Cohn Motorsports Appraisal

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Alan Cohn

Date: 12/28/2019
CMA File #1812-015AC

Insurance company:

Examiner:

Insured: J. Smith
Claim # CL123456789
Policy # WF654321987
Date of Loss: 11/17/2018

Attached:

- ☐ estimate
- ☒ photos
- ☒ rep. order
- ☐ tow bill
- ☐ registration
- ☒ other

Invoice:

fee $

total $

inspection notes:

Inspected insured's motorcycle (6,935 miles listed on the meter) at the repair shop on 12/27/2018. Repair order contention ".. transmission locked up..". The engine is removed from the chassis and the crankcases are split apart.

The technician (Smitty) demonstrated an issue with the transmission gears.

In looking at the components, the countershaft 3rd. and 4th. (C3 & C4) cogs show with broken teeth. Was able to review the broken teeth (saved at tear down). Appears some are cleanly sheared off, others toured the engine. Then disassembled the countershaft as far as possible. Realized overheating and bluing issues to the oiled bushings, causing difficulty sliding the cogs off the shafts. Noticed that C3 is completely overheated and seized on the shaft (see arrow pics). Additional areas of overheating can be seen at C1. Lack of lubrication has caused overheating / galling / seizure to various transmission gears. Powered drive cogs attempting to engage seized driven cogs will shear gear teeth.

Turing my attention to other engine parts. Shift forks and drum show intact and not damaged. Clutch plates are in good condition. Piston sides and underside show heavy burnt oil deposits. Cylinder head / valve train shows overheating and lack of lubrication at the outermost oil bearing journals and cam lobes (see arrow pics), along with burnt oil deposits in the cavity recesses. Crankshaft and cylinder bore appear intact an not damaged. Cylinder head combustion chamber shows normal.

Crankcases show intact and not punctured. Oil pump machined surface shows galling from foreign object. Shop did not save the engine oil or oil filter. Stator shows partially overheated and dark to the upper portion, demonstrating a prior overheat / low fluid volume event.

Then inspected the external oiling filter screens. One screen is mostly clogged with the burnt oil residue. This screen is to filter oil from the oil pump to transmission / valve train areas. Appears at least 66% visibly obstructed. Residue on the screen appears aged.

In looking at the chassis. OEM intake and exhaust. No significant alterations other than a device mount. No signs of any after market ignition or fuel modules. Clean vehicle, no signs of impact or collision.

Then reviewed the owners manual. Specifically shows to remove and clean two oil passage screens during the oil and filter service. Also mentions to check all fluid levels before each ride. Repair shop has no database history other than tire repair (6/2018 @ 4,900 miles).

The cause of failure shows as an obstructed maintenance screen from a prior low engine oil / high temperature event. The correction (if deemed a payable loss) is to either replace the damage parts or source an engine assembly.

Enclosed are photos, maintenance data & shop repair order. **ABC** to review and notify shop with your decision.

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signed: **Alan Cohn**
Dec 2, 2018


