

Your Ref: TPIP/05256/2023  
Our Ref: CI/TPD23005737/N

9 June 2023

### **Fatal Accident Investigation Team**

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

### **INSPECTION REPORT OF MOTORCYCLE FBM 2855U**

1. We refer to your request dated 7 March 2023 to conduct a physical inspection of a motorcycle bearing registration number FBM 2855U (herein referred to as "**Motorcycle**"), which was involved in a fatal road traffic accident on 20 February 2023.
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 8 June 2023 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**

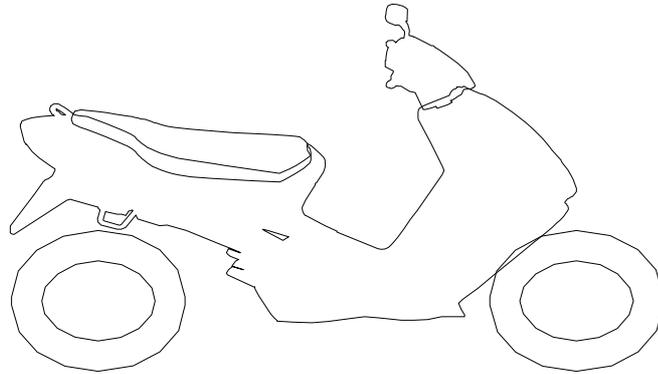
4. The mileage of the Motorcycle at the time of our inspection was 24, 986km.
5. The Motorcycle was observed to have sustained damages along its frontal portion and right body. The body parts that were found to have been damaged include its front mudguard, ERP unit, front brake lever guard, front brake lever, rear mudguard and exhaust muffler guard, amongst others.

### **Tyres and Wheel Rims**

6. The condition of the 2 tyres of the Motorcycle was observed to be bald. 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.

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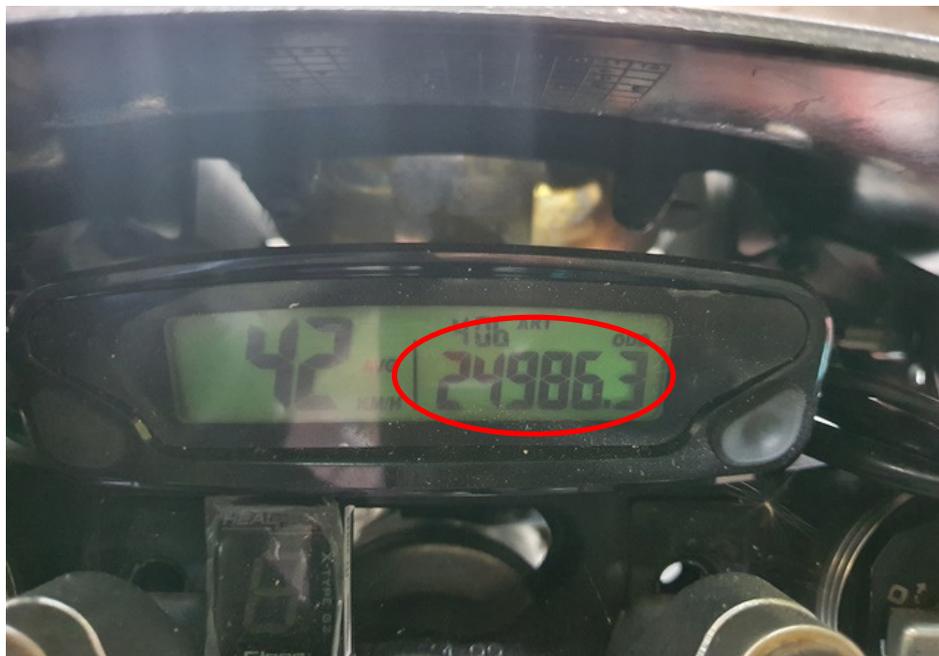
7. The tyre brand, tyre size and remaining tread depth of the 2 tyres were recorded as follows:-



Pirelli 160/60 - 17 (3mm)

Pirelli 120/70 - 17 (3mm)

8. The 2 tyres were wrapped around alloy spoke 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 – 11 below.



**Photo 1** shows the speedometer gauge of the Motorcycle where the mileage recorded at the time of our inspection was 24, 986km (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 along its frontal portion and right body.



