

Your Ref: TP/IP/33001/2019
Our Ref : CI/TPD19018895/N

25 October 2019

Fatal Accident Investigation Team

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

INSPECTION REPORT OF MOTORCYCLE VAL 1344

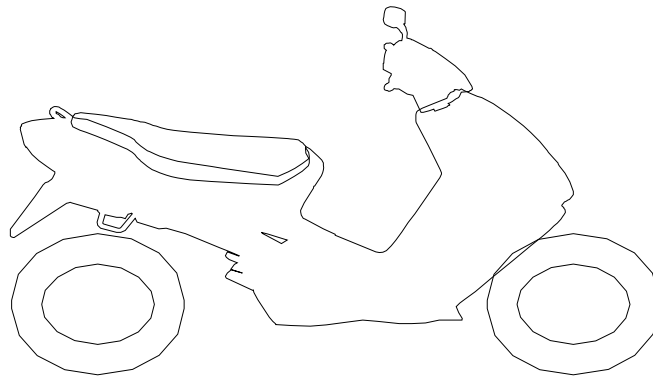
1. We refer to your request dated 21 October 2019 to conduct a physical inspection of a motorcycle bearing registration number VAL 1344 (herein referred to as “**Motorcycle**”), which was involved in a fatal road traffic accident on 25 May 2019.
2. The purpose of this inspection is to primarily determine 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 25 October 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 at the time of our inspection was 36, 241km.
5. The Motorcycle was observed to have sustained damages along its front portion and right body. The body parts that were found to have been damaged include its headlamp assembly, right cowling, right front signal lamp, front mudguard, right outer fork tube, front brake lever, right side mirror, petrol tank, rear brake pedal, right front footrest, right rear side cover, exhaust muffler heat shield and top box, amongst others.

Tyres and Wheel Rims

6. The condition of the 2 tyres of the Motorcycle was observed to be in serviceable condition. 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. Both the tyres were observed to be sufficiently inflated for vehicular operation.
7. The tyre brand, tyre size and remaining tread depth of the 2 tyres were recorded as follows:-



Ram Sport 120/70 - 17 (4mm)

Duro 90/80 - 17 (3mm)

8. The 2 tyres were wrapped around alloy wheel rims. At the time of our inspection, we did not observe any visible damage on the front and rear wheel rim of the Motorcycle. See photos 1 – 16 below.



Photo 1 shows the speedometer gauge of the Motorcycle. The mileage of the Motorcycle at the time of our inspection was 36, 241km (circled).



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 damages along its frontal portion and right body.



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



Photo 4 shows a general view of the right body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages along its frontal portion and right body. Amongst the body parts that were found to have been damaged include its headlamp assembly, right cowling, right front signal lamp, front mudguard, right outer fork tube, front brake lever, right side mirror, petrol tank, rear brake pedal, right front footrest, right rear side cover, exhaust muffler heat shield and top box, amongst others.



Photo 5 shows a closer view of the headlamp assembly (circled) and right front signal lamp (arrowed) which were amongst the body parts at the front body of the Motorcycle that had sustained damage as a result of the accident.



Photo 6 shows a close up view of the right side cowling (circled) which was amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 7 shows a closer view of the front mudguard (circled) which was amongst the body parts at the front body of the Motorcycle that had sustained damage as a result of the accident.



Photo 8 shows a closer view of the right outer fork tube and right reflector cover (circled) which were amongst the body parts of the Motorcycle that had sustained damages of grazing nature as a result of the accident.



Photo 9 shows the front brake lever, right handlebar end and right side mirror (arrowed), which were amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.

