

Your Ref: TP/IP/59028/2021  
Our Ref : CI/TPD22002076/N

14 March 2022

**Fatal Accident Investigation Team**

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

**INSPECTION REPORT OF MOTORCYCLE FBM 9963U**

1. We refer to your request dated 22 December 2021 to conduct a physical inspection of a motorcycle bearing registration number FBM 9963U (herein referred to as “**Motorcycle**”), which was involved in a fatal road traffic accident on 18 December 2021.
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 11 March 2022 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 could not be recorded at the time of our inspection despite several attempts to jumpstart the battery.
5. The Motorcycle was observed to have sustained damages all around. The body parts that were found to have been damaged include its front brake lever, right handlebar end, side cowlings, side lower cowlings, pillion footpegs, side stand, rear side covers and exhaust muffler, amongst others as a result of the accident. See photos 1 – 15 below.



**Photo 1** 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. The mileage of the Motorcycle could not be recorded at the time of our inspection despite several attempts to jumpstart the battery.



**Photo 2** 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.





**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. The body parts that were found to have been damaged include its front brake lever, right handlebar end, side cowlings, side lower cowlings, pillion footpegs, side stand, rear side covers and exhaust muffler, amongst others as a result of the accident.



**Photo 5** shows a closer view of the right handlebar end and front brake lever of the Motorcycle which were observed to be damaged due to the accident (circled).



**Photo 6** shows a close-up view of the grazed left side cowling of the Motorcycle at the time of our inspection (arrowed).





**Photo 7** shows a close-up view of the grazed left lower side cowling of the Motorcycle as a result of the accident (arrowed).



**Photo 8** shows a closer view of the grazed left pillion footpeg (arrowed) of the Motorcycle as a result of the accident.



**Photo 9** shows a closer view of the grazed left rear side cover of the Motorcycle as a result of the accident (arrowed).



**Photo 10** shows a closer view of the grazed side stand of the Motorcycle as a result of the accident (arrowed).





**Photo 11** shows the damaged right side cowling of the Motorcycle as a result of the accident.



**Photo 12** shows a close-up view of the grazed right lower side cowling of the Motorcycle as a result of the accident.



**Photo 13** shows a closer view of the grazed right pillion footpeg (arrowed) of the Motorcycle as a result of the accident.



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

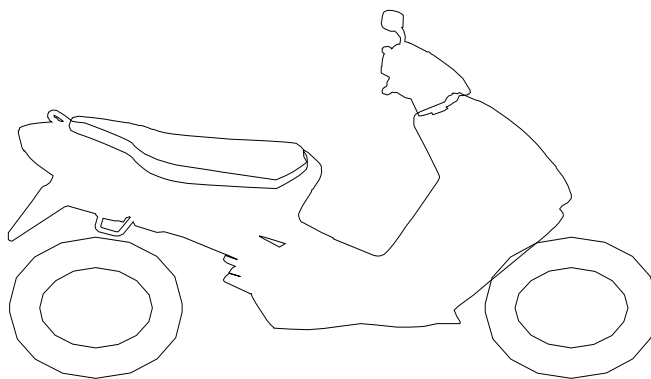




**Photo 15** shows a closer view of the deformed exhaust muffler of the Motorcycle as a result of the accident (circled).

### **Tyres and Wheel Rims**

6. 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:-



Pirelli 150/70 - 14 (8mm)

Pirelli 120/70 - 15 (2mm)

7. 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 16 & 17 below.



