



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

107 MAY -3 AM
13-APR-2007

Repository ☐

Reference No.
10187824

Daytime Telephone Number

E-mail Address

Evening Telephone Number

OWNER INFORMATION (Type or Print)

Name

Address

City

LOGANDALE

State

NV

Zip Code

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorization, NHTSA will NOT provide your name or address to the vehicle manufacturer.
Signature of Owner ☒ YES ☒ NO
Date 4/23/07

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
WB10439A

Make

BMW

Model

K1200S

Model Year

2003

Date Purchased
03-SEP-05

Dealer's Name and Telephone Number

Original Owner
☐

Dealer's City

State

Zip Code

Engine:

No: Cylinders 2

Fuel Type:

Gas

Transmission Type
MANUAL

☐ Antilock Brakes

☐ Cruise Control

Powertrain

UNKNOWN

Vehicle Component Code

114000 ELECTRICAL SYSTEM: WIRING

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
04-FEB-2007

Failure Mileage

10000
2100

Failure Speed

80-85

Intake & exhaust valves both heads

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ Original Equipment
☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TL* - THE CONTACT OWNS A 2003 BMW R1150 WITH CURRENT FAILURE OF MILEAGE OF 10,000 MILES. THE MOTORCYCLE WAS HAVING THE SAME PROBLEM AS MENTIONED IN RECALL CAMPAIGN # 03V483000 CONCERNING ENGINE HESITATION OR MISFIRING. WHEN RIDING ON A DRY DAY ON FLAT ROAD THE MOTORCYCLE BACK FIRED MORE THAN ONE TIME WHILE DRIVING 4500 RPMS IN 6TH GEAR. THE BACK FIRE CAUSED ENGINE DAMAGE. THE MOTORCYCLE WAS REPAIRED BY A PRIVATE MECHANIC. THE CONTACT REPORTED THE PROBLEM TO THE MANUFACTURER, WHO STATED THAT THIS MOTORCYCLE WAS NOT INCLUDED IN RECALL. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Extreme engine misfiring occurred at approximately 80~85 mph after which the motorcycle continued to run at lower speeds. I was able to drive home, after which the motorcycle would no longer run properly. After testing the engine the compression was very low and a cylinder bleed down test resulted in audible air leakage past the valves. Both the cylinder heads were removed, as were the valves. All of the valves were pitted and had carbon buildup. I lapped the valves, cleaned the pistons, installed new gaskets and reassembled the engine. Upon starting the engine it ran poorly and I found the ignition timing to be advanced to approximately 12~14 degrees btdc. I searched the internet for information regarding this type of problem and found information as described in safety recall # 03V483000 which describes the routing of the electrical harness. I found the ignition lead on the right cylinder in contact with the wiring harness including the O2 sensor. The wiring was to the outside of the crankcase breather line secured with wire ties. I repositioned the wiring harness behind the breather line and moved the ignition lead as far away as possible on the outside of the breather line. The engine subsequently ran better and the ignition timing was then 6 degrees btdc. Since I repaired the engine I've experienced moderated engine surging and some oil consumption. I contacted BMW about this problem and they didn't seem to be too concerned. I'd like to point out that at the time the misfiring occurred I was driving in a straight line and, should I have been cornering the misfiring was severe enough I'm sure an accident would have certainty occurred.