

Your Ref: TPIP/05811/2023
Our Ref : CI/TPD23005738/N

17 July 2023

Fatal Accident Investigation Team

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

INSPECTION REPORT OF MOTORCYCLE FBK 5164X

1. We refer to your request dated 7 March 2023 to conduct a physical inspection of a motorcycle bearing registration number FBK 5164X herein referred to as “**Motorcycle**”), which was involved in a fatal road traffic accident on 26 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 14 July 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.

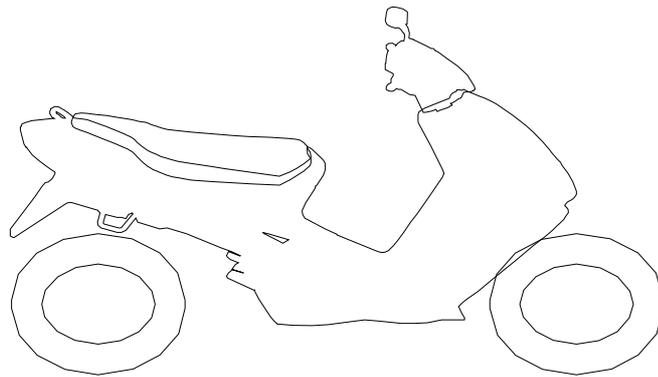
General Condition

4. The mileage of the Motorcycle could not be recorded at the time of our inspection due to the unavailability of the ignition key.
5. The Motorcycle was observed to have sustained damages at its frontal portion and left body. The body parts that were found to have been damaged include its front cowling, front mudguard, clutch lever, left side mirror, gear shift pedal, left front footrest and left rear side cover, 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:-



Pirelli 140/70 - 17 (3mm)

Pirelli 90/80 - 17 (1mm)

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 – 11 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 at its frontal portion and left body.



Photo 2 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 at its frontal portion and left 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 at its frontal portion and left body. The body parts that were found to have been damaged include its front cowling, front mudguard, clutch lever, left side mirror, gear shift pedal, left front footrest and left rear side cover, amongst others.



Photo 4 shows a closer view of the cracked front cowling (arrowed) of the Motorcycle at the time of our inspection.



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



Photo 6 shows the clutch lever, left handlebar end and left side mirror (arrowed), which were amongst the body parts of the Motorcycle that had sustained damage at the time of our inspection.



Photo 7 shows a closer view of the grazed left cowling of the Motorcycle at the time of our inspection.



Photo 8 shows a closer view of the missing left rear side cover (arrowed) of the Motorcycle at the time of our inspection.



Photo 9 shows a closer view of the grazed gear shift pedal (arrowed) and left front footrest (circled) 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 1mm. 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 fork assembly was found to be intact and undamaged. However we were unable to turn the handle bar towards the left and right as the handlebar was locked at the time of our inspection.
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 front brake and rear brake was observed to be of sufficient level for operational purposes and without any contamination.
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. 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 locked handlebar and unavailability of the ignition key, 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 16 – 21 below.

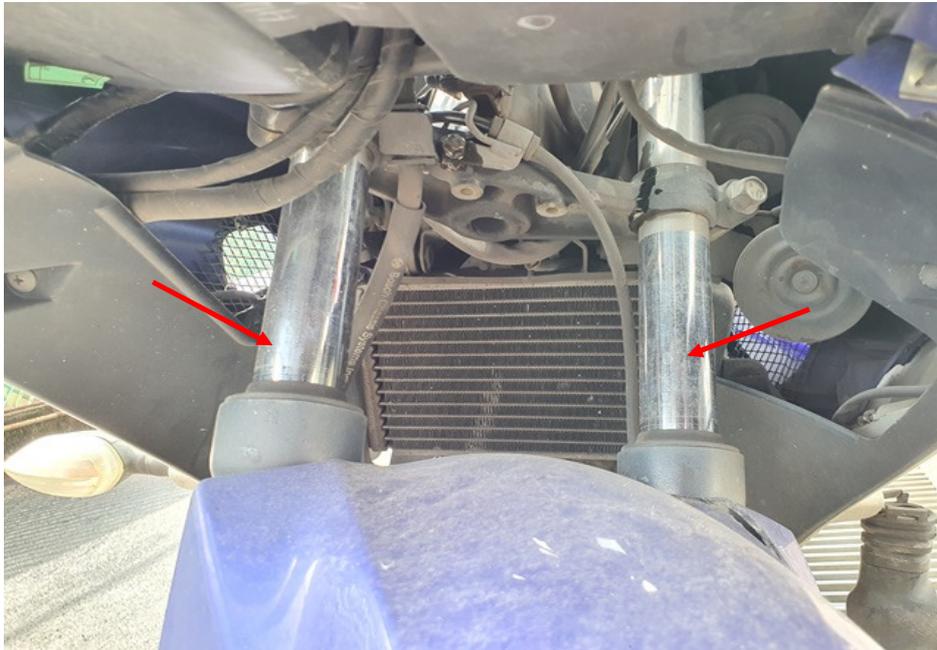


Photo 16 shows the front fork assembly (arrowed) of the Motorcycle. The front fork and fork bracket of the Motorcycle were both found to be intact and undamaged. However we were unable to turn the handle bar towards the left and right as the handlebar was locked at the time of our inspection.