**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 2mm. 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.

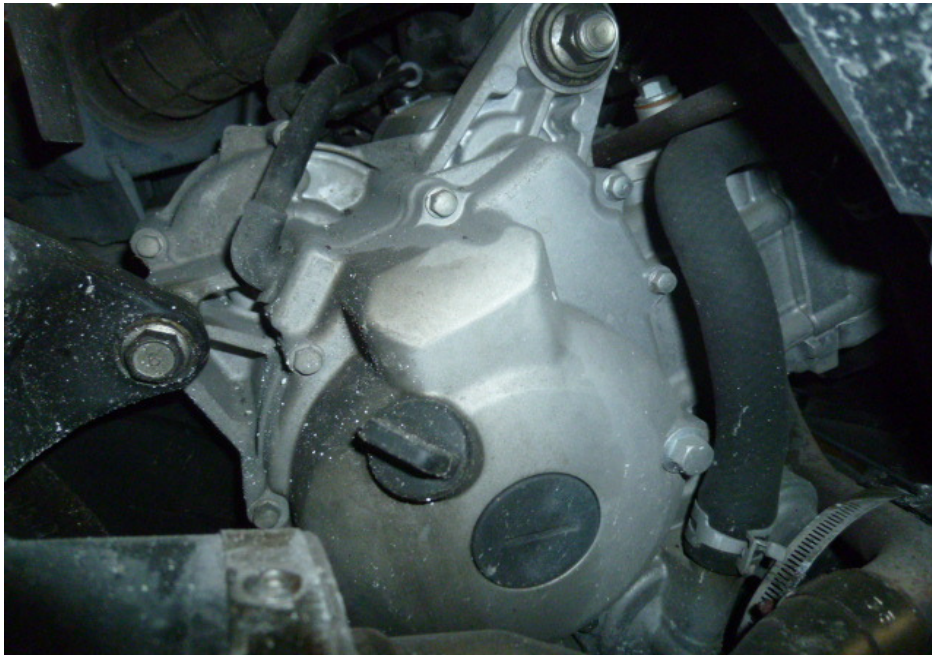




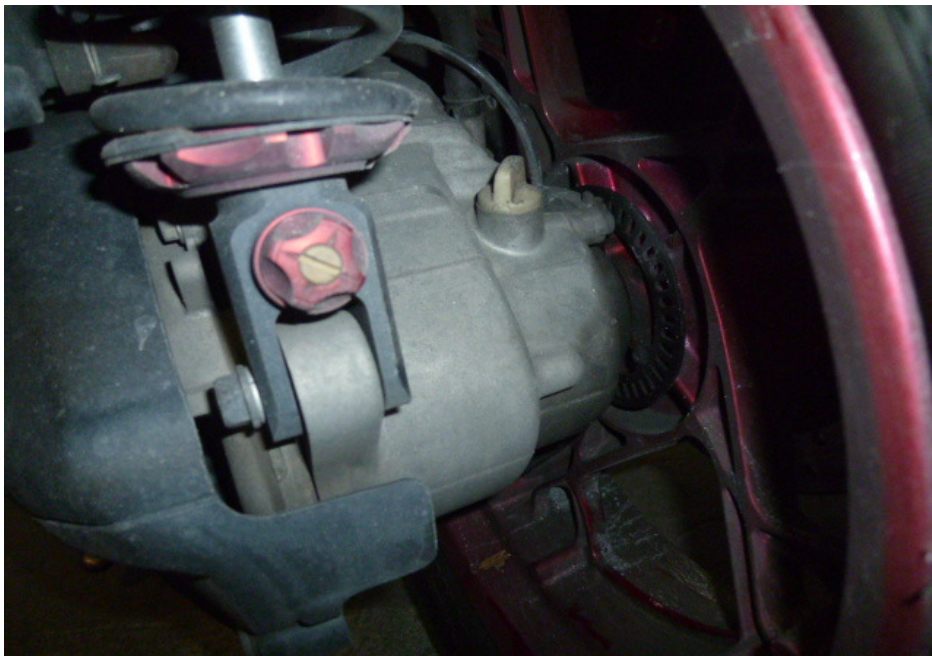
**Photo 17** shows the condition of the Motorcycle's rear tyre. The rear tyre was observed to be in serviceable condition with remaining tread depth of approximately 8mm. The tyre was also observed to be sufficiently inflated for vehicular operation. We did not observe any tear, burst mark(s) and/or punctured hole(s) on the sidewalls as well as across the tread of the rear tyre.

### **Engine & Drive Train**

8. 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.
9. The drive train of the Motorcycle was found to be intact without any misalignment. There was also no visible tear or cut observed on the connecting hoses and cables. The shock absorbers were also observed to be intact without any misalignment. See photos 18 - 22 below.



