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Our Ref : CI/TPD23006773/P

14th July 2023

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTOR LORRY GBD 7002D

1. I refer to your request on 23rd June 2023 to conduct a physical inspection of a Motor Lorry bearing registration number GBD 7002D (herein referred to as "**Motor Lorry**"), which was involved in a road traffic accident on 16th January 2023.
2. The objective of this inspection is to determine if there was any possible mechanical failure to the Motor Lorry that may have contributed to the accident.
3. Following the request, I had carried out a physical inspection of the Motor Lorry on 12th 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 Lorry at the time of my inspection was 278,791km.
5. The Motor Lorry appeared to have sustained damage at its frontal portion. Its front body panel, front grille, front number plate and front bumper was damaged at the time of my inspection as a result of the accident.

Tyres and Wheel Rims

6. The 6 tyres of the Motor Lorry were observed to be in serviceable condition and sufficiently inflated for vehicular operation. 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 6 tyres. The tyre brand, tyre size and remaining tread depth of the 6 tyres of the Motor Lorry were recorded as follows:-

Windforce 165/R13 (1.7mm)		Bridgestone 195/R15 (5.3mm)	
REAR	_____	FRONT	_____
Windforce 165/R13 (3.3mm)		Bridgestone 195/R15 (5.6mm)	

7. The 6 tyres were observed to be wrapped around standard steel wheel rims that were found to be without any damage. See photo 1 – 12 below.



Photo 1 shows a general view of the instrument cluster of the Motor Lorry at the time of my inspection. The mileage of the Motor Lorry was 278,791km



Photo 2 shows a general view of the Motor Lorry's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front body panel, front grille, front number plate and front bumper was damaged at the time of my inspection as a result of the accident.



Photo 3 shows a close up view of the Motor Lorry's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front body panel (circled) was damage at the time of my inspection as a result of the accident.



Photo 4 shows a close up view of the Motor Lorry's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front body panel (circled) was damage at the time of my inspection as a result of the accident.



Photo 5 shows a close up view of the Motor Lorry's frontal portion at the time of my inspection. It appeared to have sustained damage at its frontal portion. Its front grille (yellow circle), front bumper and front number plate (red circle) was damage at the time of my inspection as a result of the accident.

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Photo 6 shows a general view of the right body of the Motor Lorry at the time of my inspection. The Motor Lorry was observed to be intact and unaffected by the accident.



Photo 7 shows a general view of the left body of the Motor Lorry at the time of my inspection. The Motor Lorry was observed to be intact and unaffected by the accident.



Photo 8 shows a general view of the rear body of the Motor Lorry at the time of my inspection. The Motor Lorry was observed to be intact and unaffected by the accident.



Photo 9 shows the condition of the front right tyre of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 5.6mm. The tyre, which was wrapped around standard steel wheel rim, was also observed to be sufficiently inflated for vehicular operation. There was no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the 6 tyres that were fitted on the Motor Lorry.



Photo 10 shows the condition of the rear right tyre of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 3.3mm. The tyre, which was wrapped around standard steel wheel rim, it was observed to be sufficiently inflated for vehicular operation.



Photo 11 shows the condition of the rear left tyres of the Motor Lorry, which was observed to be in serviceable condition with remaining tread depth of approximately 1.7mm. The tyres, which were wrapped around standard steel wheel rim, were also observed to be sufficiently inflated for vehicular operation. There was also no damage found on all 6 steel wheel rims of the Motor Lorry.



Photo 12 shows the condition of the rear right tyres of the Motor Lorry, which were observed to be in serviceable condition with remaining, tread depth of approximately 5.3mm. 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 6 tyres that were fitted on the Motor Lorry.

Engine Compartment & Operating Fluids

8. Upon examination of the Motor Lorry's engine compartment, I had observed all the parts and components inside the engine compartment to be intact and unaffected by the accident. The engine oil, power steering fluid, engine coolant and brake fluid 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, there was no sign(s) or indication(s) of fresh fluid leakage and/or fluid stain within the engine compartment of the Motor Lorry.
10. My subsequent checks on the underside of the Motor Lorry also revealed engine oil fluid stain. Visually, the various undercarriage components of the Motor Lorry were all observed to be intact and without any visible damage. See photo 13 – 18 below.