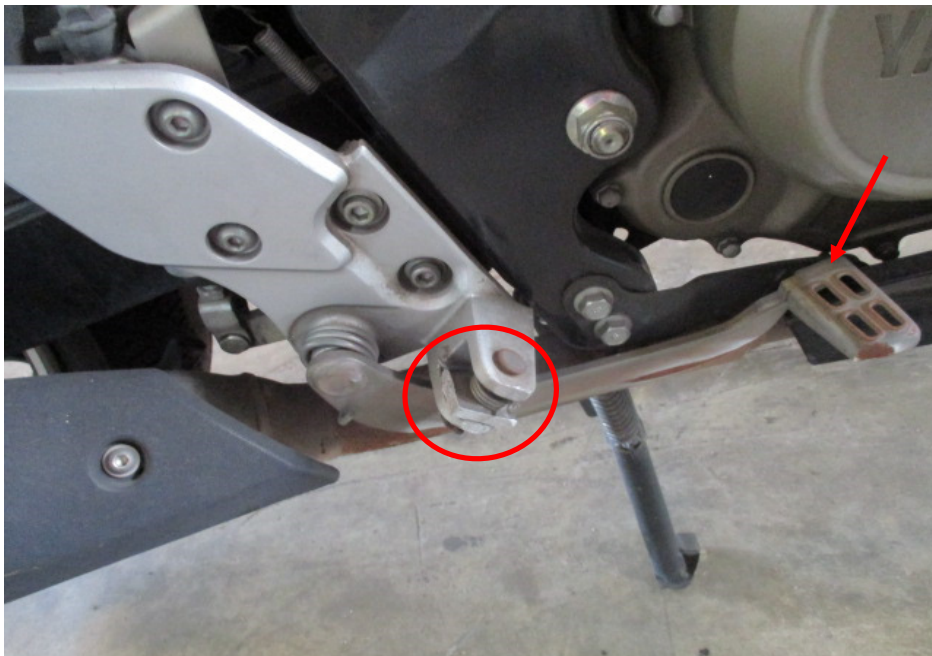


Photo 10 shows a closer view of the broken right front footrest (circled) and bent rear brake pedal (arrowed), which were amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 11 shows a closer view of the petrol tank (circled) which was amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 12 shows the damaged right rear side cover of the Motorcycle as a result of the accident (circled).



Photo 13 shows a closer view of the exhaust muffler and exhaust muffler heat shield which was amongst the body parts of the Motorcycle that had sustained damages of grazing nature as a result of the accident (circled).



Photo 14 shows a closer view of the top box rack and top box which were amongst the body parts of the Motorcycle that had sustained damages of grazing nature as a result of the accident.



Photo 15 shows the condition of the Motorcycle's front tyre. The front tyre was observed to be in serviceable condition with remaining tread depth of approximately 3mm. The tyre was also observed to be sufficiently inflated for vehicular operation. 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 front tyre.



Photo 16 shows the condition of the Motorcycle's rear tyre. 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. 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 rear 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. See photos 17 – 20 below.

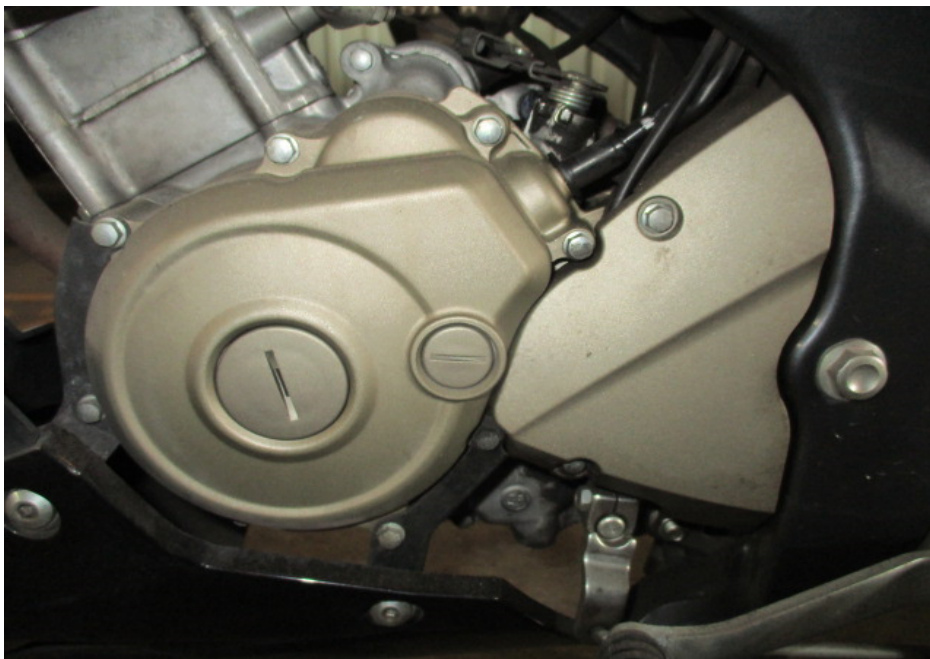


Photo 17 shows the left side of the engine of the Motorcycle at the time of our inspection. The various engine related parts and components were found to be intact with no visible damage. There was also no sign(s) or indication(s) of fluid leak observed around the left engine area of the Motorcycle.



