

Your Ref: TP IP/07285/2023
Our Ref : CI/TPD23005778/P

18th July 2023

General Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR CAR SBH 3808B

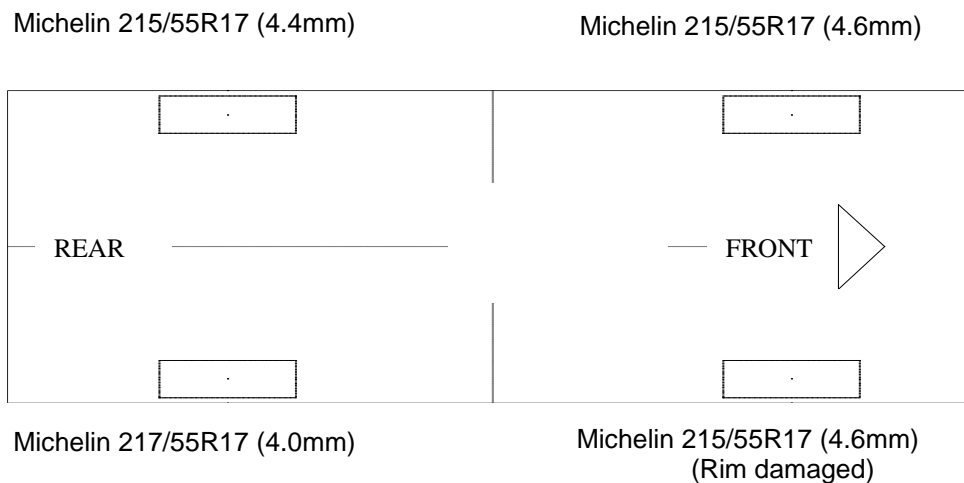
1. I refer to your request on 28th April 2023 to conduct a physical inspection of a Motor car bearing registration number SBH 3808B (herein referred to as "**Motor Car**"), which was involved in a road traffic accident on 10th March 2023.
2. The objective of the inspection is to determine if there was any possible mechanical failure to the Motor car that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Car on 17th July 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 25,021km.
5. The Motor car was observed to have sustained damage all around. Its front windscreen, front bumper, front left and right headlamp, front right fender, front left fender, front right rear-view mirror, front left rear-view mirror, right and left doors and rear bumper was amongst the body parts that were damaged as a result of the accident. The Supplemental Restraint System (SRS) was activated as a result of the accident.

Tyres and Wheel Rims

6. The front right wheel rim was observed to be damage as a result of the accident, however 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 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 wheel rim was observed to be damaged as a result of the accident. However, all the 4 tyres and other 3 rims were observed to be wrapped around standard alloy wheel rims that were found to be without any damages. See photo 1 – 24 below.



Photo 1 shows the mileage of the Motor Car at the time of my inspection. The mileage observed was 25,021km.



Photo 2 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 windscreen, front bumper, front left and right headlamp was amongst 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 Motor Car was observed to have sustained damage at its front portion. Its front windscreen (circled) was damaged as a result of the accident.



Photo 4 shows the close up view of the Motor Car's front body at the time of my inspection. The Motor Car was observed to have sustained damage at its front portion. Its front bumper (yellow circle), front bonnet (red circle) and front left headlamp (arrowed) was damaged as a result of the accident.



Photo 5 shows the close up view of the Motor Car's front body at the time of my inspection. The Motor Car was observed to have sustained damage at its front portion. Its front right headlamp (circled) was damaged as a result of the accident.



Photo 6 shows the 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 right rear-view mirror, front right fender, right doors and rear right quarter panel was amongst 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 right rear view mirror (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 8 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 front fender (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 9 shows the close up view of the Motor Car's right portion at the time of my inspection. The right rear door (circled) of the Motor Car was observed to have been damaged as a result of the accident.



Photo 10 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 quarter panel (red circle) and right door (yellow circle) was amongst the body parts that were damaged as a result of the accident.



Photo 11 shows the general view of the Motor Car's left body at the time of my inspection. The Motor Car was observed to have sustained damage at its right, portion. Its left rear-view mirror left front fender and front left doors was amongst the body parts that were damaged as a result of the accident.



Photo 12 shows a close up view of the Motor Car's left body at the time of my inspection. The Motor Car was observed to have sustained damage at its right, portion. Its left rear view mirror (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 13 shows a close up view of the Motor Car's left body at the time of my inspection. The Motor Car was observed to have sustained damage at its left, portion. Its left fender (red circle) and left door (yellow circle) was amongst the body parts that were damaged as a result of the accident.



