

Your Ref: Ferrari F8 Spider Convertible  
(chassis number ZFF93LMC000263343)  
Our Ref : CI/TP23002643/D

14 March 2023

**Shine Trust Trading Pte Ltd**  
27 Transit Road #01-02  
Singapore 778904

**INSPECTION REPORT OF AN UNREGISTERED FERRARI F8 SPIDER  
CONVERTIBLE MOTOR CAR WITH CHASSIS NUMBER  
ZFF93LMC000263343**

1. I refer to your request on 10 February 2023 to conduct a physical inspection of an unregistered Ferrari F8 Spider Convertible motor car bearing chassis number ZFF93LMC000263343 (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 rear portion of the Motor Car. Body parts damaged include the rear bumper, rear bumper lower diffuser, rear bumper sensors, rear exhaust tips, rear bumper right air grille, rear bumper right reflector, rear bumper left air grille, rear bumper left reflector, rear right outer taillamp, rear right inner taillamp and rear left outer taillamp amongst others.
4. Apart for the rear portion, the Motor Car's front left fender, front left headlamp, front bumper and all its related parts and attachments like the front bumper centre garnish, front bumper right lower lip, front bumper left lower lip and front bumper sensors amongst others were missing/dislodged/damaged.
5. The Motor Car's airbag(s) was not deployed as seen from the photographs that were provided to me. See photo 1 – 5 below.



**Photo 1** shows the rear right body of the Motor Car (photograph provided to me). The photographs provided to me had showed damage to the rear portion of the Motor Car. The rear bumper, rear bumper lower diffuser, rear bumper sensors, rear exhaust tips, rear bumper right air grille, rear bumper right reflector, rear right outer taillamp and rear right inner taillamp were amongst the body parts that were observed to have been damaged.



**Photo 2** shows the rear left body of the Motor Car (photograph provided to me). The photographs provided to me had showed damage to the rear portion of the Motor Car. The rear bumper, rear bumper lower diffuser, rear exhaust tips, rear bumper left air grille, rear bumper left reflector and rear left outer taillamp were amongst the body parts that were observed to have been damaged.



**Photo 3** shows the left side body of the Motor Car (photograph provided to me). Apart for the rear portion, the Motor Car's front left fender, front left headlamp, front bumper and all its related parts and attachments like the front bumper centre garnish and front bumper left lower lip amongst others were missing/dislodged/damaged.



**Photo 4** shows the right side body of the Motor Car (photograph provided to me). Apart for the rear portion, the Motor Car's front bumper and all its related parts and attachments like the front bumper centre garnish, front bumper sensors and front bumper right lower lip amongst others were missing/dislodged/damaged.



**Photo 5** 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 Motor Car's airbag(s) was not deployed.

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

6. Following the request, I had carried out a physical inspection of the Motor Car on 14 February 2023 at the premises of 51 Ubi Ave 1 #01-21, Paya Ubi Industrial Park, Singapore 408933. 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 5,021km. The Motor Car was hoisted up during the inspection to facilitate my examination of its undercarriage. Its rear bumper lower diffuser and rear under cover were removed to facilitate checks of its engine compartment and exhaust system.