Photo 18 shows the right side of the engine of the Motorcycle at the time of our inspection. The various engine related parts and components were found to be intact with no visible damage. There was also no sign(s) or indication(s) of fluid leak observed around the right engine area of the Motorcycle.



Photo 19 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.

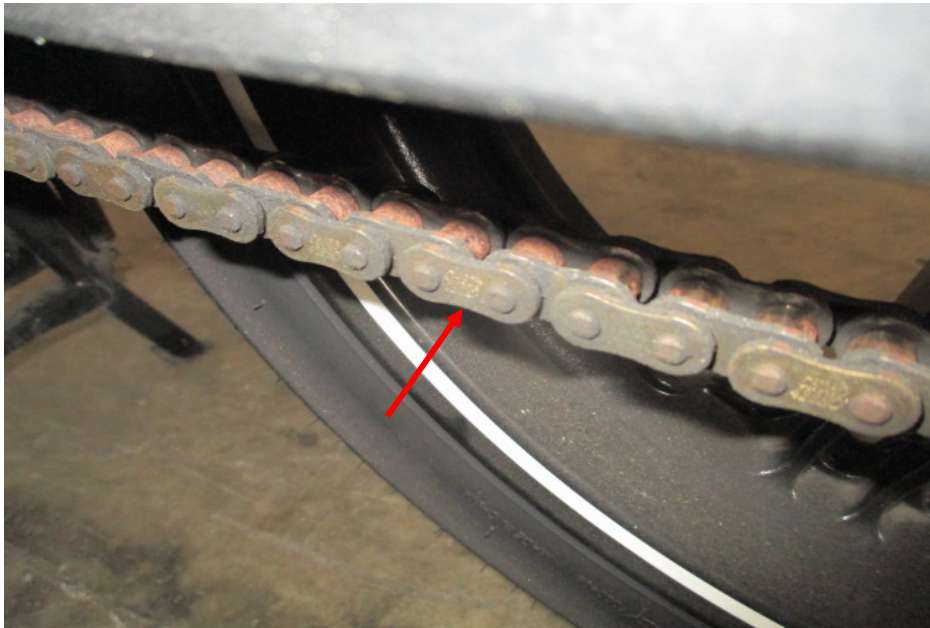


Photo 20 shows a closer view of the gear train (arrowed) of the Motorcycle, which was observed to be intact with no misalignment. It was also adequately lubricated for operating purposes.

Steering System & Braking System

11. Our checks on the various steering components of the Motorcycle revealed that its steering system was in serviceable condition. Although its right outer fork tube had sustained damages of grazing nature, its front fork was found to be intact. Turning the handle bar towards the left and right also did not produce any abnormal free play and/or resistance.
12. The braking system of the Motorcycle was observed to be of a full hydraulic type, where hydraulic (brake fluid) pressure controls the brake for the front wheel and rear wheel. The brake for the front wheel is engaged by pressing 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. Our visual examination of the various components in the Motorcycle's front braking system like the brake disc, brake caliper, brake lever and front brake hose revealed all to be intact and without damage. There was also no leakage of brake fluid observed along the front brake hose. This was from the respective front brake fluid reservoir to the front brake caliper of the Motorcycle. The brake fluid for the front brake was also found to be of sufficiently level and without any contamination.

14. Our visual examination of the various components in the Motorcycle's rear braking system like the brake disc, brake caliper and rear brake hose revealed all to be intact and without damage. There was also no leakage of brake fluid observed along the rear brake hose. This was from the respective rear brake fluid reservoir to the rear brake caliper of the Motorcycle. The brake fluid for the rear brake was also found to be of sufficiently level and without any contamination. However, we observed that the impact of the accident had resulted in the rear brake pedal to be bent inwards, jamming it. Hence we were unable to depress the brake pedal. Refer to photo 10 above.
15. Static brake tests conducted on the Motorcycle had appear to indicate that the front braking system of the Motorcycle was in serviceable condition. 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 front brake system. Static brake tests could not be conducted on the Motorcycle's rear braking system due to the jammed rear brake pedal. Hence we were unable to determine if there was any leakage of pressure/vacuum in the rear brake system.
16. We subsequently carried out an operational test of the Motorcycle's front braking system. This was done by manually pushing the Motorcycle forward and backward, simulating the Motorcycle in motion, and thereafter engaging the front brake of the Motorcycle. At the end of the short operational test, we did not observe any abnormal behaviour of the Motorcycle's front braking system. The front wheel of the Motorcycle was able to stop rotating immediately upon depressing the brake lever. We were unable to carry out the operational test on the Motorcycle's rear braking system due to the jammed rear brake pedal. See photos 21 – 28 below.