HONDA
KTM


DUNLOP
KTM

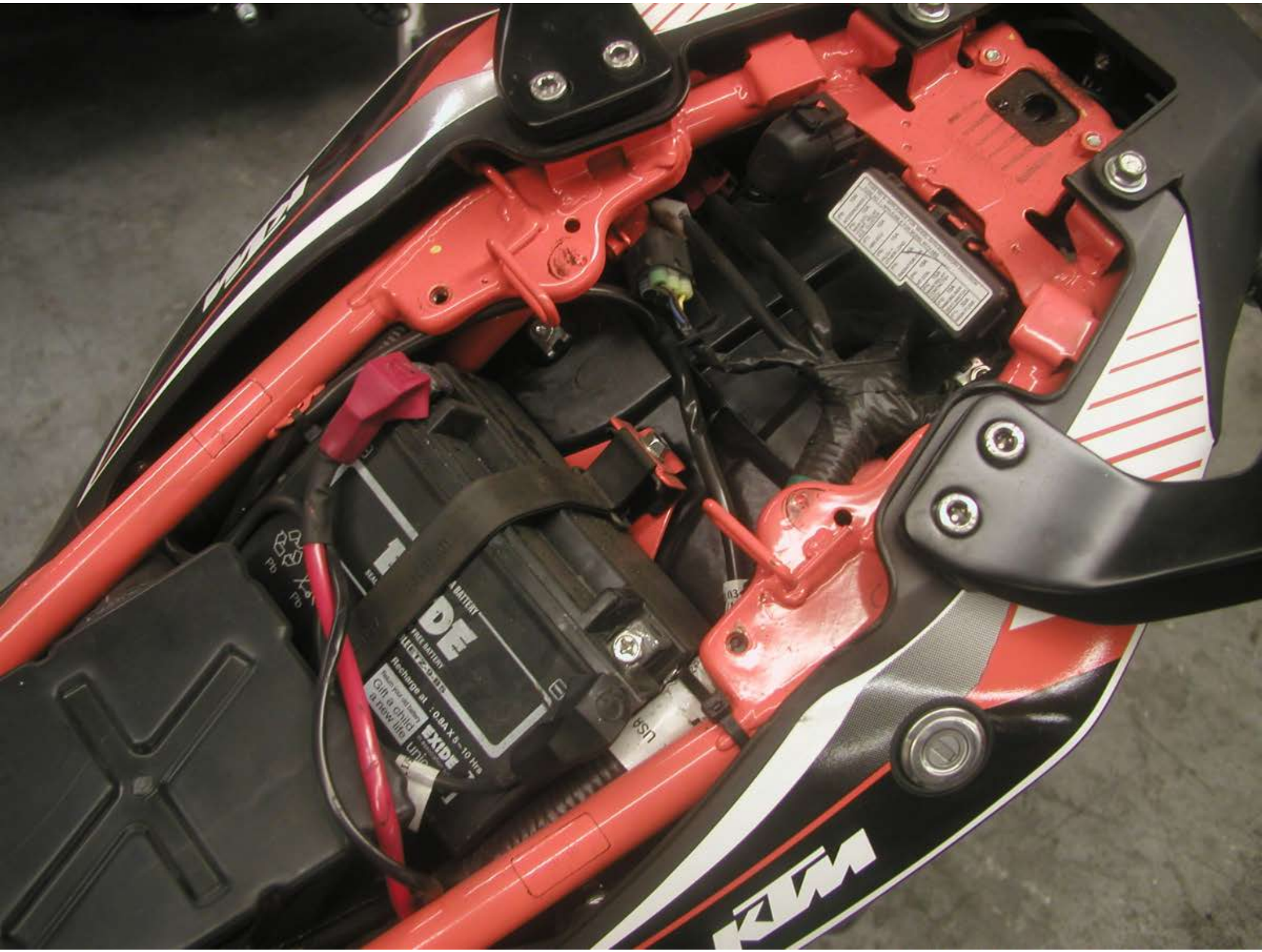

KTM


740 lbs 335 kg
GVWR
276 lbs 125 kg WITH 110/70R17 TIRE, 54 H TYP
GAWR FRONT
3.00-17 RIM, AT 29 psi 2.0 bar COLD
210 kg WITH 150/60R17 TIRE, 66 H TYP
464 lbs
GAWR REAR
4.00-17 RIM, AT 29 psi 2.0 bar COLD
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFE
STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE


MODE
SET
SHIFT
R.P.M.
X 1000 R.P.M.
0 1 2 3 4 5 6 7 8 9 10 11 12 13
MPH
0
06935
MILES ODO
Side Stand
Down
0101
H
C
E
F