Photo 14 shows a close up view of the Motor Car's left body at the time of my inspection. The Motor Car was observed to have sustained damage at its left, portion. Its left doors (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 15 shows a close up view of the Motor Car's rear body at the time of my inspection. The Motor Car was observed to have sustained damage at its rear, portion. Its rear left quarter panel (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 16 shows the general view of the Motor Car's rear body at the time of my inspection. The Motor Car was observed to have sustained damage at its rear, portion. Its rear bumper was amongst the body parts that were damaged as a result of the accident.



Photo 17 shows a close up view of the Motor Car's rear body at the time of my inspection. The Motor Car was observed to have sustained damage at its rear, portion. Its rear bumper (circled) was amongst the body parts that were damaged as a result of the accident.



Photo 18 shows the general view of the front right wheel rim (circled) of the Motor Car, which was observed to be damaged as a result of the accident.



Photo 19 shows the close up condition of the front right wheel rim (circled) of the Motor Car, which was observed to be damaged as a result of the accident.



Photo 20 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 also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 21 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 4mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 22 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 4.4mm. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 23 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. The tyre was also observed to be sufficiently inflated for vehicular operation with no tear, cut or burst mark(s).



Photo 24 shows the deployment of the Supplemental Restraint System (SRS) airbag in the Motor Car as a result of the accident.

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 25 – 29 below.



Photo 25 shows a general view of the Motor Car's engine compartment, which was accessed by lifting the front bonnet of the Motor Car. The various parts and components inside the engine compartment were unaffected by the accident. There was also no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine compartment.



Photo 26 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 27 shows the coolant reservoir of the Motor Car at the time of my inspection. The coolant was observed to be sufficient (arrowed) and without any visible contamination.



Photo 28 shows the engine oil dipstick of the Motor Car at the time of my inspection. The engine oil was observed to be sufficient (arrowed) and without any visible contamination.



Photo 29 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 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 steering rack and pinion, tie rods, tie rod ends and ball joints revealed that these components were all generally in good condition. See photo 30 - 36 below.



Photo 30 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 caliper to be intact and without visible damage.



Photo 31 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 caliper to be intact and without visible damage.

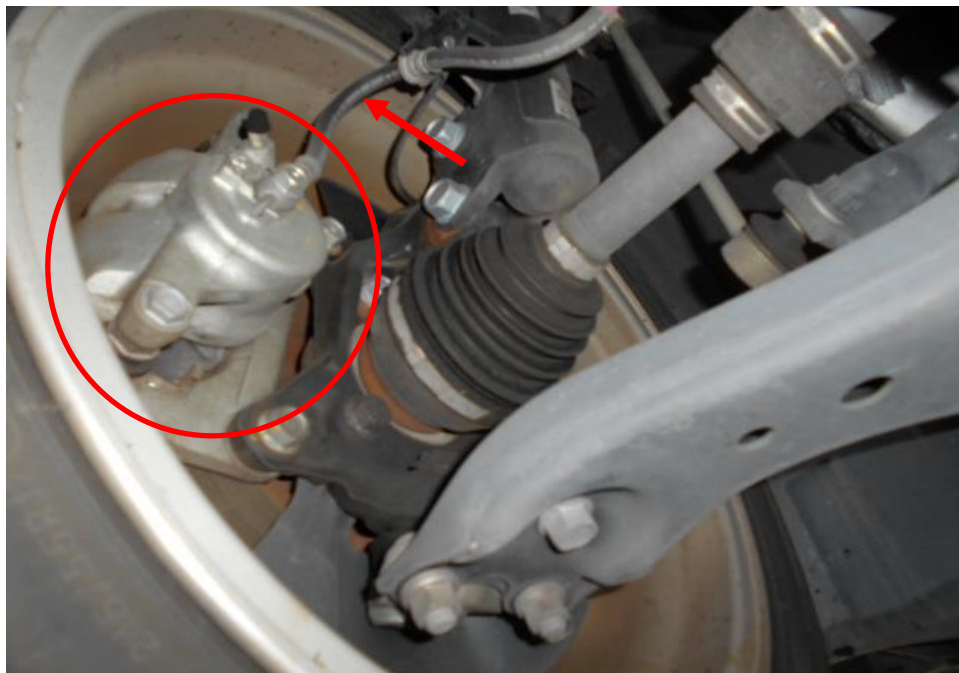


Photo 32 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Car. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Car. Visual examination of the various components of the braking system the brake caliper (circled) to be intact and without visible damage.



Photo 33 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 the brake caliper (circled) to be intact and without visible damage.



Photo 34 shows the front right wheel of the Motor Car turned to its full left. During my steering system test, I did not experience any abnormal free play and/or resistance when I had turned the steering wheel towards the left and right. This would suggest that the steering system of the Motor Car was likely to be in serviceable condition at the material time of accident.