Photo 13 shows a general view of the Motor Lorry's engine compartment, which was accessed by lifting the front cabin of the Motor Lorry. 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

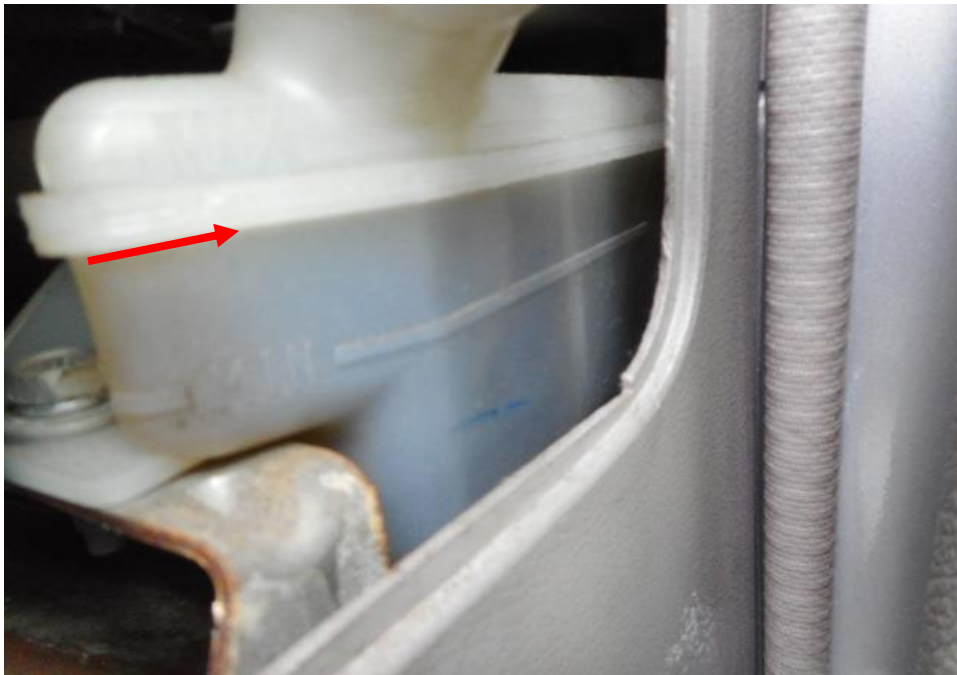


Photo 14 shows the brake fluid reservoir of the Motor Lorry at the time of my inspection. The brake fluid was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 15 shows the engine coolant of the Motor Lorry at the time of my inspection. The engine coolant was observed to be of sufficient level (arrowed) and without any visible contamination.



Photo 16 shows the engine oil dip stick of the Motor Lorry at the time of my inspection. The engine oil was observed to be of sufficient level and without any visible contamination.



Photo 17 shows the power steering fluid dip stick of the Motor Lorry at the time of my inspection. The power steering fluid was observed to be of sufficient level and without any visible contamination.



Photo 18 shows the undercarriage of the Motor Lorry, at the area where the engine housing and transmission housing are located at. We did not observe any leak and/or fluid stain(s) on the underside of the Motor Lorry.

Steering System & Braking System

11. Static brake tests conducted on the Motor Lorry 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 Lorry. The braking system of the Motor Lorry was likely to be in serviceable condition at the material time. This was also 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 Lorry 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 had revealed that these components were all generally in good condition. See photo 19 - 25 below.



Photo 19 shows the various undercarriage components at the front right wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various steering components were all found to be intact, suggesting that the steering system of the Motor Lorry was likely to be in serviceable condition at the material time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 20 shows the various undercarriage components at the front left wheel of the Motor Lorry, in particular the steering tie rod end (arrowed). The various undercarriage components of the Motor Lorry were all found to be intact without any visible damage. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 21 shows the brake pipe (arrowed) at the rear right wheel of the Motor Lorry. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Lorry. My static tests of the Motor Lorry's braking system, along with my visual examination of the various mechanical components in the braking system, had indicated that there was no internal leakage of pressure/vacuum. Hence the braking system of the Motor Lorry was likely to be in serviceable condition at the material time of accident.



Photo 22 shows the brake pipe (arrowed) at the rear left wheel of the Motor Lorry. I did not observe any leakage of brake fluid at the time of my inspection of the Motor Lorry. My static tests of the Motor Lorry's braking system, along with my visual examination of the various mechanical components in the braking system had indicated that there was no internal leakage of pressure/vacuum. Hence the braking system of the Motor Lorry was likely to be in serviceable condition at the material time of accident.