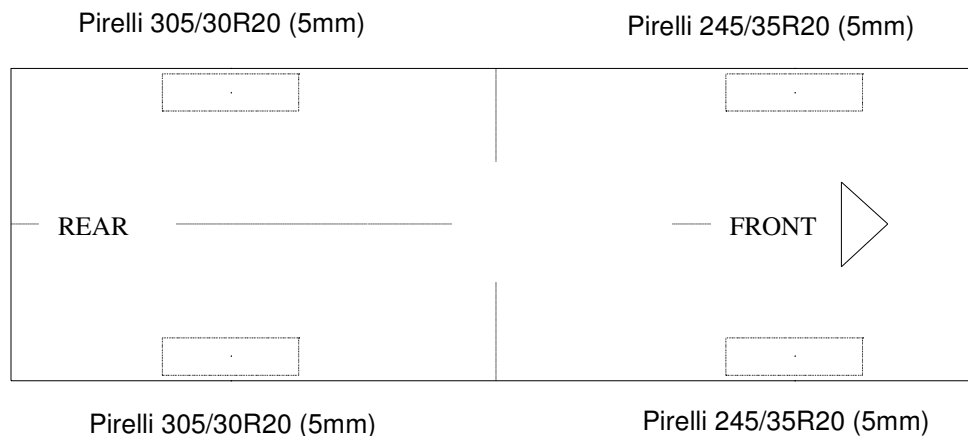
### **Exterior Condition**

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

9. Its hard top roof was tested and found to be operating normally. The hard top roof was able to fold and unfold without any difficulty. It was also observed that during the folding and unfolding process, the hard top roof did not extend laterally beyond the Motor Car's body. As a safety feature, the hard top roof could only open and close when the Motor Car was in a stationary position or at low travelling speed.

### Tyres and Wheel Rims

10. It 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 engine hood amongst others were all found to be fitted securely.
12. Checks on the non-detachable body panels like the rear body panels, floorboard, roof panel, pillars and rocker panels amongst others, revealed that these body panels were spot welded onto the aluminium 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.

### **Aluminium Chassis/Structural Body**

13. Visually, I did not find any weld marks, other than the original spot weld marks, on the aluminium chassis/structural body of the Motor Car. The original factory sealant at the joints along the aluminium chassis/structural body was also untouched, again indicating that no replacement of the aluminium chassis/structural body was carried out; and that the aluminium 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), 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**

16. 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.

17. 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**

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 within the building premises of Paya Ubi Industrial Park, 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 5,023km.

## 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 rear portion and 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 - 4 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 6 – 41 below taken at the time of my inspection.



**Photo 6** shows a general view of the rear left body of the Motor Car at the time of my inspection, with its rear bumper lower diffuser and rear under cover removed to facilitate checks of its engine compartment and exhaust system. The body parts at the rear 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 & 2 above) were reasonably adequate and in order.



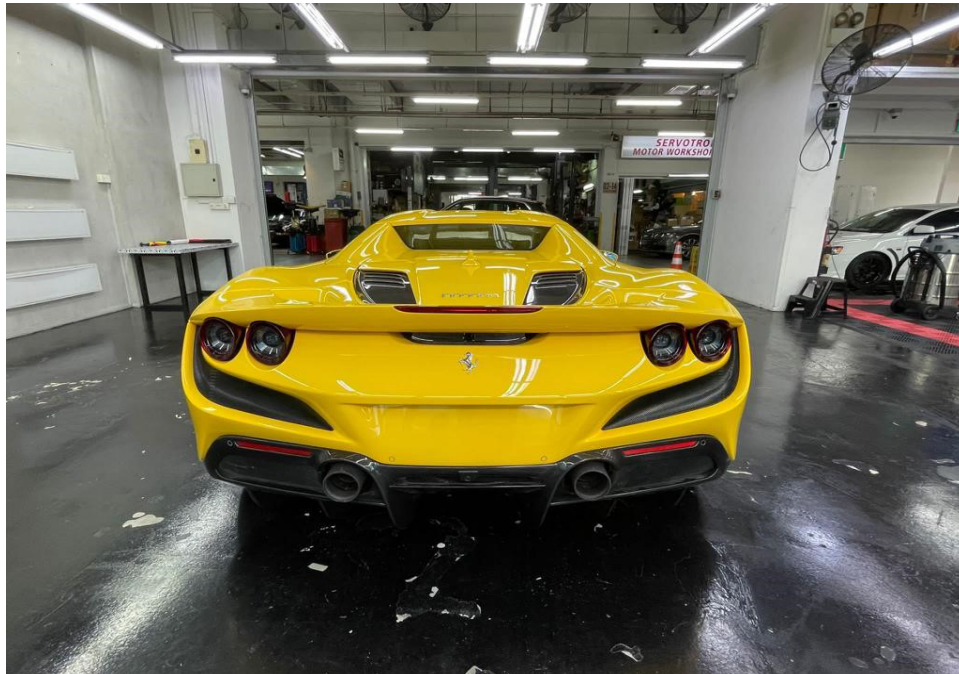
**Photo 7** shows a closer view of the Motor Car's rear bumper, rear bumper left air grille, rear left outer taillamp and rear left inner taillamp. The body parts at the rear portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 1 & 2 above) were reasonably adequate and in order.