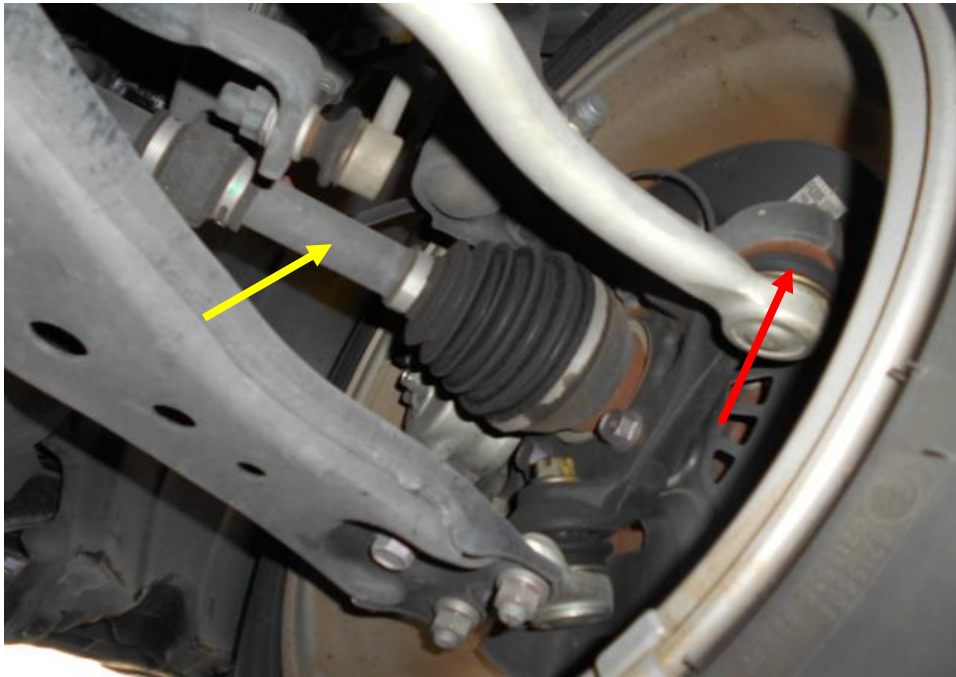


Photo 35 shows the various undercarriage components at the front right wheel of the Motor Car, in particular the steering tie rod (red arrow) and drive shaft (yellow arrow) was found to be intact. There was also no sign of fluid stain observed on the various undercarriage components at the front right wheel of the Motor Car.



Photo 36 shows the various undercarriage components at the front left wheel of the Motor Car, in particular the steering tie rod (red arrow) was found to be intact. There was also no sign of fluid stain observed on the various undercarriage components at the front left wheel of the Motor Car.

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 (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. However only the Supplemental Restraint System (SRS) warning light remained illuminated up as a result of the deployment of the airbag. See photo 37 & 38 below.



Photo 37 shows the warning light for Anti-Lock Brake System (ABS), Traction Control System (TCS), Electric Power Steering (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 38 shows only the Supplemental Restraint System (SRS) warning lights remained illuminated on the instrument panel of the Motor Car after the engine was cranked as a result of the deployment of the airbag. However, there was no other warning lights remained 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 and left seat belts of the "Motor Car" was worn at the material time of accident as the respective pre-tensioners that were fitted at the side of each seat was activated upon the material time. See photo 39 and 40 below.



Photo 39 shows that the seat belt on the right seat was worn at the material time of accident as the safety pre-tensioners was activated at the moment of impact and caused the seat belt to be locked into the last position.



Photo 40 shows that the seat belt on the left seat was worn at the material time of accident as the safety pre-tensioners was activated at the moment of impact and caused the seat belt to be locked into the last position.

Operational Behaviour of the Motor Car

15. A short operational test of the Motor Car, to primarily determine whether there was any abnormality to its various operating systems like its engine system, its transmission system, steering system and braking system was subsequently carried out. The test was conducted by driving the Motor Car forward, stopping, before reversing and coming to a stop again.
16. During the operational test, the transmission system of the Motor Car was able to be shifted to drive mode and reverse mode without any difficulty. There was no abnormal sounds heard and/or abnormal behaviour of the Motor Car's engine system. It was able to move forward and backward normally. The braking system was also found to be in working condition as the Motor Car was able to slow down and come to a complete stop upon depressing of the brake pedal. (Refer to photo 2 & 34)

Conclusion

17. From my physical inspection of the Motor Car, it appears that its engine system, transmission system, steering system and braking system were all in serviceable condition. I did not find any evidence(s) to suggest that there was possible mechanical failure and/or abnormal behaviour to the Motor Car that may have caused and/or contributed to the accident.
18. The A short operational test of the Motor Car, which I had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its engine system, its transmission system and braking system.

19. 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 4mm to 4.6mm.

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