Photo 21 shows the front fork (arrowed) of the Motorcycle. The front fork and fork bracket of the Motorcycle were both found to be intact and undamaged. Turning the Motorcycle's handle bar towards the left and right did not produce any abnormal free play. The steering system of the Motorcycle was in serviceable condition at the time of our inspection.



Photo 22 shows the front wheel of the Motorcycle turned towards its full left. Turning the Motorcycle's handle bar towards the left did not produce any abnormal free play and/or resistance. This would indicate that the steering system of the Motorcycle was in serviceable condition at the time of our inspection.



Photo 23 shows the front wheel of the Motorcycle turned towards its full right. Turning the Motorcycle's handle bar towards the right did not produce any abnormal free play and/or resistance. This would indicate that the steering system of the Motorcycle was in serviceable condition at the time of our inspection.

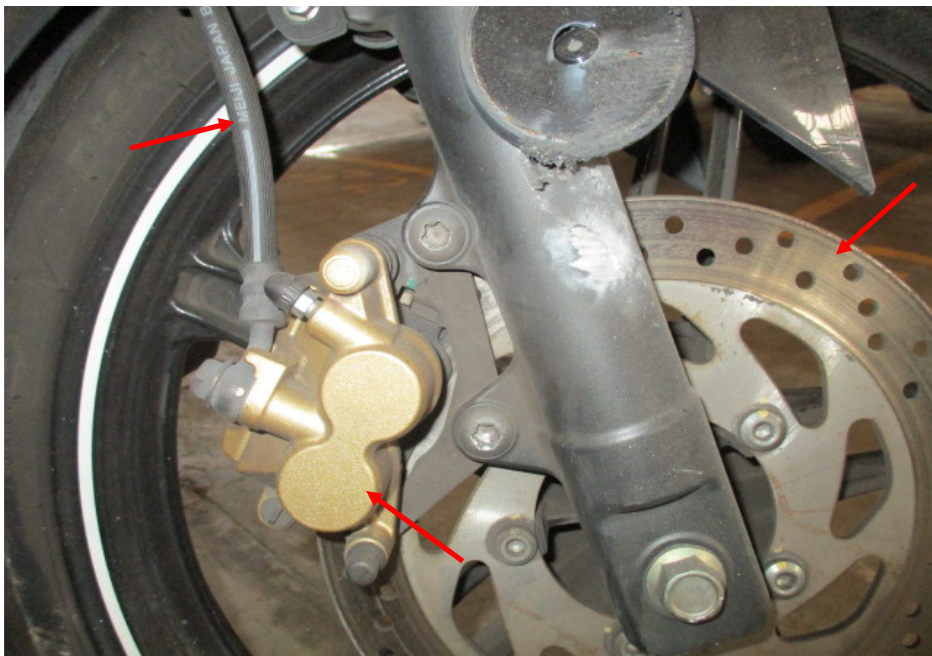


Photo 24 shows a close up view of the front brake caliper, front brake disc and front brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic front brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.