**Photo 8** shows a general view of the rear right body of the Motor Car at the time of my inspection, with its rear bumper lower diffuser and rear under cover removed to facilitate checks of its engine compartment and exhaust system. The body parts at the rear 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 & 2 above) were reasonably adequate and in order.



**Photo 9** shows a closer view of the Motor Car's rear bumper, rear bumper right air grille, rear right outer taillamp and rear right inner taillamp. The body parts at the rear 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 & 2 above) were reasonably adequate and in order.



**Photo 10** shows a general view of the rear body of the Motor Car with its rear bumper lower diffuser and rear under cover re-fitted. The Motor Car was observed to be in a relatively good general condition with no loose exterior fittings observed.



**Photo 11** 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 3 & 4 above) were reasonably adequate and in order.



**Photo 12** shows a closer view of the Motor Car's front bumper, front bumper centre garnish, front bumper right lower lip, front bumper sensors and front right headlamp 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 3 & 4 above) were reasonably adequate and in order.



**Photo 13** 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 3 & 4 above) were reasonably adequate and in order.



**Photo 14** shows a closer view of the Motor Car's front left fender and front left wheel rim 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 3 & 4 above) were reasonably adequate and in order.



**Photo 15** shows a closer view of the Motor Car's front bumper, front bumper centre garnish, front bumper left lower lip, front bumper sensors and front left headlamp 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 3 & 4 above) were reasonably adequate and in order.



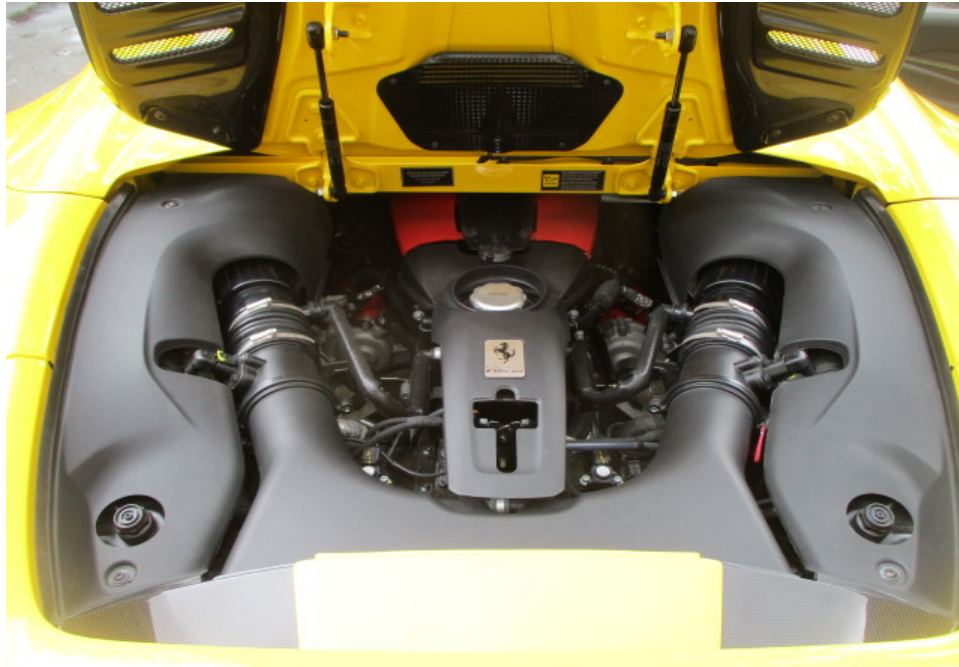
**Photo 16** shows a general view of the frontal body of the Motor Car at the time of my inspection. The body parts at the frontal portion of the Motor Car were visually examined and it was observed that the repair/restoration works carried out to the damaged area of the Motor Car (refer to photograph 3 & 4 above) were reasonably adequate and in order.



