

Your Ref: TP/IP/09095/2022
Our Ref : CI/TPD22005267/N

5 September 2022

Fatal Accident Investigation Team

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

INSPECTION REPORT OF MOTORCYCLE FBJ 6994R

1. We refer to your request dated 30 May 2022 to conduct a physical inspection of a motorcycle bearing registration number FBJ 6994R (herein referred to as "**Motorcycle**"), which was involved in a fatal road traffic accident on 20 April 2022.
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 2 September 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.

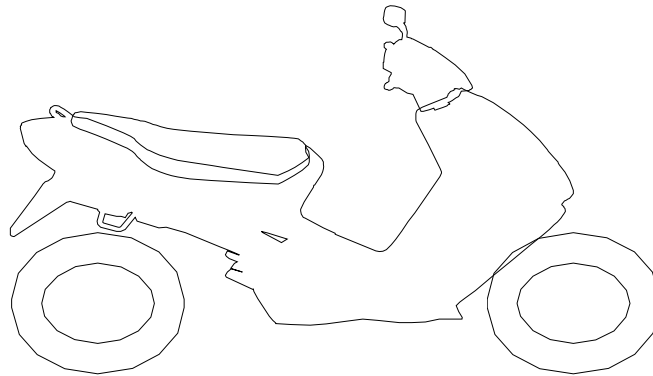
General Condition

4. The mileage of the Motorcycle at the time of our inspection was 31, 875km.
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, front cowling, front mudguard, centre cowling, left cowling, side mirrors, front brake lever, handlebar ends, gear shift pedal, rear brake pedal, left front footrest, right pillion foot peg bracket, rear side covers, exhaust muffler and tail light assembly, amongst others.

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.

7. The front tyre was both observed to be sufficiently inflated for vehicular operation. However the rear tyre was observed to be deflated. The tyre brand, tyre size and remaining tread depth of the 2 tyres were recorded as follows:-



Metzeler 80/90 - 17 (5mm)
(Deflated)

Metzeler 70/90 - 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 – 18 below.



Photo 1 shows the speedometer gauge of the Motorcycle. The mileage of the Motorcycle at the time of our inspection was 31, 875km (circled).



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.



Photo 2 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 4 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. The body parts that were found to have been damaged include its headlight assembly, front cowling, front mudguard, centre cowling, left cowling, side mirrors, front brake lever, handlebar ends, gear shift pedal, rear brake pedal, left front footrest, right pillion foot peg bracket, rear side covers, exhaust muffler and tail light assembly, amongst others.



Photo 7 shows the headlight assembly (arrowed), which was amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 5 shows a closer view of the front mudguard which was amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 6 shows the front cowling (arrowed), which was amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 8 shows the left handlebar end and left side mirror (arrowed), which were amongst the body parts of the Motorcycle that had sustained damage as a result of the accident.



Photo 9 shows the right handlebar end, right side mirror and front brake lever (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 grazed left cowling of the Motorcycle as a result of the accident (arrowed).



Photo 10 shows a closer view of the deformed centre cowling of the Motorcycle as a result of the accident (arrowed).



Photo 12 shows the broken left pillion foot peg bracket of the Motorcycle as a result of the accident (arrowed).



Photo 13 shows the rear brake pedal and right front footrest of the Motorcycle that had sustained damage as a result of the accident (arrowed).



Photo 16 shows a closer view of the missing left rear side cover of the Motorcycle as a result of the accident.



Photo 14 shows a closer view of the missing right rear side cover of the Motorcycle as a result of the accident.



Photo 15 shows a closer view of the deformed tail light assembly of the Motorcycle as a result of the accident.



Photo 11 shows a closer view of the dented exhaust muffler of the Motorcycle as a result of the accident (arrowed).



Photo 17 shows the front tyre of the Motorcycle at the time of our inspection. The front tyre was observed to be in serviceable condition with remaining tread depth of approximately 3mm. The pattern of the tread was also clearly visible. 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 18 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 5mm. There was no tear, burst mark(s) and/or punctured hole(s) on the sidewalls as well as across the tread of the rear tyre. However the rear tyre was observed to be deflated.



Photo 16 shows the deflated rear tyre (arrowed) of the Motorcycle at the time of our inspection.

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 train of the Motorcycle was found to be intact without any misalignment. It was also adequately lubricated for operating purposes. See photos 19 – 22 below.



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 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 21 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 22 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 forks were 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 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 caliper, drum, brake lever and brake foot pedal, 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. We were unable to remove the front brake reservoir cover to examine whether the front brake fluid was without contamination due to worn out screws. However the front brake fluid was observed to be of sufficient level for operational purposes. 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 front brake system of the Motorcycle was in serviceable condition. There was some resistance felt (spongy like feel) upon pressing the front brake lever. This would indicate that there's no leakage of pressure/vacuum in the front brake system.
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 deflated rear tyre, which had rendered the Motorcycle immobile for the operational tests. We were not able to push the Motorcycle manually forward and backward, simulating movement of the Motorcycle, for the operational tests. See photos 21 – 25 below.

