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Our Ref :CI/TPD19002508/Z

19th February 2019

Fatal Accident Investigation Team

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

MECHANICAL INSPECTION REPORT OF MOTORCYCLE JNU 3125

1. We refer to your request dated 01st February 2019 to conduct a physical inspection of a motorcycle bearing registration number JNU 3125 (herein referred to as "**Motorcycle**"), which was involved in a fatal road traffic accident on 08th October 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 19th February 2019 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 recorded at time of our inspection was 312976km.
5. The Motorcycle was observed to have sustained minor damages at the frontal portion. The body parts that were found to have been damaged include its front left wing mirror and foot brake pedal amongst others as a result of the accident.

6. This was likely due to the consistency of the accident's case facts that the Motor Cycle rider (JNU 3125) was travelling along Woodlands Crossing and as he was approaching the entrance into the dedicated motorcycle lane, he collided into the temporary barricade. Due to the impact, he veered to the left and collided into the 1st involved party's motorcycle (JSR 3079). As a result of the collision, the motorcyclist (JNU 3125), 1st involved party and his pillion were flung off their motorcycles and skidded along the road. At the time, a 2nd Involved Party (MCW 9025) was riding a distance behind when the collision occurred. He applied emergency brake, which resulted in him to lost control of his motorcycle and skidded. See photo 1 to 7 below.



Photo 1 shows a close-up view of the mileage meter at time of our inspection. The mileage was recorded at 312976km.



Photo 2 shows a general view of the front body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained relatively minor damages at time of inspection. The damages were observed to be confined to its frontal & left side of the Motor Cycle.



Photo 3 shows a general view of the right body of the Motorcycle at the time of our inspection. The damages were observed to be confined to its frontal & left side of the Motor Cycle.



Photo 4 shows a general view of the rear body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained relatively minor damage on the compartment bracket at time of our inspection.



Photo 5 shows a general view of the left body of the Motorcycle at the time of our inspection. The damages were observed to be confined to its frontal & left side of the Motor Cycle at time of our inspection.



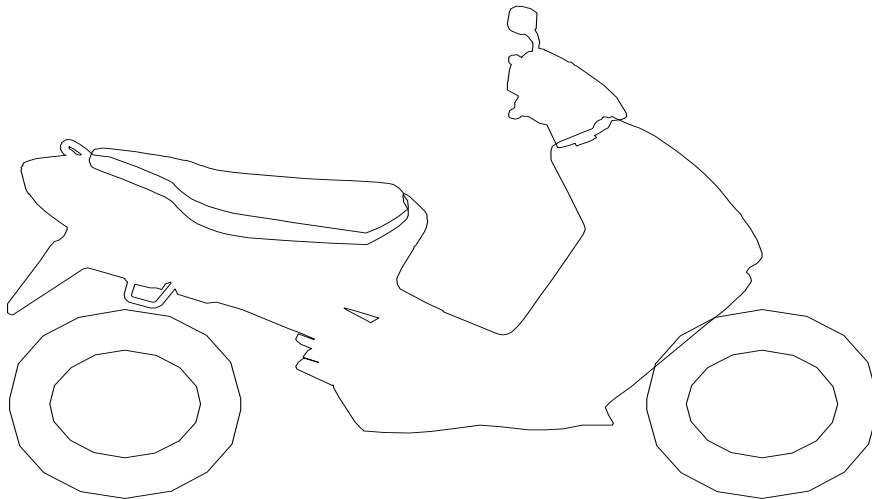
Photo 6 shows a closer view of the front left wing mirror of the Motorcycle at the time of our inspection. The Motorcycle wing mirror was observed to be dislodged due to the accident collision. (Circled)



Photo 7 shows a closer view of the rear foot pedal of the Motorcycle at the time of our inspection. It was observed to be stuck to the foot pedal due to the accident collision. (Circled)

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:-



Maxxis Diamond MA-3D
80/90 - R17 (4mm)

Maxxis Diamond MA-3D
70/90 - R17 (4mm)

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



Photo 8 shows the rear tyre of the Motorcycle. 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.



Photo 9 shows the front tyre of the Motorcycle. The front 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.

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 – 13 below.