**Photo 17** 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 intact and properly fitted.



**Photo 18** shows the chassis number of the Motor Car. The chassis number recorded was ZFF93LMC000263343.



**Photo 19** shows a general view of the Motor Car's engine compartment at the time of my inspection. I had found the various parts and components inside the engine compartment 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. Refer to photograph 32 & 33 below for additional photographs showing the engine compartment from the underside of the Motor Car.



**Photo 20** 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 21** shows the 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 22** shows the Motor Car's hard top roof being tested. It was observed that as a safety feature, the hard top roof could only open and close when the Motor Car was in a stationary position or at low travelling speed. When opened, the hard top roof is completely folded into the rear compartment with no parts protruding out of the Motor Car's body. The hard top roof was also found adequately secured to the "A" pillar after closing.



**Photo 23** shows the Motor Car with its hard top roof completely folded. It was observed that as a safety feature, the hard top roof could only open and close when the Motor Car was in a stationary position or at low travelling speed. When opened, the hard top roof is completely folded into the rear compartment with no parts protruding out of the Motor Car's body. The hard top roof was also found adequately secured to the "A" pillar after closing.



**Photo 24** 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 25** 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 26** 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 27** 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 28** 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 29** 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 30** 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.



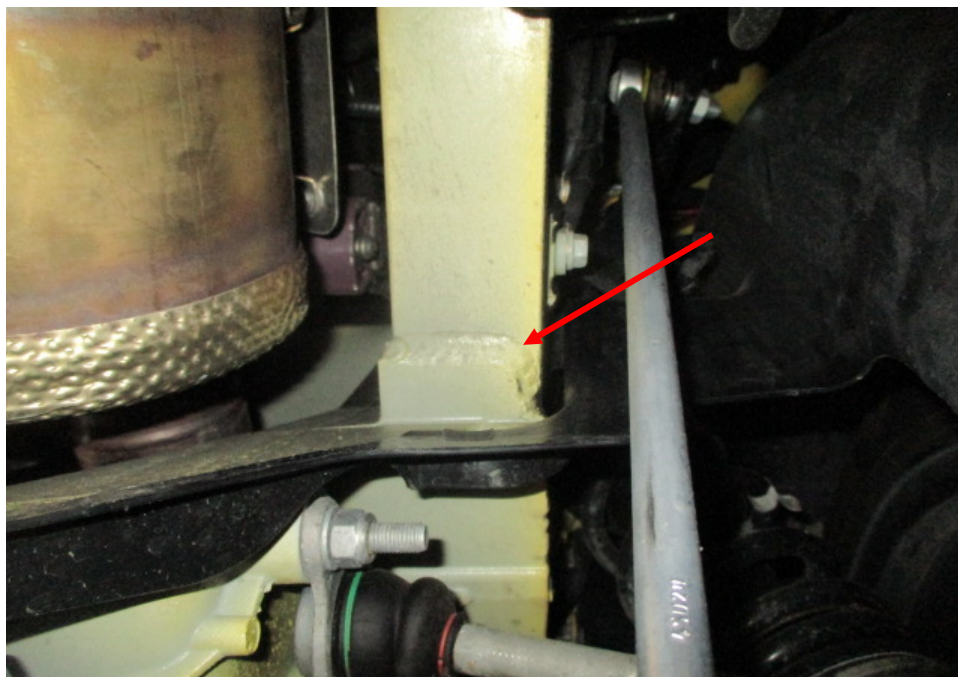
**Photo 31** shows the Motor Car's exhaust system after removal of the rear bumper diffuser and rear under cover. In general, my examination of the Motor Car's exhaust system revealed no sign(s) or indication(s) of any cut or weld marks along its exhaust pipes, on its catalytic converters and on its rear mufflers.