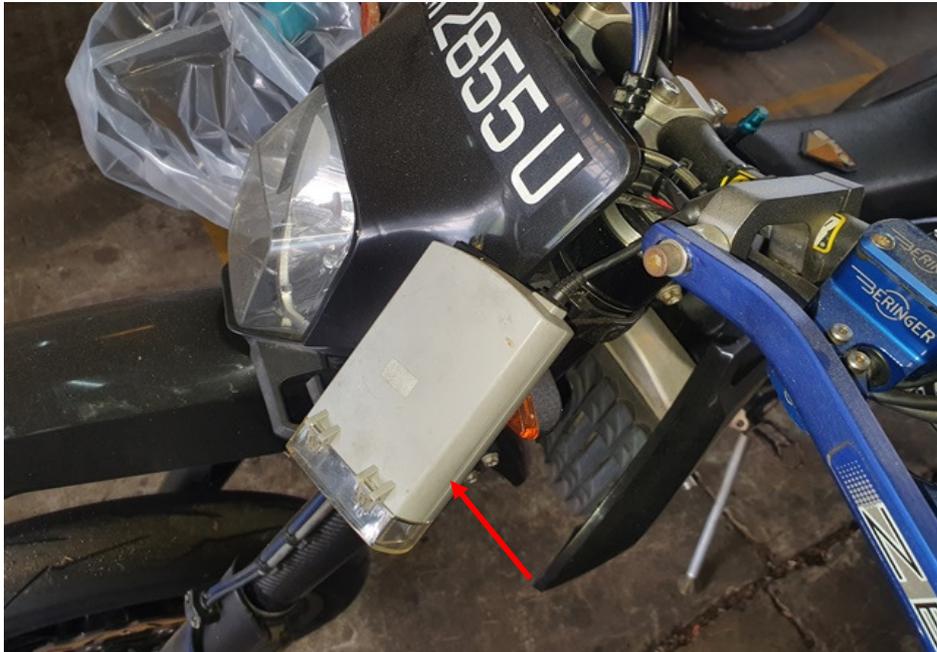
**Photo 3** shows a general view of the right body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages along its frontal portion and right body.



**Photo 4** shows a general view of the left front body of the Motorcycle at the time of our inspection. The Motorcycle was observed to have sustained damages at its frontal portion and right body. The body parts that were found to have been damaged include its front mudguard, ERP unit, front brake lever guard, front brake lever, rear mudguard and exhaust muffler guard, amongst others.



**Photo 5** shows a closer view of the grazed front mudguard (arrowed) of the Motorcycle at the time of our inspection.



**Photo 6** shows a closer view of the dislodged ERP unit (arrowed) of the Motorcycle at the time of our inspection.



**Photo 7** shows a closer view of the front brake lever guard and front brake lever (arrowed) of the Motorcycle at the time of our inspection.



**Photo 8** shows a closer view of the grazed exhaust muffler guard (arrowed) of the Motorcycle at the time of our inspection.



