

Your Ref: TP/IP/01567/2020  
Our Ref : CI/TPD20001848/N

13 March 2020

**Fatal Accident Investigation Team**

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

**INSPECTION REPORT OF MOTORCYCLE FBL 5613L**

1. We refer to your request dated 3 February 2020 to conduct a physical inspection of a motorcycle bearing registration number FBL 5613L (herein referred to as "**Motorcycle**"), which was involved in a fatal road traffic accident on 9 January 2020.
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 5 March 2020 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.

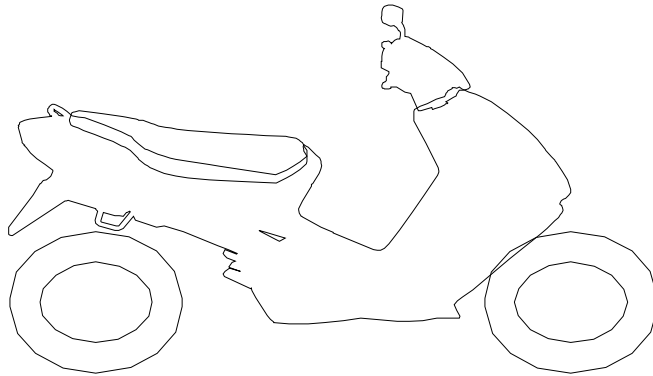
**General Condition**

4. The mileage of the Motorcycle at the time of our inspection was 34, 723km.
5. The Motorcycle was observed to have sustained damages all around. The body parts that were found to have been damaged include its headlight assembly, head cowling, fuel tank cover, belly pan, rear brake pedal, right front footrest, left pillion foot peg, right rear side cover, top box rack and rear mudguard, 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:-



Bridgestone 150/60 - 17 (3mm)

Bridgestone 110/70 - 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 – 17 below.



**Photo 1** shows the speedometer gauge of the Motorcycle where the mileage recorded at the time of our inspection was 34,723km (circled).



**Photo 2** shows a general view of the frontal portion of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages all around.



**Photo 3** 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 all around.



**Photo 4** 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 all around.



**Photo 5** shows a general view of the rear portion of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages all around. Amongst the body parts that were found to have been damaged include its headlight assembly, head cowl, fuel tank cover, belly pan, rear brake pedal, right front footrest, left pillion foot peg, right rear side cover, top box rack and rear mudguard, amongst others.



**Photo 6** shows a close up view of the head cowl and headlight assembly which were amongst the body parts of the Motorcycle that had sustained damages of grazing nature 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 cracked fuel tank cover (arrowed) of the Motorcycle as a result of the accident.



**Photo 9** shows a closer view of the belly pan (circled) which was 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 rear brake pedal (circled) and right front footrest (arrowed) which were amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



**Photo 11** shows the bent top box rack and top box base plate (arrowed) of the Motorcycle as a result of the accident.



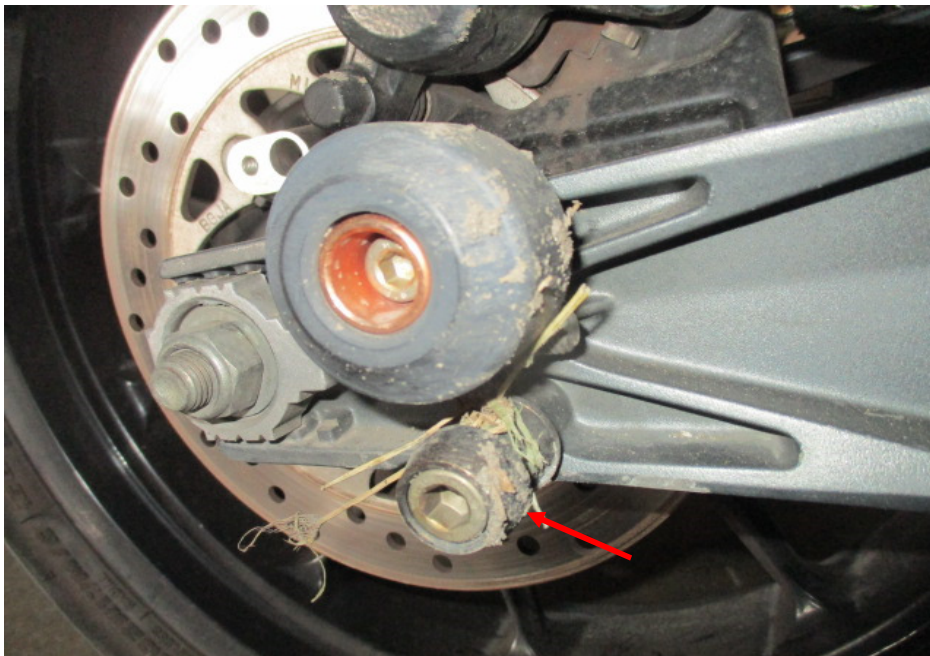
**Photo 12** shows a closer view of the deformed rear mudguard and dented rear number plate of the Motorcycle as a result of the accident.