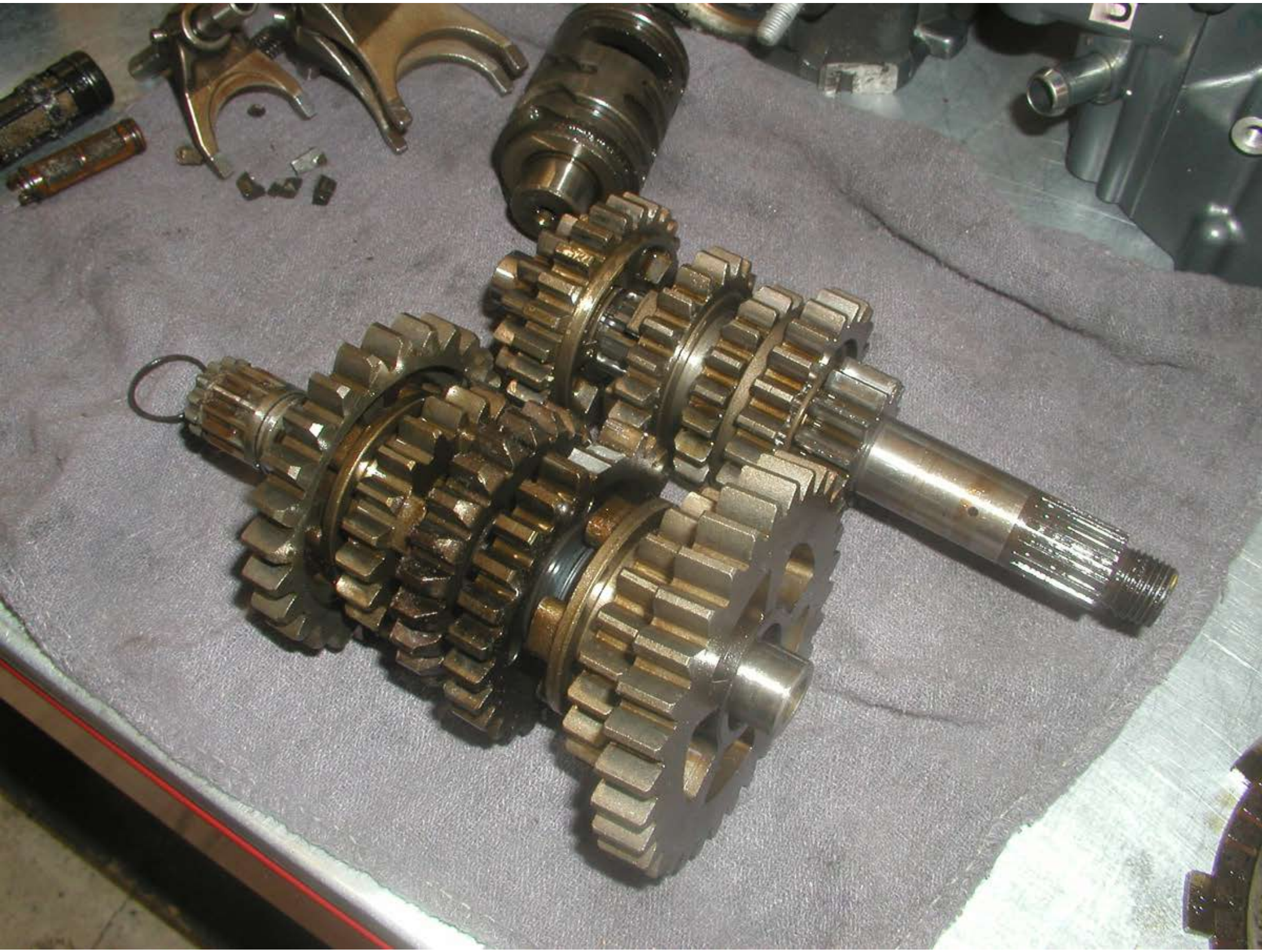

JY

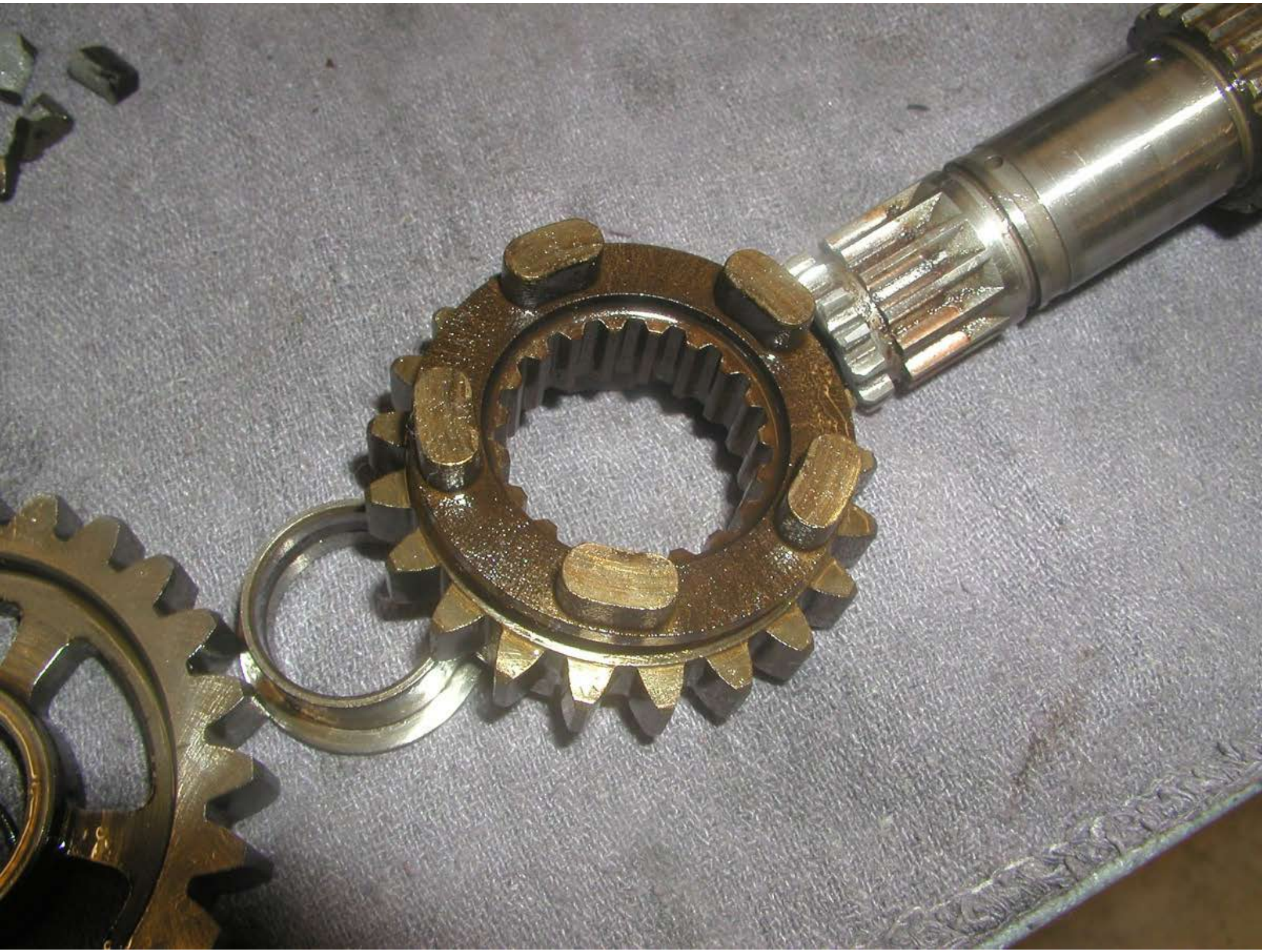

BOSCH
HL DOT
