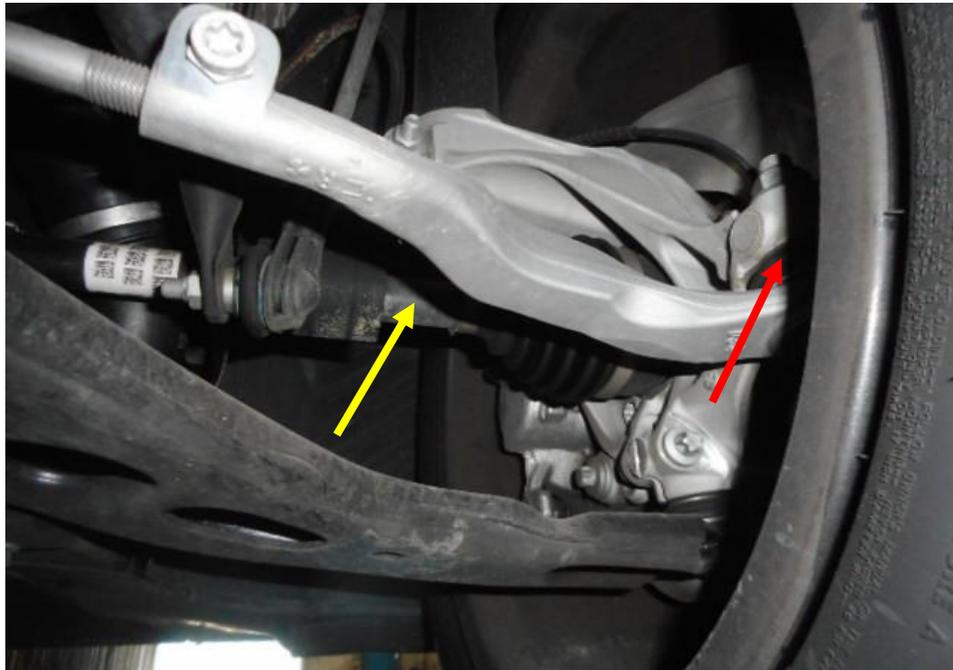


Photo 17 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod (red arrow) and drive shaft (yellow arrow). The various steering components were all found to be intact, suggesting that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident. There was also no sign of fluid stain observed on the various undercarriage components at the front right wheel of the Motor Car.



Photo 18 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

10. The Motor Car's automatic self-test of the functionality of its various electronic operating systems was not conducted as the Motor Car was not started up.

Operational Behaviour of the Motor Car

11. As the engine of the Motor Car was not be started, I was hence not able to carry out any operational test(s) to primarily determine whether there was any operational abnormality to its engine system, transmission system, steering system and braking system.

Conclusion

12. For particular case, the time of my inspection of the Motor Car, its steering system and braking system could not be tested as the Motor Car's engine was not started. However basing on my observations, it would appear that the steering system and braking system of the Motor Car were in serviceable condition. This takes into consideration that the various mechanical components of the steering system and braking system were found to be intact and undamaged.

13. The observation gathered from my visual inspection of the Motor Car had indicated no evidence to suggest possible mechanical failure to the Motor Car that may have contributed to the accident.

14. The 4 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 the 4 tyres. The 4 tyres were also observed to be sufficiently inflated for vehicular operation with remaining tread depth of approximately 4.6mm to 6mm.



Sherwin Beh
Technical Investigator



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

DISCLAIMER OF LIABILITY TO THIRD PARTIES: - This Report is made solely for the use and benefit of the Client named on the front page of this Report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the Report wholly or in part. Any third party acting or relying on this Report, in whole or in part does so at his or her own risk.