**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 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.

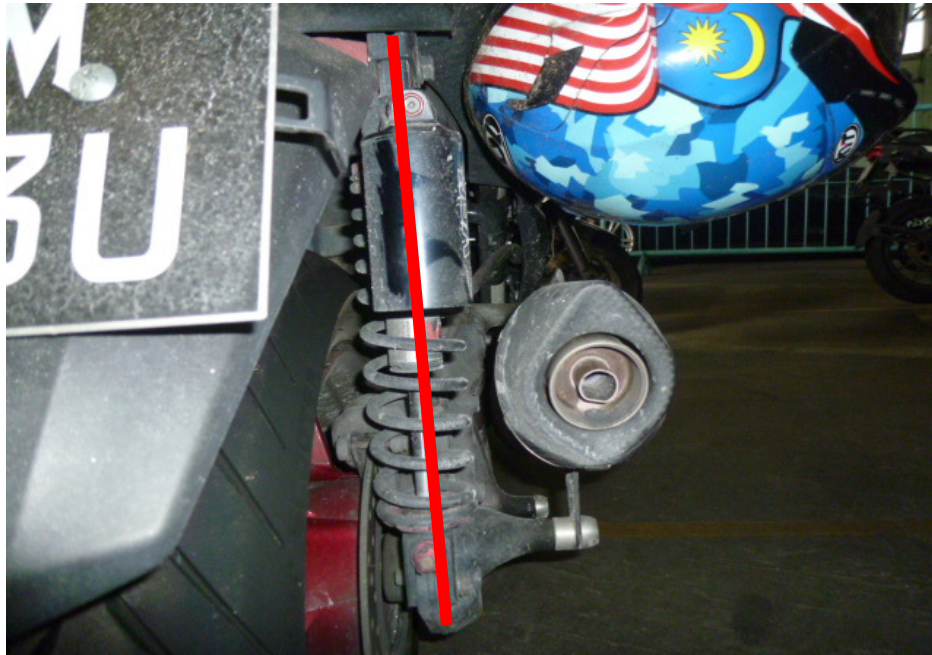




**Photo 20** shows the drive train cover of the Motorcycle which was found to be intact without any misalignment.



**Photo 21** shows the left shock absorber of the Motorcycle which was found to be intact without any misalignment.



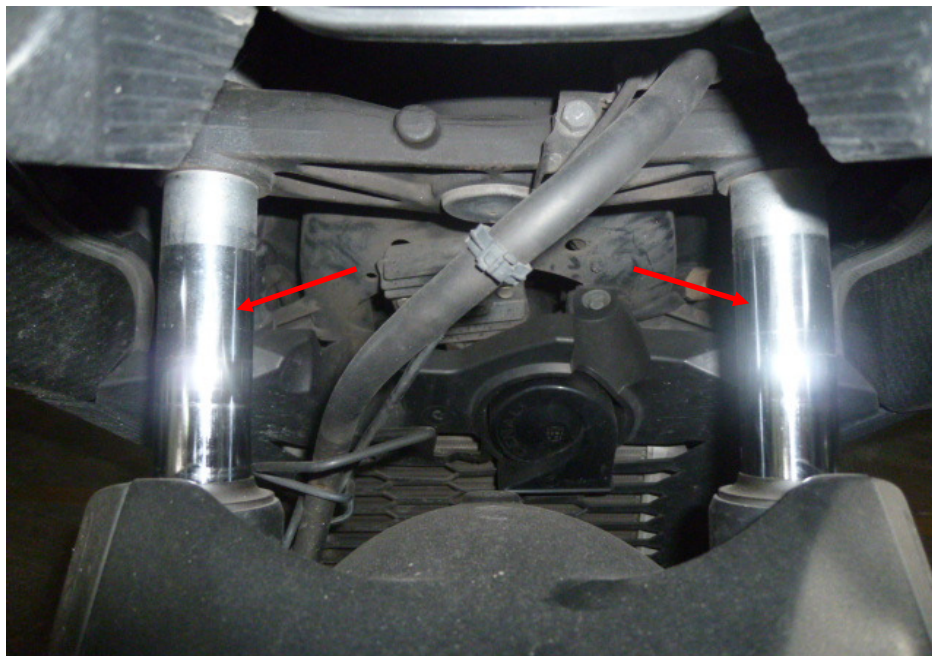
**Photo 22** shows the right shock absorber of the Motorcycle which was found to be intact without any misalignment.

### **Steering System & Braking System**

10. Our checks on the various steering components of the Motorcycle had revealed that its steering system was in serviceable condition. Its front forks and fork brackets were both 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.
11. 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 pulling the brake lever at the right side of the Motorcycle's handle bar while the brake for the rear wheel is engaged by pulling the brake lever at the left side of the Motorcycle's handle bar.
12. 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 pressing both brake levers. This would indicate that there's no leakage of pressure/vacuum in the braking system.