+15

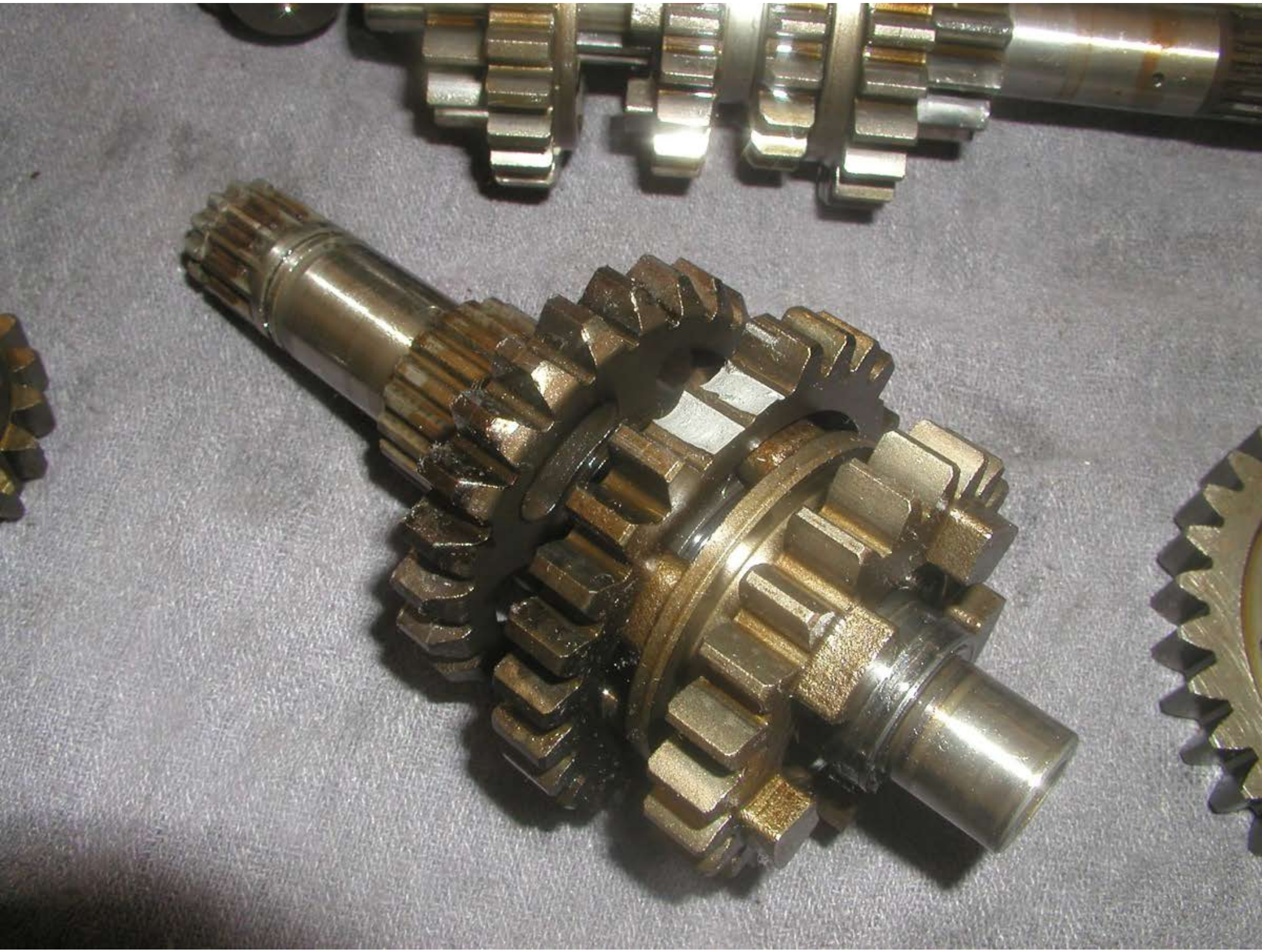

KTM
EXIDE

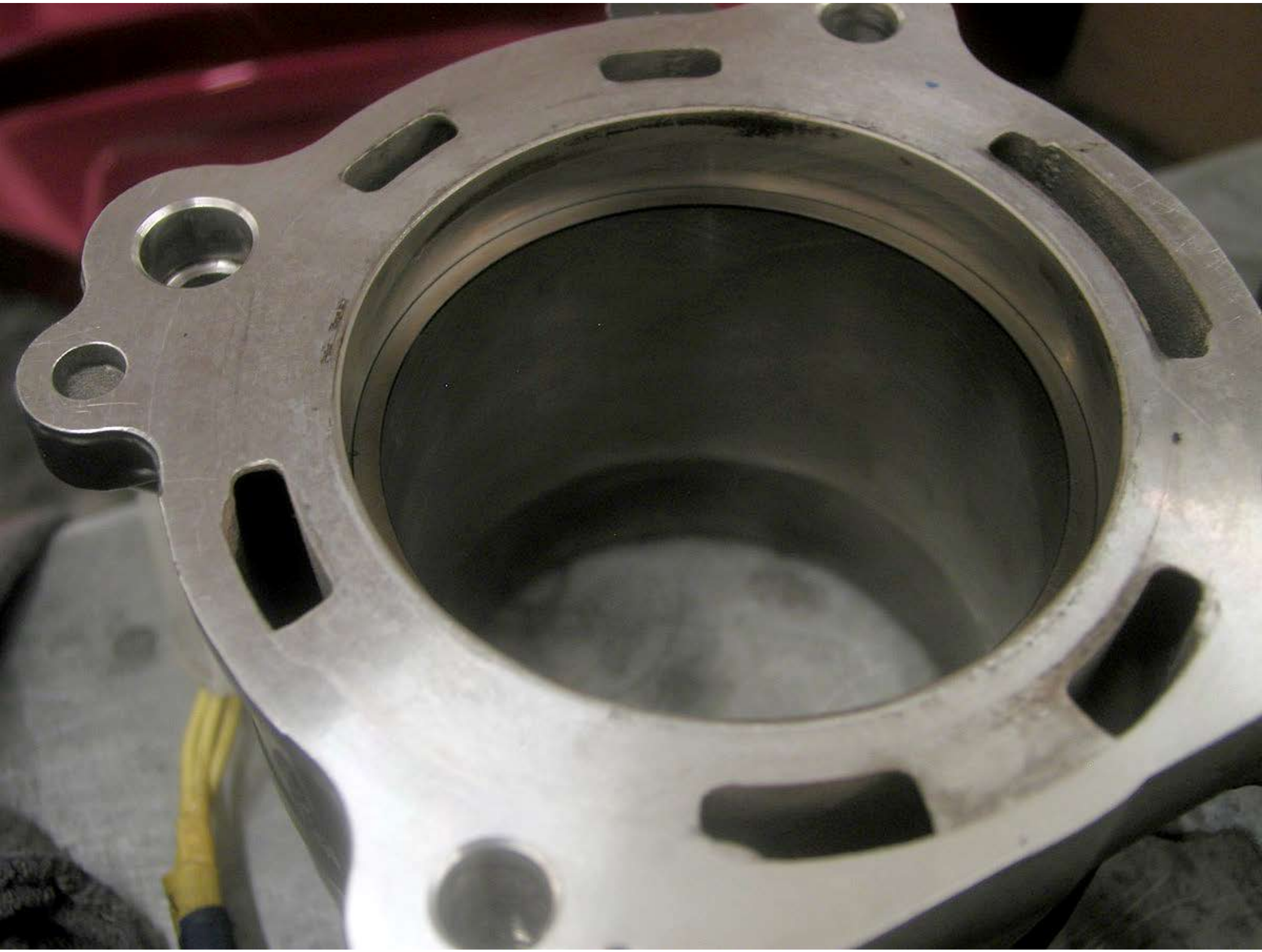