**Photo 9** shows the dislodged rear mudguard (arrowed) of the Motorcycle at the time of our inspection.



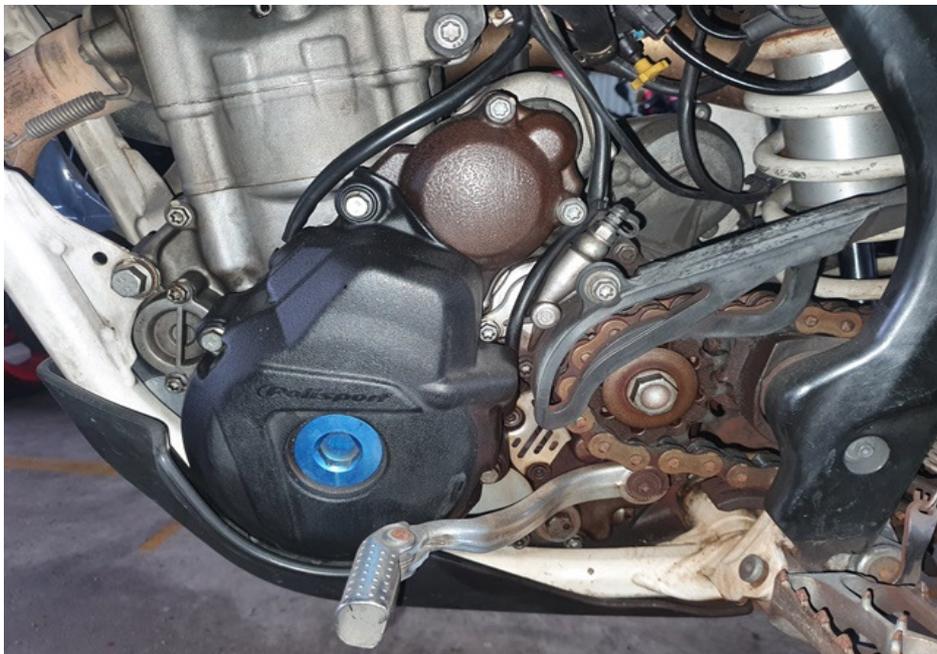
**Photo 10** shows the front tyre of the Motorcycle at the time of our inspection. The front tyre was observed to be in serviceable condition with remaining tread depth of approximately 3mm. The pattern of the tread was also clearly visible. There was no tear, burst mark(s) and/or punctured hole(s) on the sidewalls as well as across the tread of the front tyre.



**Photo 11** 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 train of the Motorcycle was found to be intact without any misalignment. It was also adequately lubricated for operating purposes. See photos 12 – 15 below.



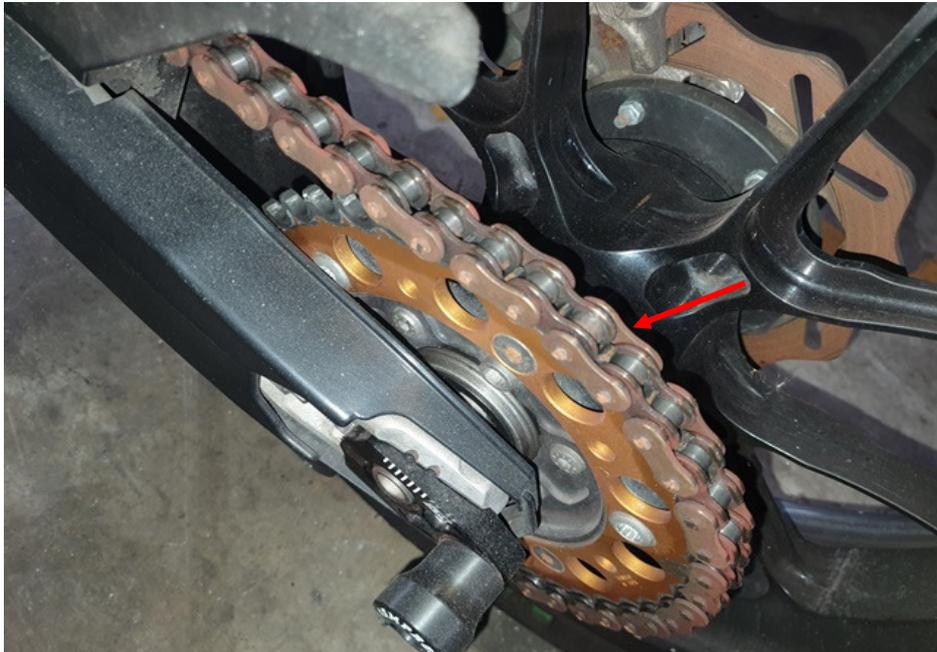
**Photo 12** shows the left side of the engine of the Motorcycle at the time of our inspection. The various engine related parts and components were found to be intact with no visible damage. There was also no sign(s) or indication(s) of fluid leak observed around the left engine area of the Motorcycle.



**Photo 13** 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 14** 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 15** 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 clutch system of the Motorcycle was observed to be of a hydraulic type, where hydraulic (clutch fluid) pressure is needed to effectively engage and disengage the clutch. The clutch is disengaged by pressing the clutch lever at the Motorcycle's left handlebar.
13. Our visual examination of the various components in the Motorcycle's hydraulic clutch system like the clutch lever and clutch hoses revealed all to be intact and without damage. There was also no leakage of clutch fluid observed along the clutch hoses. This was from the respective clutch fluid reservoir at the left handlebar of the Motorcycle. The clutch fluid was found to be of sufficient level for operating purposes and without any contamination.