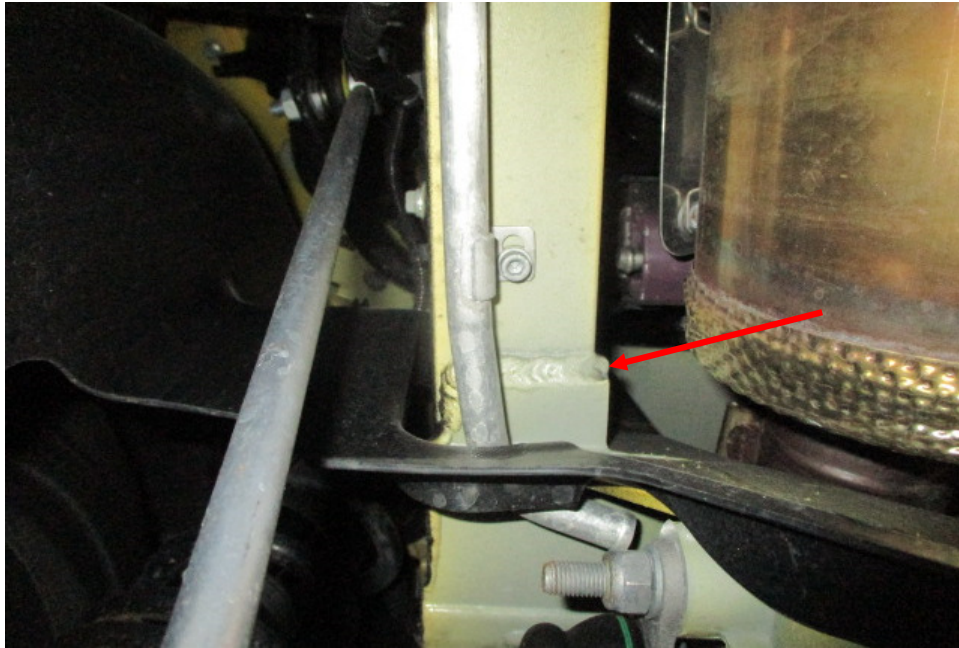
**Photo 32** shows the Motor Car's engine compartment as viewed from the rear underside of the Motor Car. The various parts and components inside the engine compartment were all observed to be intact and properly fitted. There was also no sign(s) or indication(s) of fluid leak and/or fluid stain found inside the engine compartment.



**Photo 33** shows another view of the Motor Car's engine compartment as viewed from the rear underside of the Motor Car. 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.