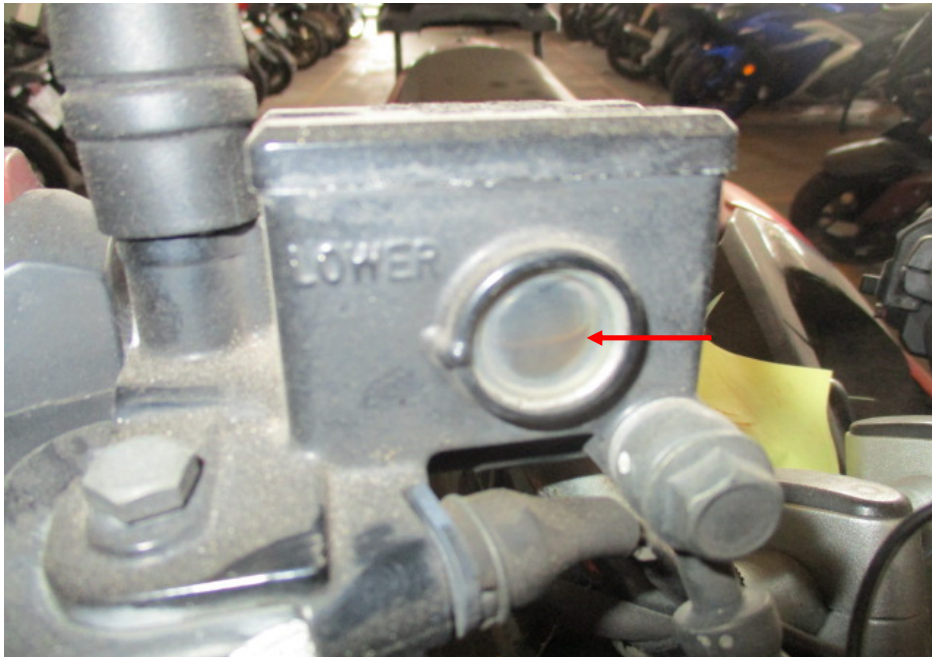


Photo 25 shows the brake fluid reservoir for the front brake of the Motorcycle. The brake fluid was observed to be of sufficient level and without contamination for operational purposes (arrowed).



Photo 26 shows the front brake lever being depressed. There was some resistance felt (spongy like feel) upon pressing the front brake lever (arrowed). This would indicate that there is no leakage of pressure/vacuum in the brake system.



Photo 27 shows the brake fluid reservoir for the rear brake of the Motorcycle. The brake fluid was observed to be of sufficient level and without contamination for operational purposes.

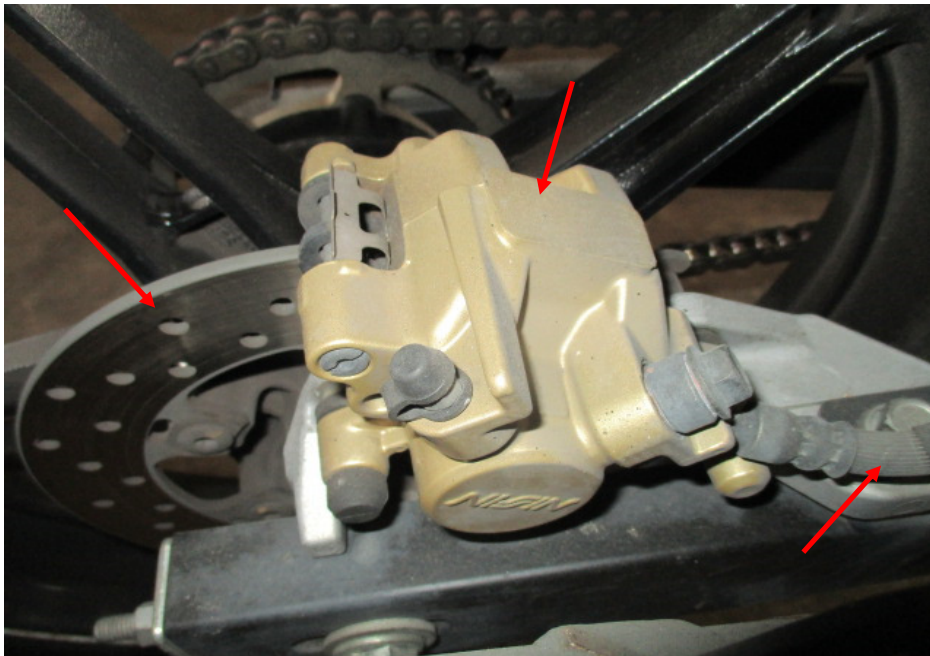


Photo 28 shows a close up view of the rear brake caliper, rear brake disc and rear brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic rear brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.

Conclusion

17. Basing on our physical inspection of the Motorcycle, it appears that the steering system and front braking system of the Motorcycle were all in serviceable condition. We did not find any evidence(s) to suggest that there was possible mechanical failure to the Motorcycle. The rear braking system of the Motorcycle could not be tested due to damage as a result of the accident.
18. The 2 tyres of the Motorcycle were found to be in serviceable condition with remaining tread depth of approximately 3mm and 4mm each. This had included the rear tyre where a cut/tear on its tread area was observed. This cut/tear was a result of the accident which caused the rear tyre to be punctured.

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