14. Static tests conducted on the clutch of the Motorcycle had appear to indicate that the hydraulic clutch system of the Motorcycle was in serviceable condition. There was some resistance felt (spongy like feel) upon pressing the clutch lever. This would indicate that there was no leakage of pressure/vacuum in the hydraulic clutch system.
15. 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.
16. 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 front brake and rear brake was found to be of sufficient level for operational purposes and without any contamination.
17. Static brake tests conducted on the front and rear brake of 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.
18. 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 and rear wheel of the Motorcycle were able to stop rotating immediately upon depressing the front brake lever and upon stepping on the rear brake pedal.
19. In general, the observations gathered during the brake test had indicated that the braking system of the Motorcycle was in serviceable condition. See photos 16 – 25 below.



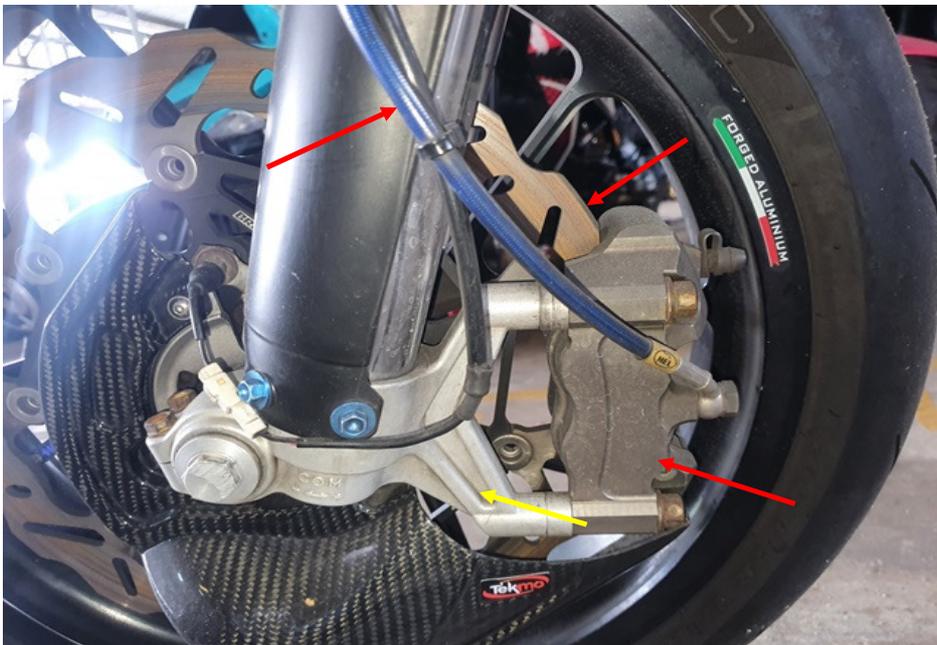
**Photo 16** shows the front fork assembly (arrowed) of the Motorcycle. The front forks and fork bracket of the Motorcycle were both found to be intact and undamaged. Turning the Motorcycle's handle bar towards the left and right did not produce any abnormal free play and/or resistance. The steering system of the Motorcycle was in serviceable condition at the time of our inspection.



**Photo 17** 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 18** 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 19** 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 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.