**Photo 13** shows a closer view of the broken left pillion foot peg of the Motorcycle (circled) as a result of the accident.



**Photo 14** shows a closer view of the cracked right rear side cover (circled) of the Motorcycle as a result of the accident.



**Photo 15** shows a close up view of the right swingarm spool of the Motorcycle which was observed to be bent as a result of the accident (arrowed).



**Photo 16** 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. There was no tear, burst mark(s) and/or punctured hole(s) on the sidewalls as well as across the tread of the front tyre.



**Photo 17** 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 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 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 18 – 21 below.



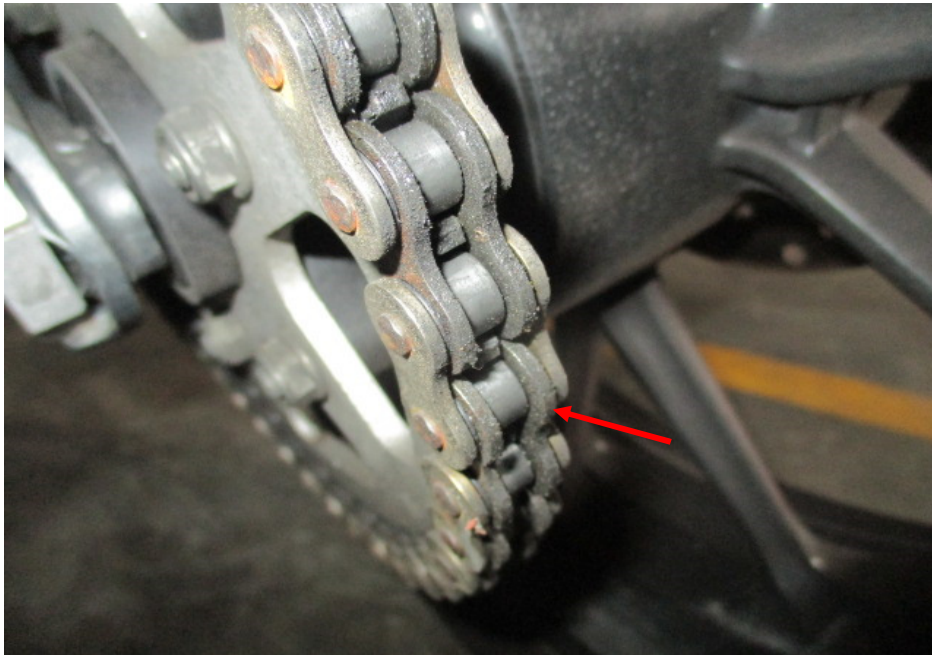
**Photo 18** shows the left side of the engine of the Motorcycle at the time of our inspection. The various engine related parts and components were found to be intact with no visible damage. There was also no sign(s) or indication(s) of fluid leak observed around the left engine area of the Motorcycle.



