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Your Ref: TP/IP/25259/2018
Our Ref :CI/TPD18013748/Z

15th August 2018

Fatal Accident Investigation Team
Traffic Police Department
Singapore Police Force
10 Ubi Avenue 3
Singapore 408865

MECHANICAL INSPECTION REPORT OF MOTORCYCLE JQE 4779

1. We refer to your request dated 10th May 2018 to conduct a physical inspection of a motorcycle bearing registration number JQE 4779 (herein referred to as "**Motorcycle**"), which was involved in a fatal road traffic accident on 25th April 2018.

2. The purpose of this inspection is to primarily determine if there was any possible mechanical failure to the Motorcycle that may have contributed to the accident.

3. Following the request, we had carried out a physical inspection of the Motorcycle on 08th June 2018 at the premises of Traffic Police vehicle pound, 517 Airport Road Singapore 539942. We now set out below our observations and comments with respect to this inspection.

General Condition

4. The mileage of the Motorcycle at the time of our inspection was 956309km.

5. The Motorcycle was observed to have sustained damages at the frontal portion, rear portion & along its right side. The body parts that were found to have been damaged include its headlamp, cracked left wing mirror, missing right wing mirror, rear box bracket and right foot rest amongst others. Its handle bar was also observed to be misaligned as a result of the accident.

6. This was likely due to the consistency of the accident's case facts that the Motor Car driver was travelling along a slip road on lane 1 on a 2 lanes road. A Motorcyclist (JQE 4779) was slightly ahead of the Motor Car (SKC 280L) when the 2 lanes merged. As such the Motor Car left portion side-swiped onto the rear wheel of the Motor Cycle and caused a collision. See photo 1 to 5 below.

Photo 1 shows the mileage at the time of inspection was recorded to be 956309km.

Photo 2 shows a general view of the front right body of the Motorcycle at the time of our inspection. The Motorcycle was observed to be sustained with relatively extensive impact due to the accident collision. Amongst the body parts damaged was its handle bar (arrowed), which was observed to be bent.

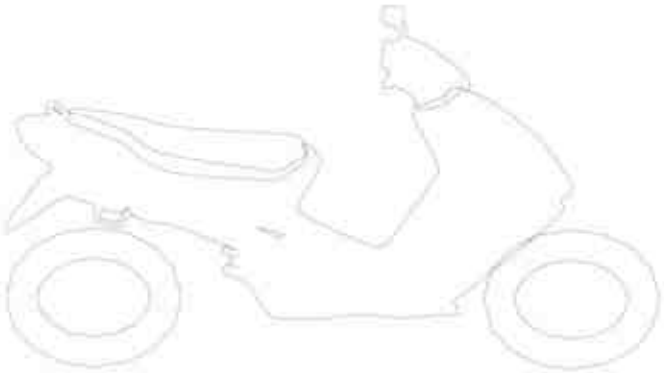
Photo 3 shows a general view of the rear left body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages at the rear portion.

Photo 4 shows a general view of the frontal left portion of the Motorcycle at the time of our inspection. The Motorcycle was observed to be sustained relatively extensive impact due to the accident collision.

Photo 5 shows a close-up view of the handle bar & wing mirrors of the Motorcycle at the time of our inspection. The Motorcycle was observed to be sustained relatively extensive impact due to the accident collision.

Tyres and Wheel Rims

7. The condition of the Motorcycle's 2 tyres was observed to be in serviceable condition. The tread pattern of the 2 tyres was clearly visible. We did not observe any tear, burst mark(s) and/or punctured hole(s) on the sidewalls as well as across the tread of the 2 tyres. The 2 tyres were both observed to be sufficiently inflated for vehicular operation. The tyre brand, tyre size and remaining tread depth of the 2 tyres were recorded as follows: See photo 6 & 7 below.



Michelin Pilot Street
90/80 - 17 (4mm)

Michelin Pilot Street
80/90 - 17 (4mm)

Photo 6 shows the front tyre of the Motorcycle at the time of our inspection. The rear tyre 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. There was no significant damage observed on the rear wheel rim & tyre.

Photo 7 shows the rear tyre of the Motorcycle at the time of our inspection. The rear tyre was observed to be in serviceable condition with remaining tread depth of approximately 4mm. Although the rim was observed to be slightly it was also sufficiently inflated for vehicular operation.

8. The tyres were wrapped around alloy wheel rim that was found to be without any significant damage. See photo 8 & 9 below.

Photo 8 shows the front tyre of the Motorcycle at the time of our inspection. There was no significant damage observed on the rear wheel rim & tyre.

Photo 9 shows the rear tyre of the Motorcycle at the time of our inspection. There was no significant damage observed on the rear wheel rim & tyre.

Engine & Drive Train

9. Upon examination of the Motorcycle's engine area, we had observed that the various engine related parts and components were intact with no visible damage. There was also no sign(s) or indication(s) of fluid leak observed around the engine area of the Motorcycle.