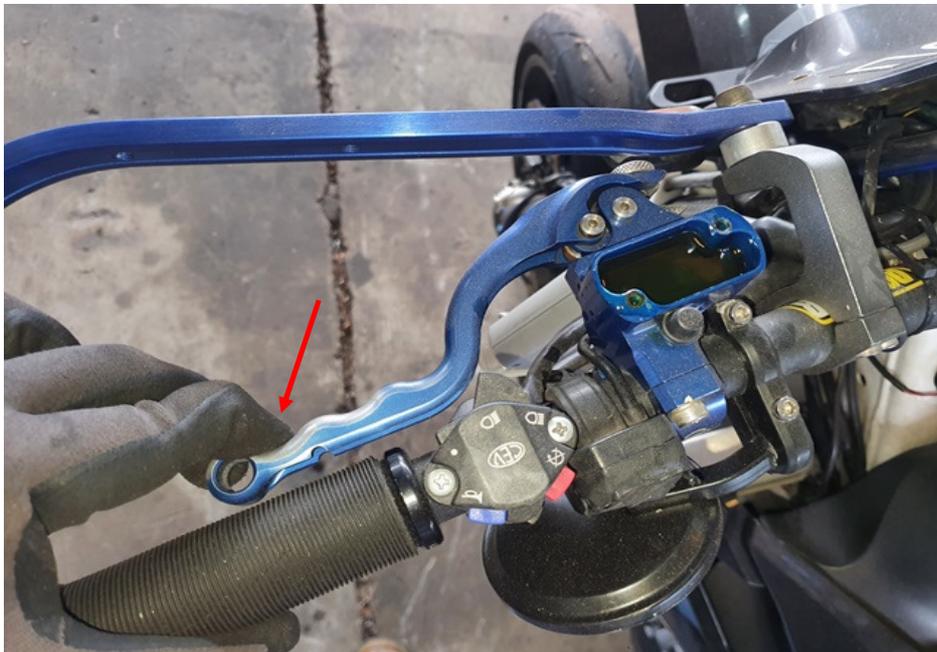
**Photo 20** shows the brake fluid reservoir for the front brake of the Motorcycle. The brake fluid was observed to be of sufficient level for operational purposes and without any contamination.



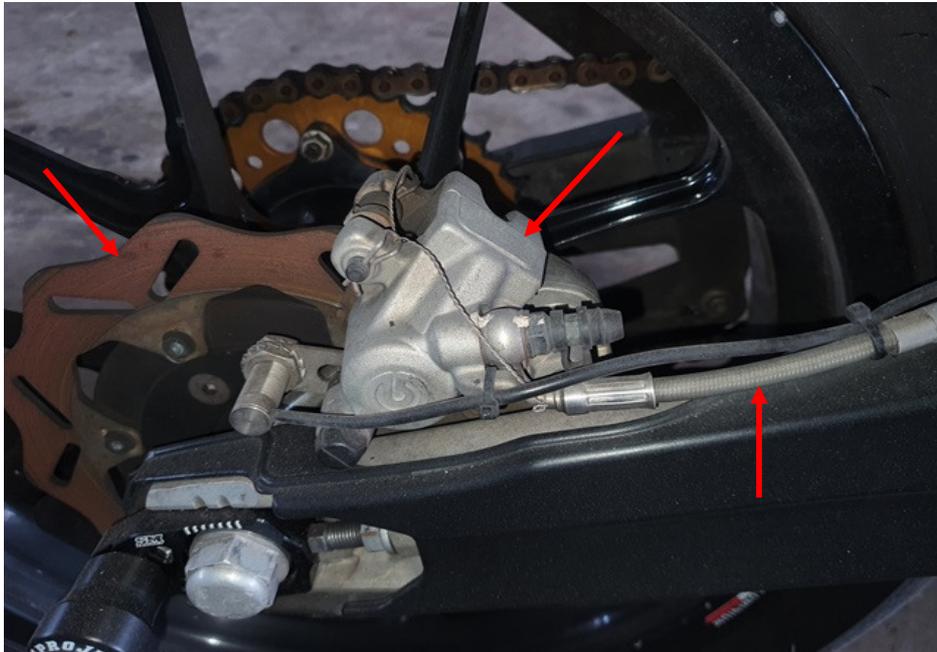
**Photo 21** shows the front brake lever being depressed. There was some resistance felt (spongy like feel) upon pressing the front brake lever (arrowed). This would indicate that there is no leakage of pressure/vacuum in the brake system.



**Photo 22** shows the hydraulic clutch fluid reservoir for the hydraulic clutch system of the Motorcycle. The hydraulic clutch fluid was observed to be of sufficient level for operational purposes and without any contamination.



**Photo 23** shows the clutch lever being depressed. There was some resistance felt (spongy like feel) upon pressing the clutch lever (arrowed). This would indicate that there is no leakage of pressure/vacuum in the hydraulic clutch system.



**Photo 24** 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 25** 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 any contamination.

## **Conclusion**

20. 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.

21. 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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