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



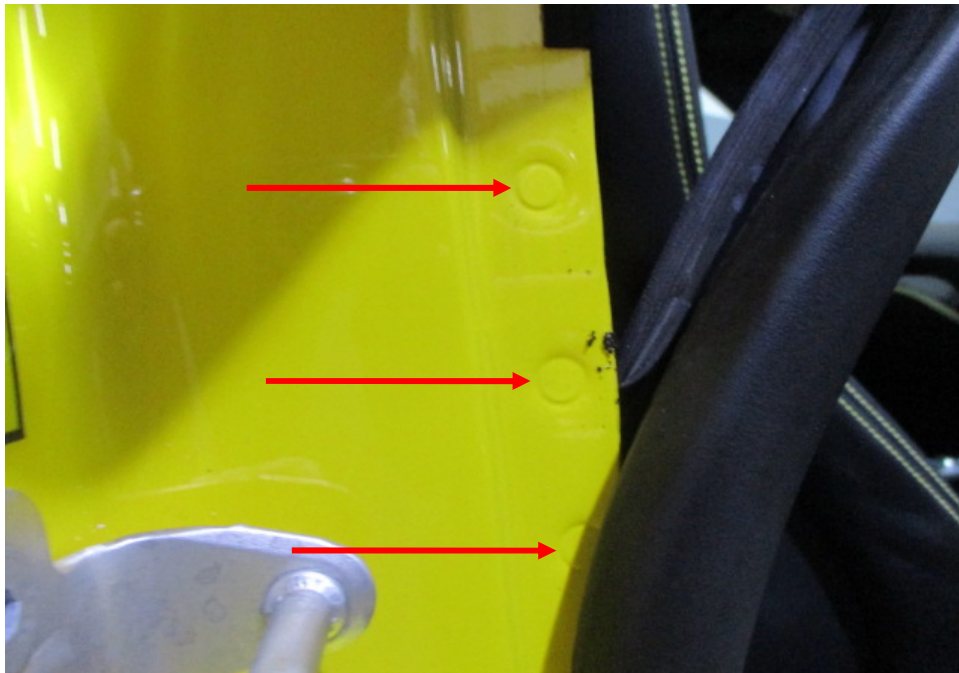
**Photo 35** shows the aluminium chassis/structural body at the underside rear left of the Motor Car. I did not find any weld marks other than original spot weld marks on the aluminium chassis/structural body of the Motor Car. The original factory sealant (arrowed) at the joints along the aluminium chassis/structural body was untouched, indicating no work was done on the aluminium chassis/structural body of the Motor Car and that the aluminium chassis/structural body was originally fitted.



**Photo 36** shows the aluminium chassis/structural body at the underside front left of the Motor Car. The original factory sealant (arrowed) at the joints along the aluminium chassis/structural body was observed to be untouched. In general, I had found no work was carried out on the aluminium chassis/structural body of the Motor Car. The aluminium chassis/structural body of the Motor Car was originally fitted.