10. The gear chain of the motorcycle was found to be intact without any misalignment. It was also adequately lubricated for operating purposes. Free play tension test was also conducted & found adequately acceptable. See photo 10 - 12 below.

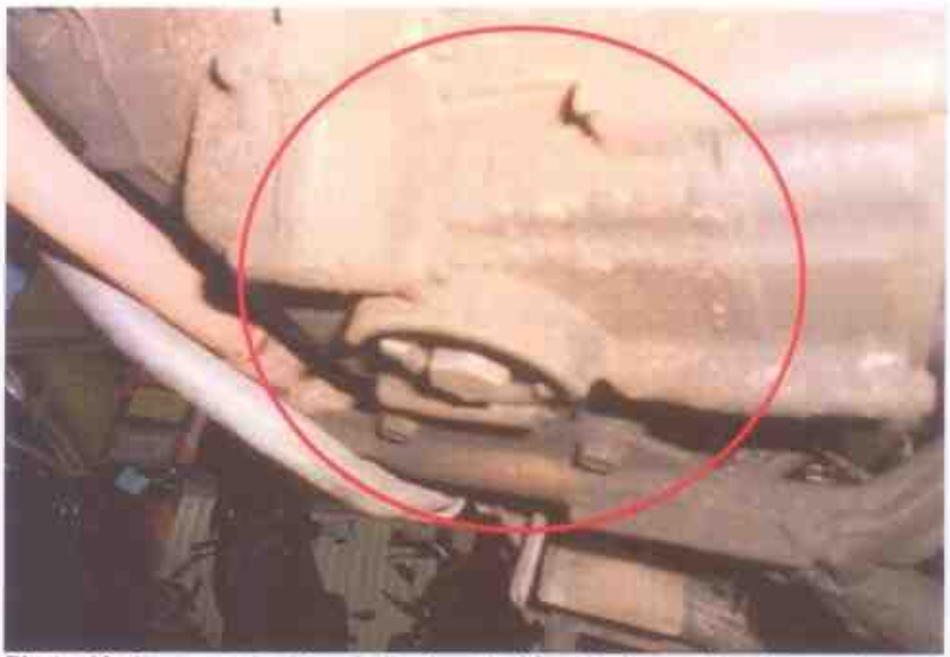


Photo 10 shows no sign(s) or indication(s) of fluid leakage stain observed around the engine undercarriage area of the Motorcycle. It was observed to be unaffected by the accident's collision impact.

Photo 11 shows the general view of the gear train (arrowed) of the Motorcycle, which was observed to be intact with no misalignment. It was also adequately lubricated for operating purposes.

Photo 12 shows the general view of the gear train (arrowed) of the Motorcycle, which was observed to be intact with no misalignment. It was also adequately lubricated for operating purposes. Free play tension was also observed & found adequately acceptable.

Steering System & Braking System

11. For this case, we were not able to conduct any test(s) on the steering system of the Motorcycle due to the damage on its handle bar. It was found to be misaligned as a result of the accident, hence causing the whole steering system not to be in a serviceable condition.

12. The brake system of the Motorcycle was of a semi-hydraulic type, where hydraulic (brake fluid) pressure controls the brake for the front wheel while the brake for the rear wheel is controlled by mechanical means (cables and springs). Our visual examination of the various components in the brake system, like the brake disc, brake calliper, drum and brake foot pedal, revealed all to be intact and without damage. There was also no visible tear or cut observed on the connecting hoses and cables.

13. Static brake tests conducted on the Motorcycle had appeared to indicate that the brake system of the Motorcycle was in serviceable condition. There was some resistance felt (spongy like feel) upon gripping the hand brake lever & stepping on the rear brake foot paddle. This would indicate that there was no leakage of pressure/vacuum in the brake system also on the rear brake drum mechanical parts. Our checks on the brake fluid had also indicated that the brake fluid was of sufficient level for operational purposes, and without contamination.

14. For this case, we was not able to carry out any operational tests to the steering system and brake system of the Motorcycle due to the damage of its handle bar, which had rendered the Motorcycle's immobility for the operational tests. We were not able to push the motorcycle manually forward and backward normally, simulating movement of the Motorcycle, for the operational tests. See photo 13 - 16 below.

Photo 13 shows the front handle bar was observed to be misaligned as a result of the accident. Hence, we are not able to conduct any tests on the steering system of the Motorcycle.