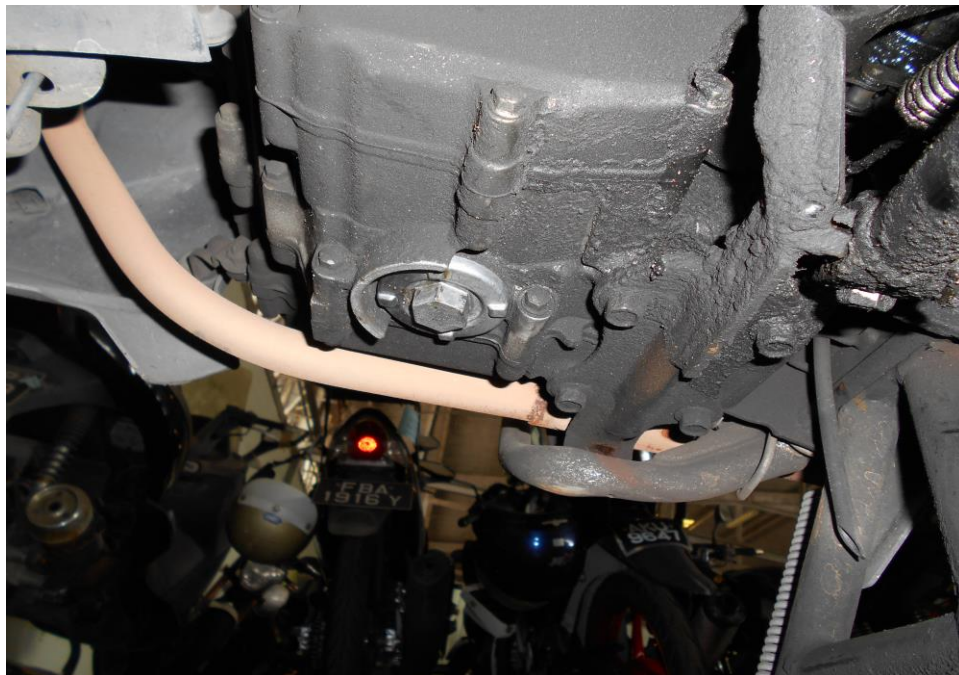


Photo 10 shows no sign(s) or indication(s) of fluid leak observed around the underside of the engine area of the Motorcycle.

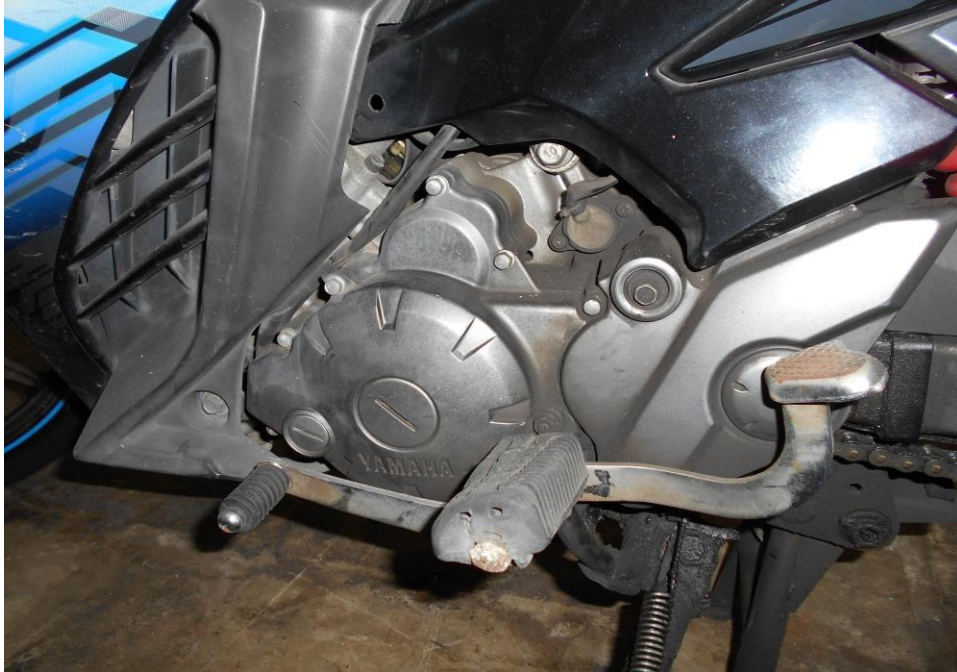


Photo 11 shows no sign(s) or indication(s) of fluid leakage stain observed around the engine area of the Motorcycle.



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.



Photo 13 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. Our checks on the various steering components of the Motorcycle had revealed that its steering system was in serviceable condition. Its front fork was found to be intact and undamaged not affected by the accident's impact.
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). The brake for the front wheel is engaged by pulling the brake lever at the right side of the Motorcycle's handle bar while the brake for the rear wheel is engaged by stepping on the brake pedal at the right side foot rest of the Motorcycle.