**Photo 19** 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 20** 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 21** 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. Its front fork was found to be intact and undamaged. 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 braking system like the brake discs, brake calipers, brake lever, brake foot pedal and brake hoses revealed all to be intact and without damage. There was also no leakage of brake fluid observed along the brake hoses. This was from the respective brake fluid reservoirs to the front brake caliper and 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. The brake fluid for the front brake was found to be of sufficient level for operating purposes. However the brake fluid was found to be slightly contaminated.
14. Static brake tests conducted on the Motorcycle had appear to indicate that the braking system of the Motorcycle was in serviceable condition. There was some resistance felt (spongy like feel) upon pressing the brake lever and upon stepping on the brake pedal. This would indicate that there was no leakage of pressure/vacuum in the brake system.
15. We were unable to carry out an operational test of the Motorcycle's braking system due to the deformed rear mudguard coming into contact with the rear tyre of the Motorcycle as a result of the accident, rendering the Motorcycle immobile. See photos 22 – 30 below.



**Photo 22** 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 and/or resistance. 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 left. Turning the Motorcycle's handle bar towards the left and 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 the front wheel of the Motorcycle turned towards its full right. Turning the Motorcycle's handle bar towards the left and 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.



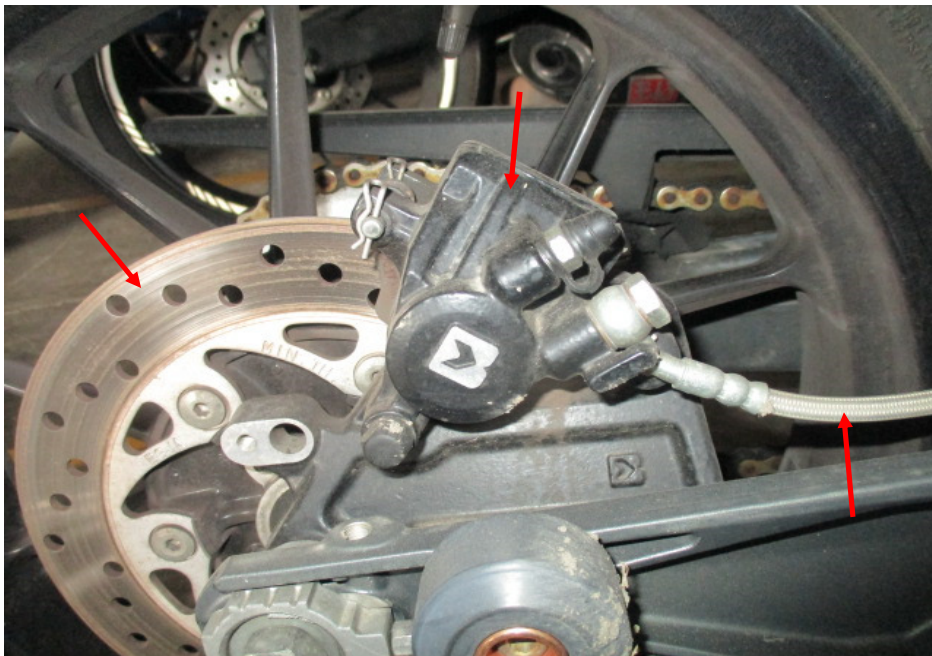
**Photo 25** shows a close up view of the front brake caliper, front brake disc and front brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic front brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.



**Photo 26** shows the brake fluid reservoir for the front brake of the Motorcycle. The brake fluid was found to be of sufficient level for operating purposes. However the brake fluid was found to be slightly contaminated (arrowed).



**Photo 27** 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 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.



**Photo 29** 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 30** shows the deformed rear mudguard coming into contact with the rear tyre of the Motorcycle as a result of the accident (arrowed), rendering the Motorcycle immobile for the operational test.

**Conclusion**

16. Basing on our physical inspection of the Motorcycle, it appears that the steering system and 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 that may have caused and/or contributed to the accident.
17. The 2 tyres of the Motorcycle were found to be in 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 2 tyres. The 2 tyres were sufficiently inflated for vehicular operation with remaining tread depth of approximately 3mm each.

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