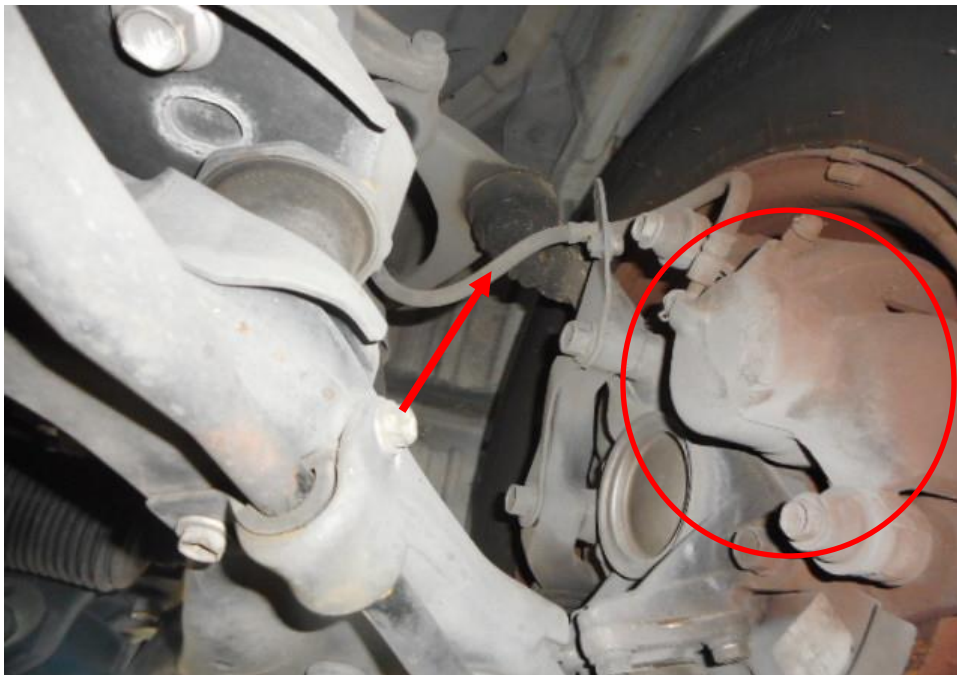


Photo 23 shows the brake hose/pipe (arrowed) at the front right wheel of the Motor Lorry. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 24 shows the brake hose/pipe (arrowed) at the front left wheel of the Motor Lorry. No leakage of brake fluid was observed. Visual examination of the various components of the braking system like the brake caliper (circled), brake booster, brake pedal etc had revealed all to be intact and without visible damage at the time of accident. There was also no sign of fluid stain(s) observed on the various undercarriage components.



Photo 25 shows the front right wheel of the Motor Lorry 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 full left and full right. This would suggest that the steering system of the Motor Lorry was likely to be in serviceable condition at the material time of accident.

Electronic Safety / Warning Indicators

13. Motor Lorry's automatic self-test of the functionality of its electronic operating systems like the 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. See photo 26 & 27 below.



Photo 26 shows the warning light for Supplemental Restraint System (SRS) (arrowed) appearing on the instrument panel of the Motor Van during the self-test of its various electronic operating systems when its engine was cranked.



Photo 27 shows no warning lights illuminated on the instrument panel of the Motor Van after the engine was cranked. This would suggest that there was no abnormality to the electronic operating system of the Motor Van, like the SRS and etc.

Operational Behaviour of the Motor Lorry

14. A short operational test of the Motor Lorry, 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 Lorry forward, stopping, before reversing and coming to a stop again.
15. During the operational test, the various transmission gears of the Motor Lorry were able to be engaged without any difficulty and manually shifting the gear lever. There were no abnormal sounds heard and/or abnormal behaviour of the Motor Lorry'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 Lorry was able to slow down and come to a complete stop upon depressing of the brake pedal. Refer to photo 2 & 25

Conclusion

16. From my physical inspection of the Motor Lorry, it appears that its engine system, steering system, braking system and transmission system were all in serviceable condition. I did not find any evidence(s) to suggest that there was possible mechanical failure to the Motor Lorry that may have caused and/or contributed to the accident. This is also taking into consideration that the operational test of the Motor Lorry, which I had conducted, did not produce any sign(s) or symptom(s) to suggest that there was any abnormality to its various operating systems.
17. The 4 tyres fitted on the Motor Lorry 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 1.7mm – 5.6mm.



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