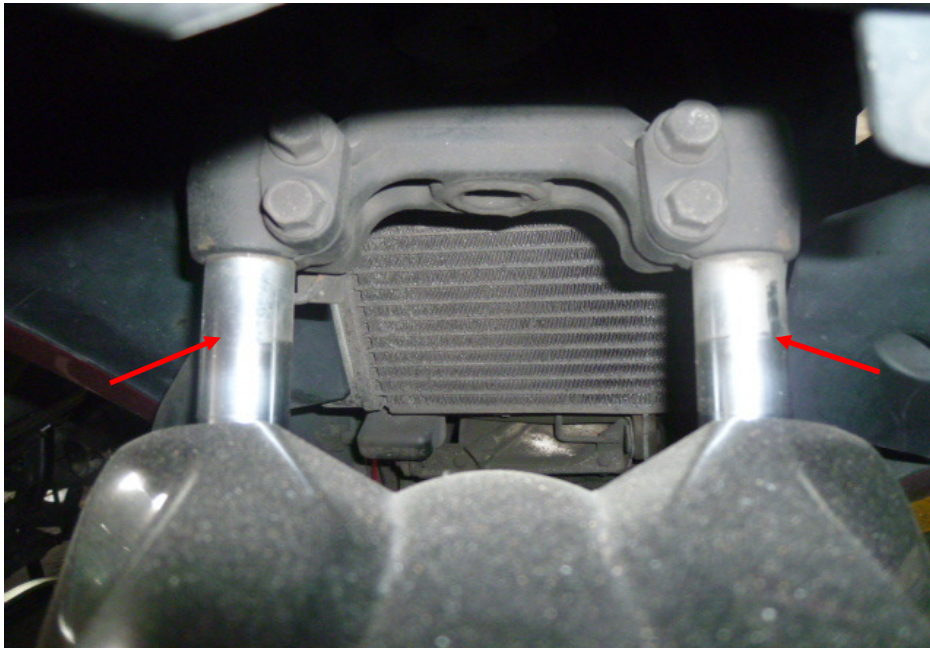


Photo 23 shows the front forks (arrowed) of the Motorcycle. The front forks and fork bracket of the Motorcycle were both found to be intact and undamaged. Turning the Motorcycle's handle bar towards the left and right did not produce any abnormal free play. The steering system of the Motorcycle was in serviceable condition at the time of our inspection.



Photo 24 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 25 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.

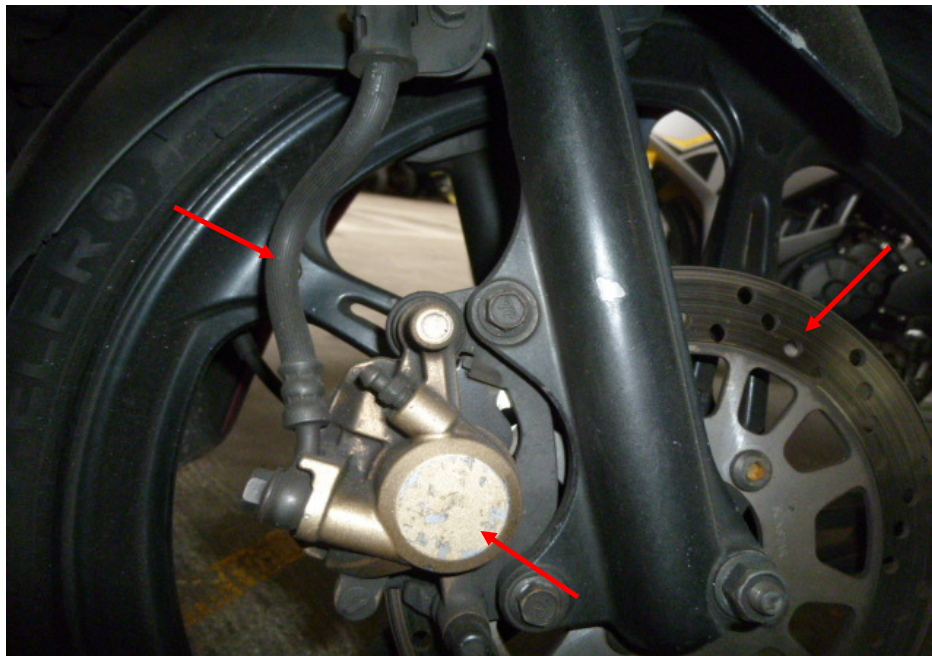


Photo 26 shows a close up view of the front brake caliper, front brake disc and front brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic front brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.



Photo 26 shows the brake fluid reservoir cover for the front brake of the Motorcycle. We were unable to examine whether the front brake fluid was without contamination due to worn out screws (circled).



Photo 27 shows a close up view of the brake fluid reservoir for the front brake of the Motorcycle. The brake fluid was observed to be of sufficient level for operational purposes (arrowed).