KTM


HONDA
GENUINE PARTS
Let the good times roll
Kawasaki



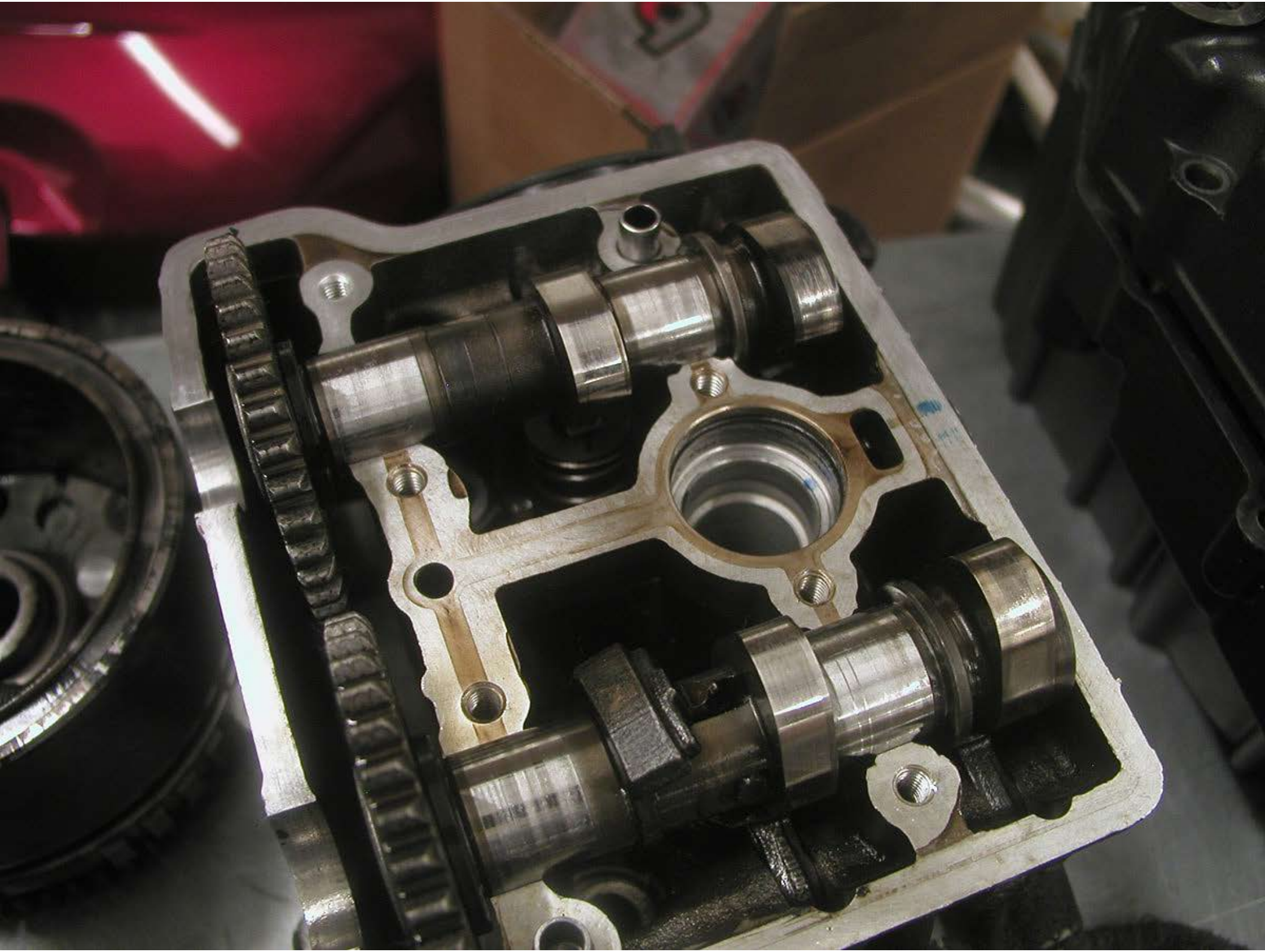