13. Our checks on the front brake fluid had indicated that the front brake fluid was of sufficient level for operational purposes. However it was found to be slightly contaminated. Our checks on the rear brake fluid had also indicated that the rear brake fluid was of sufficient level for operational purposes, and without contamination.
14. We subsequently carried out an operational test of the Motorcycle's braking system. This was done by manually pushing the Motorcycle forward and backward, simulating the Motorcycle in motion, and thereafter engaging the front brake and rear brake of the Motorcycle. At the end of the short operational test, we did not observe any abnormal behaviour of the Motorcycle's braking system. The front wheel and rear wheel of the Motorcycle were able to stop rotating immediately upon depressing both brake levers.
15. In general, the observations gathered during the brake test had indicated that the braking system of the Motorcycle was in serviceable condition. See photos 23 – 31 below.



**Photo 23** shows the front forks (arrowed) of the Motorcycle. The front forks and fork brackets 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.

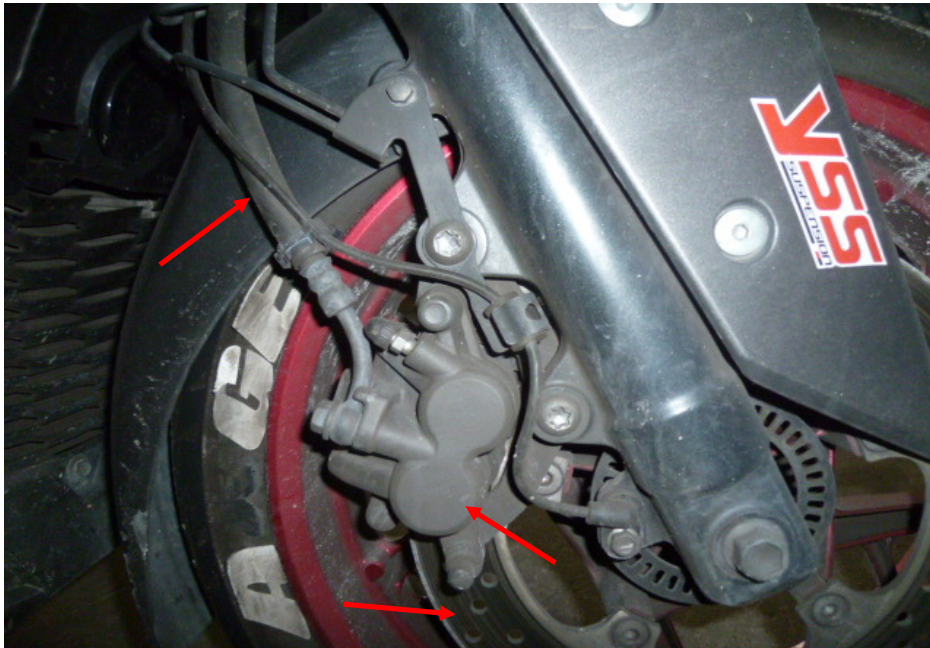


**Photo 24** shows the front wheel of the Motorcycle turned towards its full right. Turning the Motorcycle's handle bar towards the left and right did not produce any abnormal free play and/or resistance. This would indicate that the steering system of the Motorcycle was in serviceable condition at the time of our inspection.