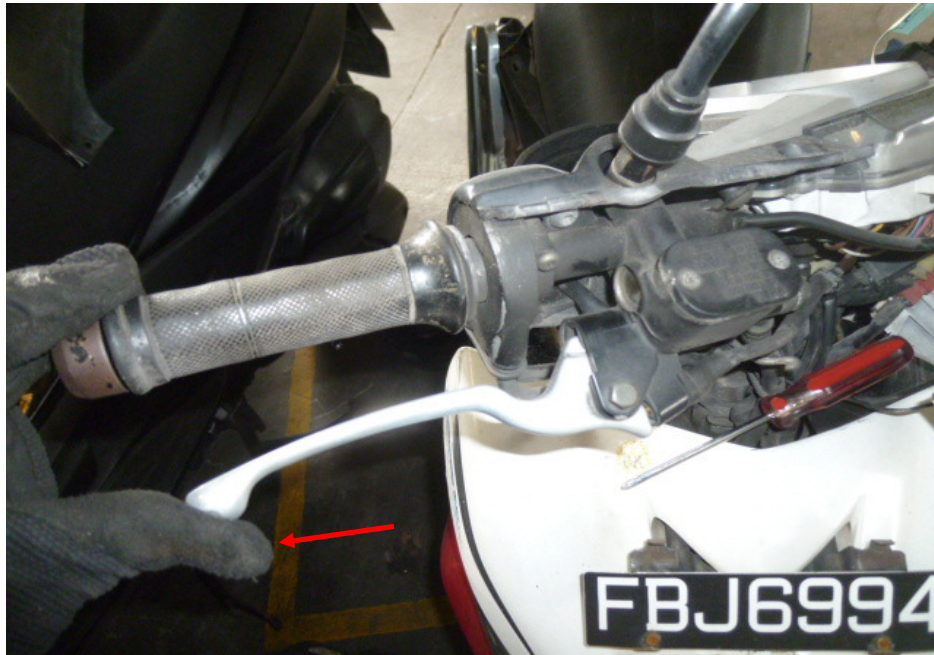


Photo 28 shows the front brake lever being depressed. There was some resistance felt (spongy like feel) upon pressing the front brake lever (arrowed). This would indicate that there is no leakage of pressure/vacuum in the brake system.

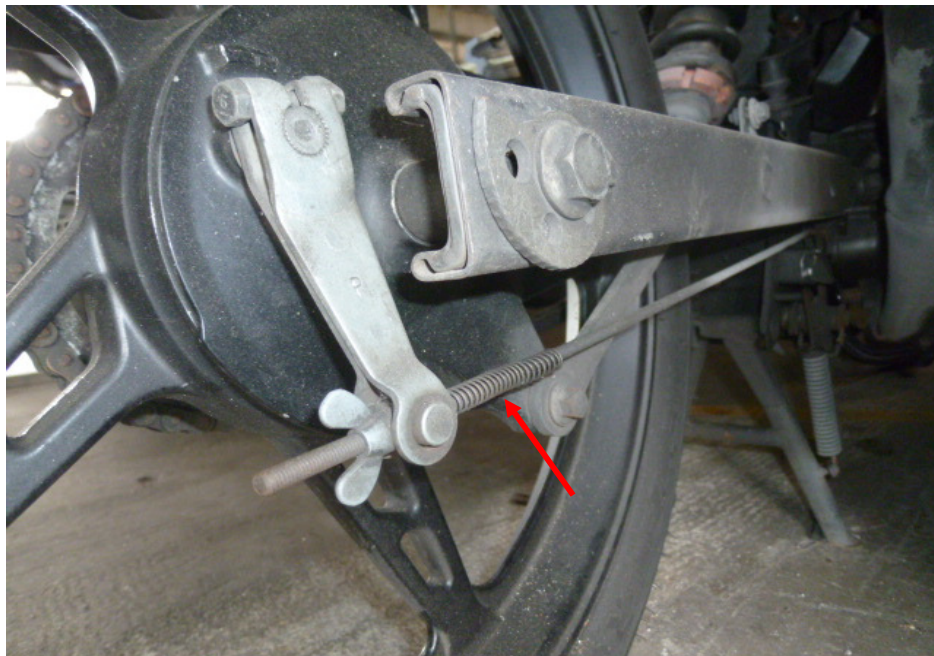


Photo 25 shows the rear wheel of the Motorcycle. The type of brake system for the rear wheel was of a mechanical type, controlled by the brake foot pedal of the Motorcycle. Our checks of the cable (arrowed), spring and drum which are all part of the components in the rear brake system of the Motorcycle reveal all to be intact and without damage.

Conclusion

15. 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.
16. The tyres of the Motorcycle were found to be in a serviceable condition (which had included the deflated rear tyre). 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. The front tyre was sufficiently inflated for vehicular operation. Both tyres had remaining tread depth of approximately 3mm and 5mm.

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