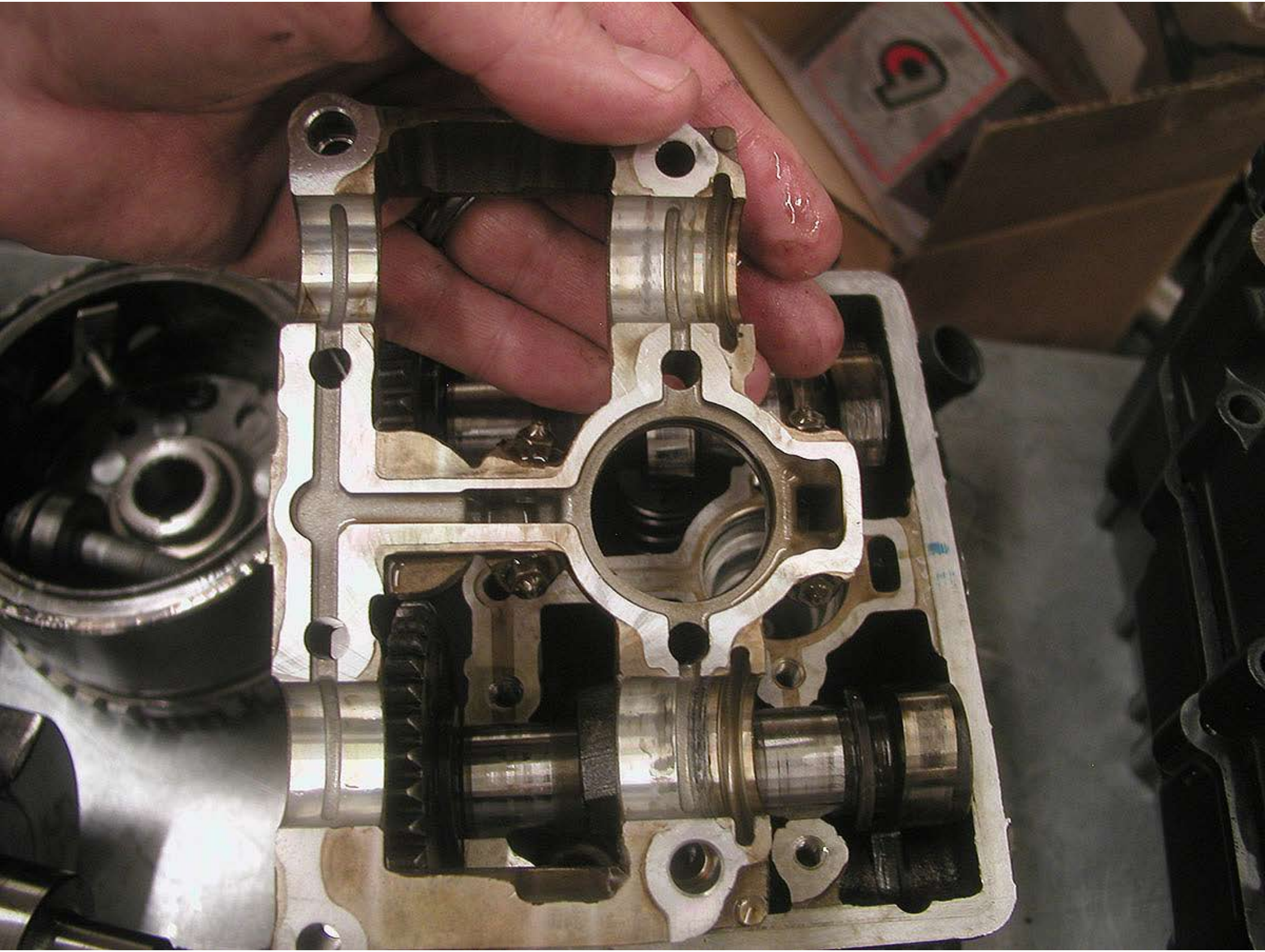


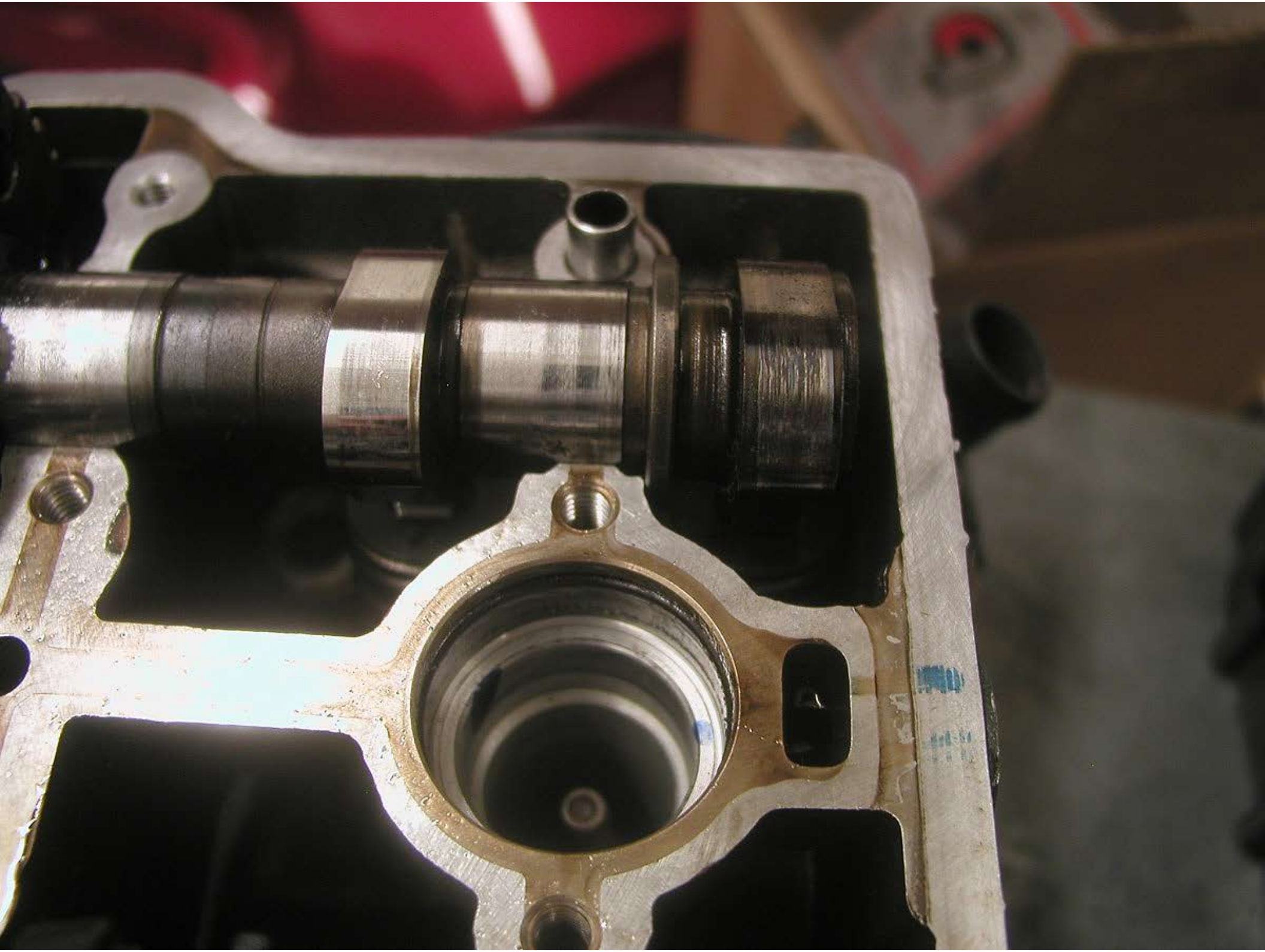


