

Joe Bloggs

Consulting Engineer Assessor

Our Ref: MLC 1452

Date: 06/03/2019

Re: View to Purchase Inspection of Ford Transit Van

Dear Sirs

We acknowledge receipt of instruction in this matter and confirm that on the 5th inst. by prior arrangement the writer attended at XXXXXX to carry out an inspection of a colour white Ford Transit T350 high roof. The vehicle bore registration number XXXXXXXX, chassis number XXXXXXXX and at the time of inspection had a recording of 129,500 miles on the odometer. The inspection also involved a road test over a distance of approximately 3 miles and an overall examination of the vehicle.

Interior

The interior of the vehicle was reasonable with the cargo area kitted out with shelving and what appears to have been a work bench. There are also electrical sockets; however there appears not to be an inverter to provide AC current. There is also a metal bulkhead that separates the driver's compartment from the cargo area.

Engine Bay inspection

The writer checked fluid levels and found that the coolant level to satisfaction; however there appears to be an oil based sludge to the underside of the coolant expansion tank cap that requires further investigation. The chassis structure of this vehicle appears to be original with no signs of repairs evident. Wiring and engine mountings appeared secure, with all linkages appearing to be free from free play.

Brakes

All brake pads appear to have in the region of 50% of pad remaining. The vehicle is fitted with disc brakes front and rear. The handbrake is also operating to satisfaction.

Bodywork

The side panelling of the vehicle has numerous indentations. There appears to be no previous body repairs carried out. The O/S/F wheel arch is showing signs of surface rust and oxidation of the panel.

Under carriage inspection

The undercarriage has extensive surface rust evident; however in its current condition there are no repairs necessary as per C.V.R.T. requirements.

The writer did note that the gearbox housing did appear somewhat damp; however there are no obvious leaks evident. There is an oil drip to the rear of the engine oil pan.

Tyres and wheels

This vehicle is fitted with 215/75 R16 tyres. All tyres fitted had a tread depths as follows: The O/S/F having a tread depth of 4.9mm, the O/S/R a tread depth of 6.4mm, the N/S/R a tread depth of 6.6mm and the N/S/F a tread depth of 3.9mm. However on close examination only the N/S/R tyre was date stamped and the N/S/F tyre was of Chinese make Ovation with the other three tyres being of Barum make.

Seatbelts and Airbags

The seatbelts were functional and the airbags appeared compliant with the internal self-diagnostics of the airbag control unit.

Road test

On the road test the vehicle handled well while remaining inside the speed limits. The vehicle started easily and had no suspension rattles or noises evident. The wiper blades are in need of replacement.

Summary

From our inspection there are a number of items that require attention and will have to be investigated sooner rather than later should you decide to purchase the vehicle. The oil sludge to the underside of the coolant expansion tank cap is indicative of oil contamination in the coolant. Although there are no signs of the system pressurising, this may relate to a historic problem; however the writer would recommend you seek assurances and sufficient warranty. Other items that require attention are the following:

With regard to the tyres, although all tyres have sufficient tread depth to comply with legal requirements, the non-existence of the date of manufacture is of concern and the writer would recommend replacement of the tyres.

There is an oil leak evident to the rear of the engine oil pan with a dampness to the gearbox bell-housing. The engine fan belt is perished and requires replacement. Wiper blades require replacement. Overall the vehicle requires a service.

DECLARATION

The vehicle Inspection includes inspections of a vehicle's interior, engine bay, bodywork, paintwork, under body (if a ramp is available on-site) and also encompasses a road test of the car. We do not remove parts, connect the car to computers or diagnostics nor do we carry out any type of background or paperwork check of the car.

The inspection carried out on this car is a visual and external inspection and the writer cannot accept responsibility for a failure to identify defects not readily apparent at the time of inspection. No dismantling of any kind has been undertaken.

While every effort has been made to ensure a thorough examination of the paint and bodywork is undertaken, presentation of the car, weather conditions and the location/facilities may have an influence on the outcome of this area of inspection.

The odometer reading recorded is taken from the display on the car at the time of inspection unless otherwise stated. Please note that this is not confirmation of the car's covered mileage.

I trust this report will be of assistance to you and should you have any further queries, please don't hesitate to contact me. I acknowledge that it is my duty as an expert witness to assist the Court as to matters within my area of expertise. This duty overrides any obligation to any party paying my fee. Photographs enclosed.

Yours faithfully

Joe Bloggs



Photo no.1 is a view of the vehicle from the N/S/F.



Photo no.2 is a view of the vehicle from the O/S/R.



Photo no.3 is a view of the damp gearbox housing.



Photo no.4 confirms the rear section of the oil pan wet from oil.



Photo no.5 is a common area for C.V.R.T. detection of corrosion on the O/S/R chassis bump stop area.

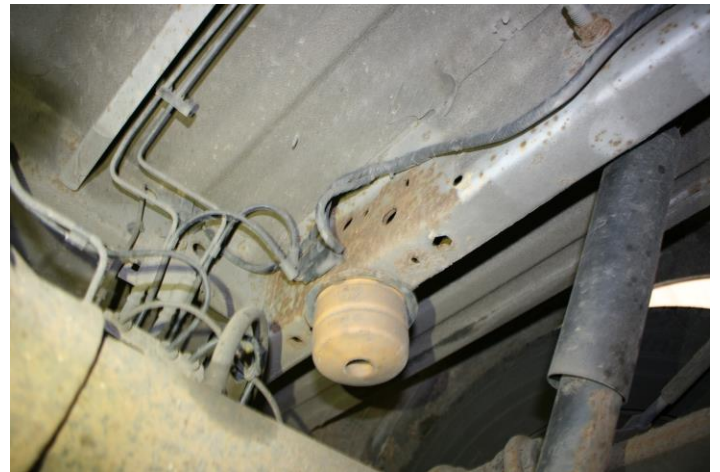


Photo no.6 is a common area for C.V.R.T. detection of corrosion on the N/S/R chassis bump stop area.



Photo no.7 is a view of the surface rust to the O/S/F wheel arch panel with oxidation of the panel evident.



Photo no.8 is a view of the rear end chassis cross-member another common area for C.V.R.T. detection of corrosion.



Photo no.9 is a view of the shelving to the N/S of the cargo area.



Photo no.10 is a view of the work bench fitted to the O/S of the cargo area.