

Technical Report

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| Client | Evil GT | Your File Ref | HY52DLJ |
| Our File Ref | 1109 | | |

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|----------------------------|-------------------|
| Registration Number | HY52DLJ |
| VIN Number | WBSBL92070JR04707 |
| Make & Model | BMW M3 |
| Colour | Grey |
| Engine Size | 3246cc |

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|--------------------|------------|------------------------|---------|
| Visit Date | 16/04/2022 | Visit Time | 09:00 |
| Our Contact | Ben & Lee | Current Mileage | 159,025 |

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|---------------------------|--|
| Inspection Address | |
| Evil GT, 69 Acre Farm. | |

Inspection Instruction

We were contacted by our client and instructed to inspect the above vehicle and compile a report on the overall condition and quality of previous repairs..

Background Information

Upon arrival, we were advised by our contact that the subject vehicle had recently been purchased, however, information had come to light that the vehicle had reportedly suffered from heavy impact in a previous collision. As such, the operator wishes to know if the vehicle has been repaired to a commercially acceptable standard.

Inspection Findings

We proceeded our physical examination of the vehicle and can confirm that it initially appeared to be in a cosmetically average condition for the age and reported mileage.

We inspected the NSF area of the vehicle, which was reportedly the area of impact, and can confirm that there was evidence of previous cosmetic repair. The repaired area appeared to be isolated to the NSF wing, bonnet, and bumper area. The paint finish was even and smooth with no evidence of excess body filler or silicone reaction.

All spot welds and sealant appeared original and there was also no evidence of any excessive heat exposure from the bending of inner panels.

We then examined the OSF area and can confirm that this area displays evidence more consistent to have suffered from heavy impact. The OSF wing had been cut around fixings and manipulated back in position, however, the reason for this is unknown.

The wing displayed excessive use of body filler with readings of 1300 microns. In one area, no reading was evident, indicating a lack of metal content. The wing positioning was also incorrect with uneven panel gaps. There was also peeling paint to the upper side of the wing.

Inspection of the front bumper revealed that this was distorted and not central. The fixings were also non-original.

We noted that the headlamp and indicator lamps on the OSF corner were not central within their intended position. The undertray was also fixed with the use of cable ties.

Structurally, aside from some refinishing of the 'A' pillar, no evident major damage or repair was visible during our inspection.

Upon conducting general observations of the vehicle, we noted various clips and light trim fixings missing or damaged in various areas, however, this is not uncommon on a vehicle of such age and mileage.

An underside examination did, however, reveal that the rear floor area was heavily corroded around a rubber blanking plug. On manual manipulation of the floor pan surrounding the corrosion, there was excessive movement indicating further corrosion, however, further investigation will be required to fully confirm the extent of the corrosion.

Opinion

In our opinion, the vehicle has been subjected to a body repair to the NSF corner, however, this appears to be to a commercially acceptable standard.

The OSF corner of the vehicle has evidently been subjected to heavy impact and in our opinion, has been subjected to extremely poor repairs that fall well-below a commercially acceptable standard.

In our opinion, the rear floor pan does require some welding, however, the extent of this is unknown at present.

We do consider, however, that the corrosion and some body repairs are expected and not considered uncommon for a vehicle of such type, age and mileage.

Aside from the corrosion to the rear floor pan, in our opinion, the vehicle has not been structurally compromised.

Conclusion

We can conclude that the vehicle has had previous body repairs.

The OSF area is below a commercially acceptable standard

Corrosion is present to the rear floor pan commensurate with the vehicle's age and mileage.

The structural integrity, aside from the corrosion, appears to be uncompromised.

Frequently Asked Questions:

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|---|------------|
| Has the vehicle previously impacted? | Yes |
| Have repairs been completed? | Yes |
| Are all repairs to a commercially acceptable standard? | No |

Duty

It is my duty as an expert to assist the Court on matters within my expertise. This duty overrides any obligation to me from whom I received instructions or by whom I am paid. I understand my duty to the Court and will always comply with it. I am aware of the requirements of Part 35 and Practice Direction 35, this protocol, and the practice direction on pre-action conduct.

I confirm that I have made clear in this report, statements that are within my own knowledge and I have made clear which are not. Those that are within my own knowledge I confirm to be true. The opinions are my own professional opinion and have not been influenced in any way, shape, or form.

For and on Behalf of Independent Vehicle Inspection Services Ltd

Engineer – Joshua White CAE AMIMI MSOE MIRTE



Biography

I am a time served Engineer with Qualifications. I have in excess of 14 years' experience in the Motor Industry and have been dealing with Engineering and Assessing issues daily. I am also a member of the IMI (Institute of Motor Industry), SOE (Society of Operations Engineers) and IRTE (Institute of Road Transport Engineers). I am qualified to comment on the above matter by my vocational experience in this field and formal qualifications. As a company we will always comply with Civil Procedure Rules.

Please find images below

Front of Vehicle/Registration Number



Vehicle Overview



Vehicle Identification Number



Mileage



Engine Overview



Wing Condition



Wing Condition



Wing Condition



'A' Pillar Condition



Wing Condition



Panel Gap



Blanking Bung



Corrosion



Wing Condition



Wing Condition



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End of report