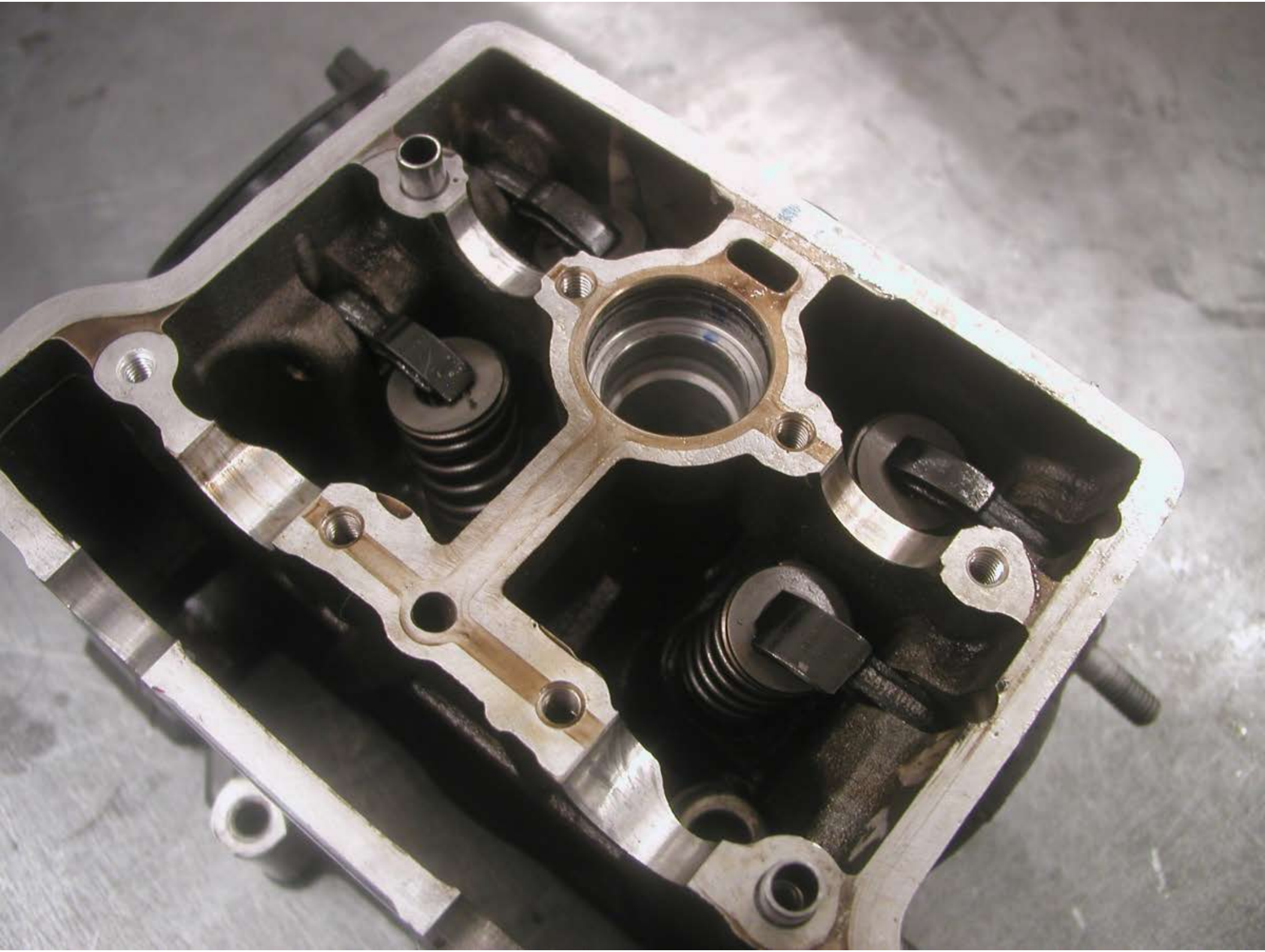

HONDA

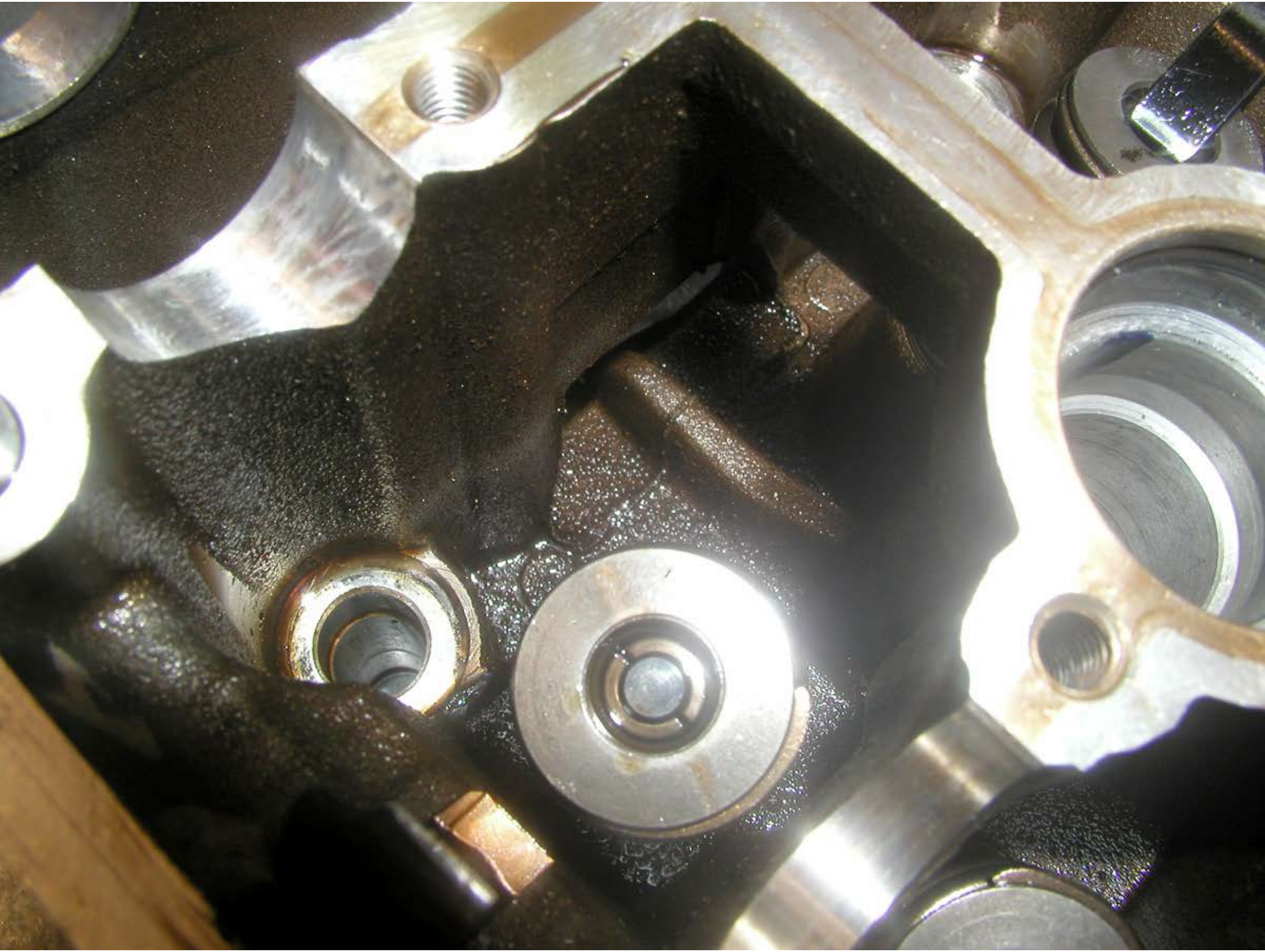

BAJAJ