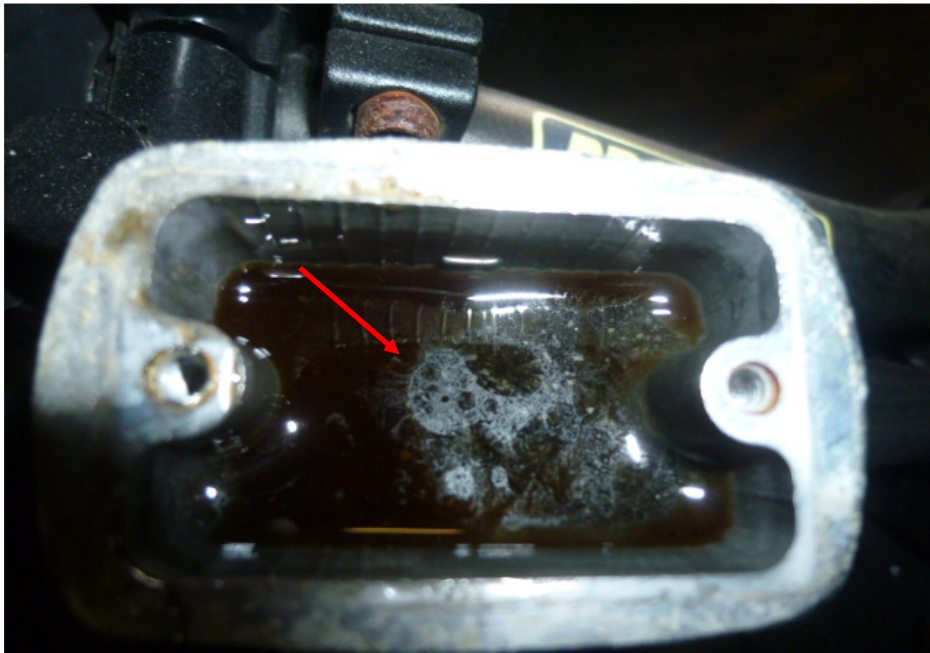


**Photo 25** shows the front wheel of the Motorcycle turned towards its full left. Turning the Motorcycle's handle bar towards the left and right did not produce any abnormal free play and/or resistance. This would indicate that the steering system of the Motorcycle was in serviceable condition at the time of our inspection.





**Photo 26** 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 27** shows the brake fluid reservoir for the front brake of the Motorcycle. The brake fluid was observed to be of sufficient level for operational purposes. However it was found to be slightly contaminated (arrowed).



**Photo 28** 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.

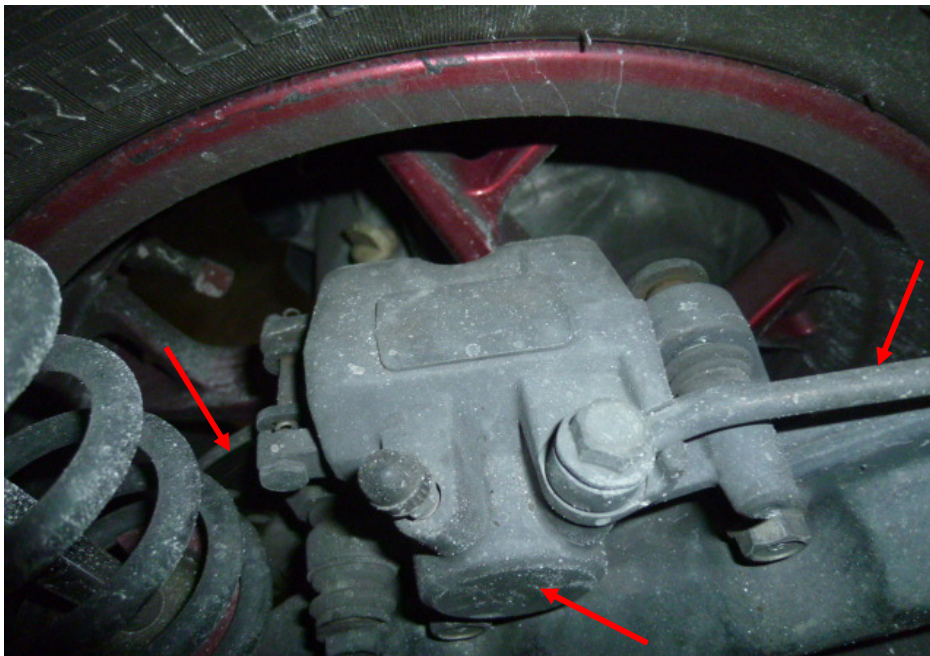


**Photo 29** shows the brake fluid reservoir for the rear brake of the Motorcycle. The brake fluid was observed to be of sufficient level for operational purposes and without contamination (arrowed).





**Photo 30** shows the rear 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 31** 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 revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.

**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 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 tyres. It was sufficiently inflated for vehicular operation with remaining tread depth of approximately 2mm and 8mm.

**Muhd Nazril***Senior Technical Investigator***Ang Bryan Tani***AMSOE, AMIRTE, AFF SAE, M.MATAI, AFF.Inst.AEA**Senior Technical Investigator**Technical Investigation & Reconstructionist (SAE-A)*

**DISCLAIMER OF LIABILITY TO THIRD PARTIES:-** This Report is made solely for the use and benefit of the Client named on the front page of this Report. No liability or responsibility whatsoever, in contract or tort, is accepted to any third party who may rely on the Report wholly or in part. Any third party acting or relying on this Report, in whole or in part, does so at his or her own risk.