Photo 17 shows the ignition of the Motorcycle. It was at the 'LOCK' position at the time of our inspection (circled). Due to the unavailability of the ignition key, we were unable to unlock and turn the handle bar towards the left and right to test the steering system of the Motorcycle

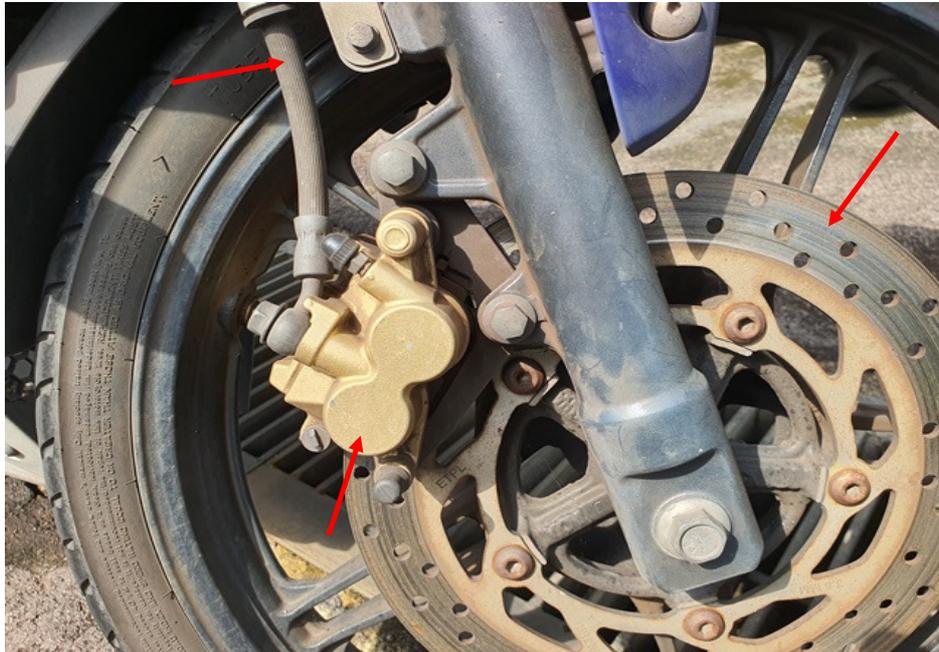


Photo 18 shows a close up view of the front brake caliper, front brake disc and front brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic front brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.



Photo 19 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 and without any contamination.



Photo 20 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 front brake system.

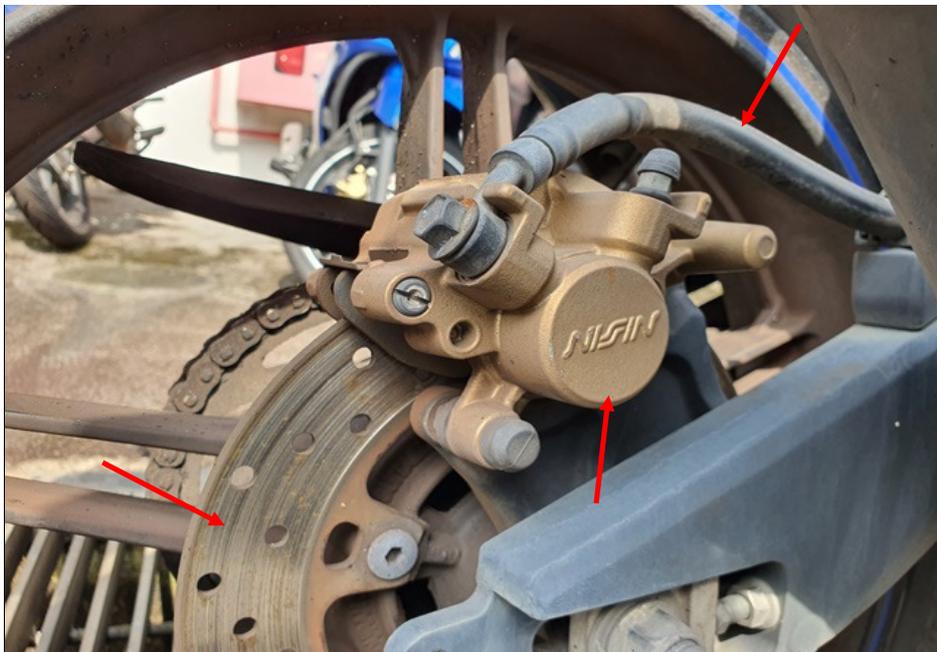


Photo 21 shows a close up view of the rear brake caliper, rear brake disc and rear brake hose (arrowed) of the Motorcycle, which are all part of the components in the hydraulic rear brake system of the Motorcycle. Our visual checks of these various components had revealed all to be intact with no visible damage. No leakage of brake fluid was also observed.

Conclusion

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 1mm and 3mm.
18. Our findings were based solely on a static and visual inspection of the Motorcycle. No operational test(s) could be carried out to the Motorcycle due to the locked handlebar and unavailability of the ignition key, which had rendered the Motorcycle immobile.



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.