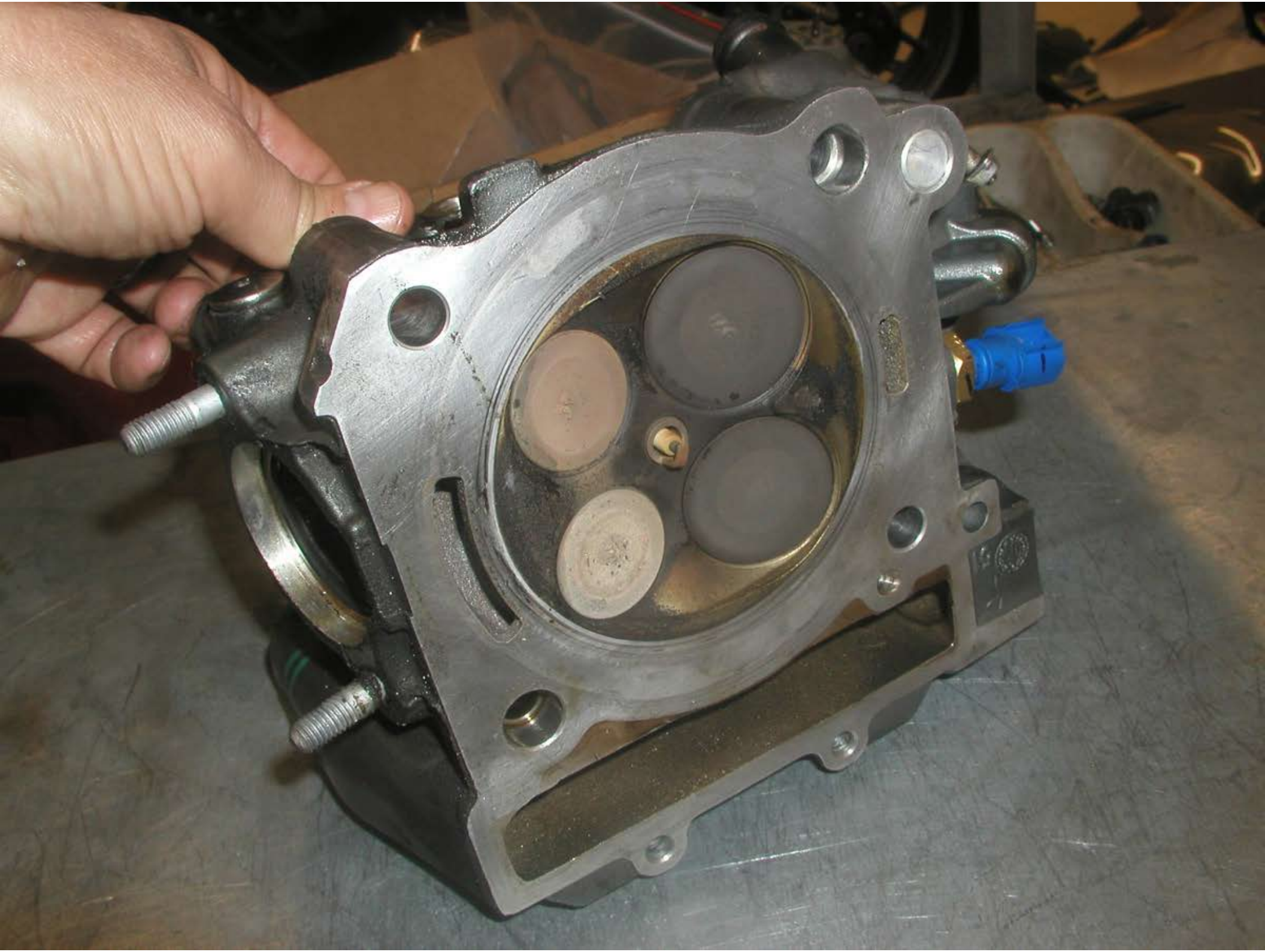


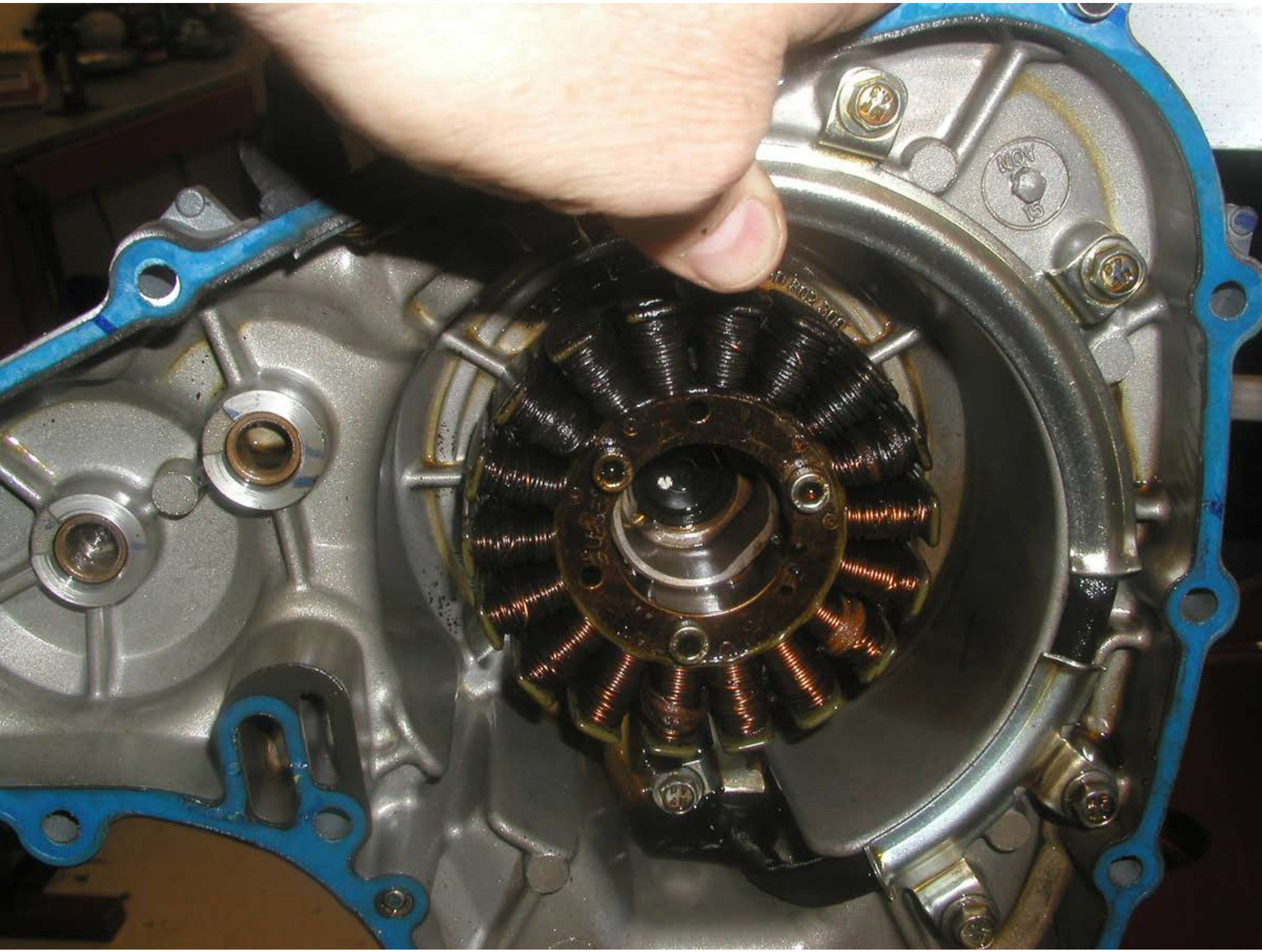













MOTOREX
RACING KTM