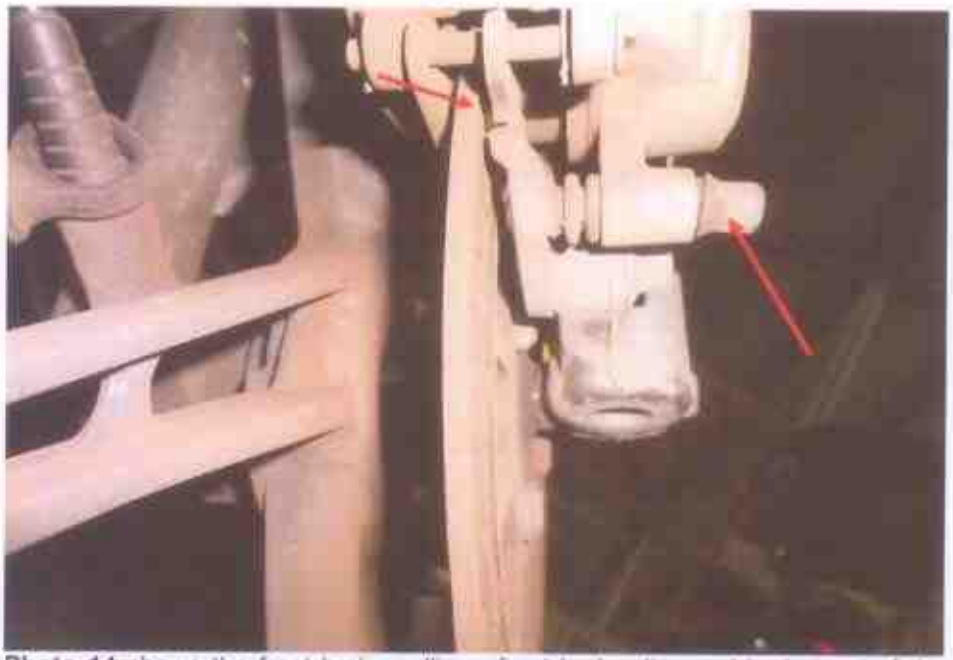


Photo 14 shows the front brake calliper, front brake disc and brake pad of the Motorcycle (arrowed), which are all part of the components in the front brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.

Photo 15 shows the front brake fluid reservoir observed to be sufficient at time of our inspection.

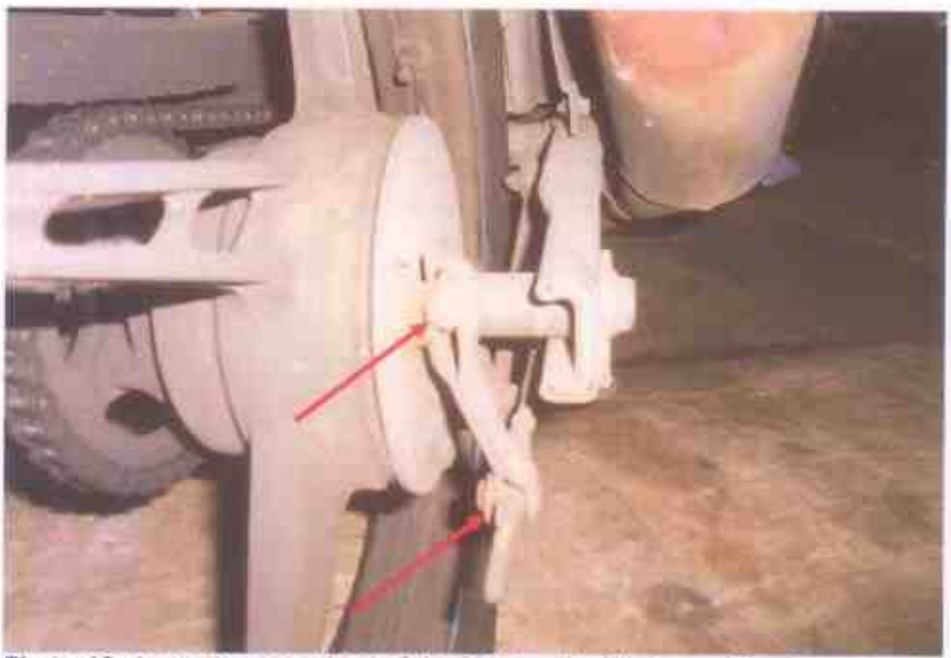


Photo 16 shows the rear wheel of the Motorcycle. The type of brake system for the rear wheel was of mechanical type, controlled by the brake foot pedal of the Motorcycle. Our checks of the cable (arrowed), spring and drum, which are all part of the components in the rear brake system of the Motorcycle reveal all to be intact and without damage.

Conclusion

15. At the time of our inspection of the Motorcycle, its steering system could not be tested (due to damage as a result of the accident). Its brake system was however found to be in serviceable condition.

16. Notwithstanding that the steering system could not be tested, the observations gathered from our physical inspection of the Motorcycle had indicated no evidence to suggest possible mechanical failure to the Motorcycle that may have contributed to the accident.

17. The tyres of the Motorcycle were found to be in a serviceable condition. There was no tear, cut or burst mark(s) on the outer and the inner sidewalls as well as across the tread of the tyre. It was sufficiently inflated for vehicular operation with remaining tread depth of approximately 4 mm each.

18. Our findings were based solely on a static and visual inspection of the Motorcycle. No operational test(s) could be carried out to the Motorcycle due to the damage of its handle bar (as a result of the accident), which had rendered the Motorcycle immobility.

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