13. Static brake tests conducted on the Motorcycle front & rear brakes had appeared to indicate that the braking system of the Motorcycle was in serviceable condition. The Motorcycle's braking system like the brake discs, brake callipers, brake lever, brake foot pedal and brake hoses revealed all to be intact and without damage. There was some resistance felt (spongy like feel) upon pressing the brake lever. This would indicate that there was no leakage of pressure/vacuum in the brake system. Our checks on the brake fluid had also indicated that the brake fluid was of sufficient level for operational purposes, and without contamination.

Operational Test

14. For this case, we were not able to carry out any operational tests to the steering system and braking system of the Motorcycle due to the unavailability of the ignition key, which had rendered the Motorcycle's immobility for the operational tests. However, we were able to push the motorcycle manually forward and backward, simulating movement of the Motorcycle, for the operational tests. The front brake was engaged while conducting the manual movements and it was observed to be in serviceable condition.
15. As for the rear brake, it was unable to be tested due to the damage sustained due to the accident (stuck foot brake pedal). However, the rear braking components were found to be unaffected by the accident impact such as rear brake drum, springs and cables which are the supporting components of the rear brake.

In general, the observations gathered during the static brake (front brake) test & manual movement test had indicated that the steering system & braking system of the Motorcycle was in serviceable condition. See photo 14 – 16 below.



Photo 14 shows our checks on the brake fluid (front) reservoir had also indicated that the brake fluid was of sufficient level for operational purposes, and without contamination.

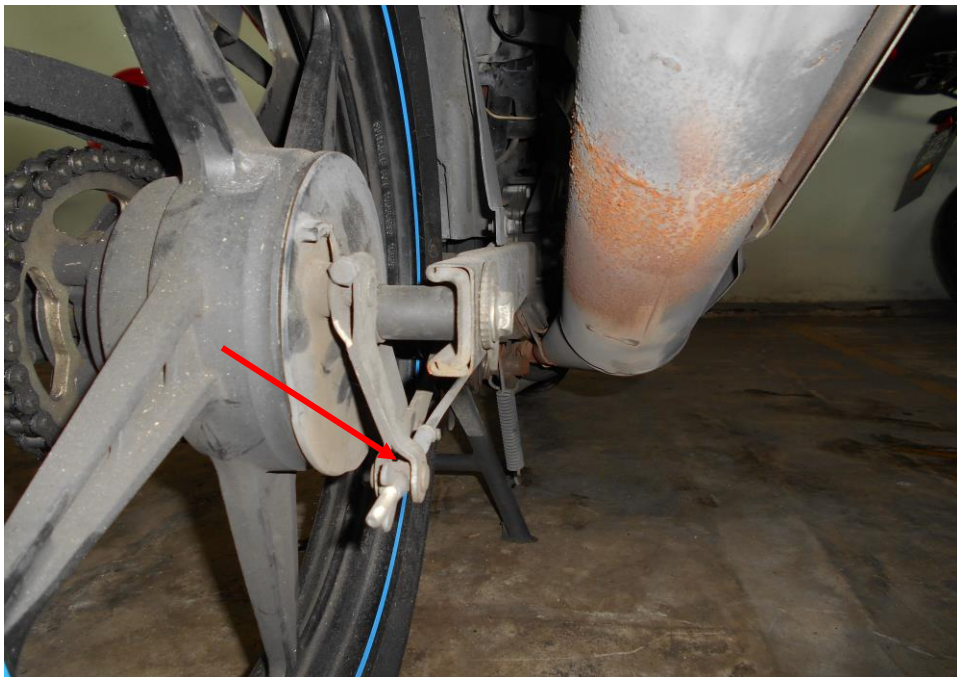


Photo 15 shows our checks on the rear braking system. The rear braking components were found to be unaffected by the accident impact such as rear brake drum, springs and cables which are the supporting components of the rear brake.



Photo 16 shows the front brake pad at time of our inspection. The frictional material was observed to be sufficient for operational purposes.

Conclusion

16. Basing on our physical inspection of the Motorcycle, it appears that the steering system and braking system (front brake) of the Motorcycle were all in serviceable condition.
17. However, as for the rear brake, it was unable to be tested due to the damage sustained due to the accident (stuck foot brake pedal). However, the rear braking components were found to be unaffected by the accident impact such as rear brake drum, springs and cables which are the supporting components of the rear brake.
18. We did not find any evidence(s) to suggest that there was possible mechanical failure to the Motorcycle that may have caused and/or contributed to the accident.

19. 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 4mm each.
20. Our findings were based solely on a static test, visual inspection and manual test of the Motorcycle simulating its movement. No operational test(s) could be carried out to the Motorcycle due to the unavailability of the Motorcycle's ignition key, which had rendered the Motorcycle's immobility.

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