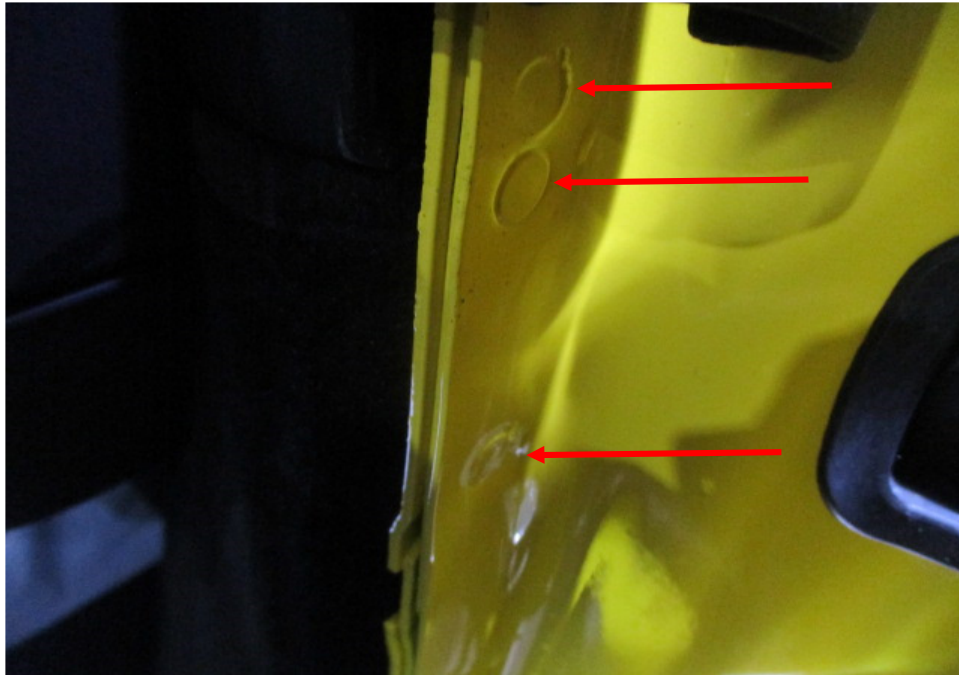


**Photo 37** shows the aluminium chassis/structural body at the underside front right of the Motor Car. I did not find any weld marks other than original spot weld marks on the aluminium chassis/structural body of the Motor Car. The original factory sealant (arrowed) at the joints along the aluminium chassis/structural body was untouched, indicating no work was done on the aluminium chassis/structural body of the Motor Car and that the aluminium chassis/structural body was originally fitted.



**Photo 38** shows the right side rear body panel of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the right side rear body panel of the Motor Car, which indicates that there was no re-welding works

51 UBI AVE 1, #01-25 PAYA UBI INDUSTRIAL PARK, SINGAPORE 408933 TEL : (065) 62563561 FAX : (065) 67414108  
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.



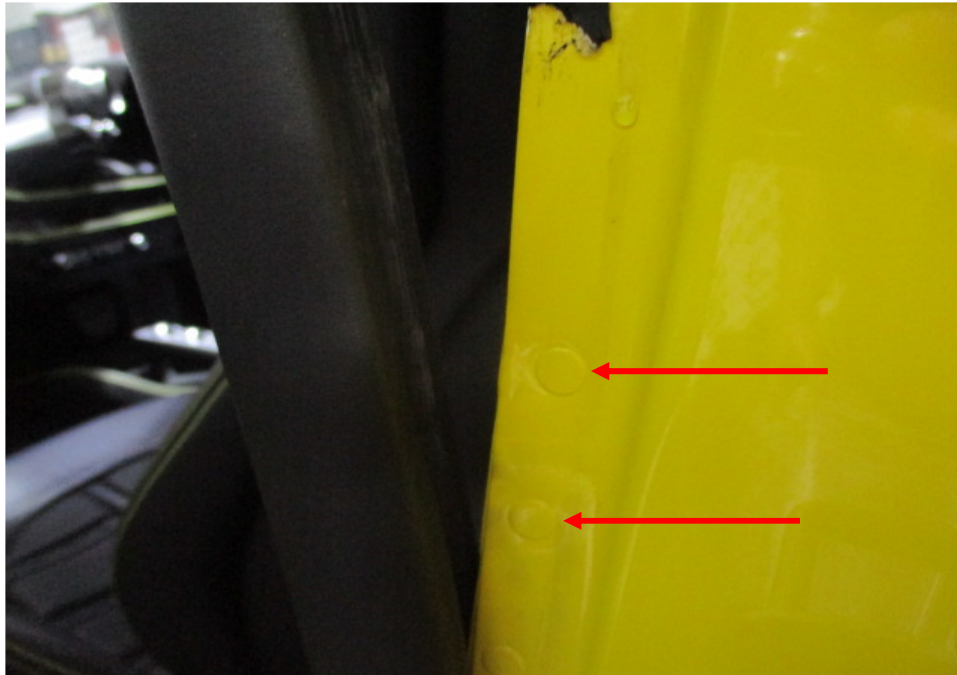
**Photo 39** shows the right side "A" pillar of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the right side "A" pillar of the Motor Car, which indicates that there was no re-welding works carried out. In general, I had found all the non-detachable body panels of the Motor Car to be originally fitted at the time of my inspection.



**Photo 40** 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

51 UBI AVE 1, #01-25 PAYA UBI INDUSTRIAL PARK, SINGAPORE 408933 TEL : (065) 62563561 FAX : (065) 67414108

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 41** shows the left side rear body panel of the Motor Car. I did not find any weld marks other than original spot weld marks (arrowed) on the left side rear body panel 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)

**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.