



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

2008

FOR AGENCY USE ONLY 100148

Date Received

20-FEB-2008

MAR 11 AM 7:27

Repository

Reference No.

10218676

OWNER INFORMATION (Type or Print)

Name [REDACTED]
 Address [REDACTED]
 City HUNTINGTON BEACH State CA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED]

E-mail Address

Evening Telephone Number

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

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: SMTC00L57 [REDACTED]
 Make: TRIUMPH Model: ROCKET III Model Year: 2005
 Date Purchased: 31-JUL-04 Dealer's Name and Telephone Number: _____ Engine: No: Cylinders: _____ Fuel Type: Gas
 Original Owner: Dealer's City: _____ State: _____ Zip Code: _____
 Transmission Type: MANUAL Antilock Brakes Cruise Control
 Powertrain: FRONT WHEEL DRIVE REAR WHEEL DRIVE
 Vehicle Component Code: 060000 ENGINE AND ENGINE COOLING
 Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 18-MAY-2007 Failure Mileage: 22000 Failure Speed: 65
 I WAS ON THE FREEWAY WHEN BEARING FAILED

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 2005 TRIUMPH ROCKET III. THE CONTACT STATED THAT THE OUTPUT SHAFT BEARING WAS INSTALLED BACKWARDS. THIS CAUSES THE BEARING NOT TO RECEIVE OIL, THE OUTPUT SHAFT TO STOP TURNING, LOCKS THE REAR TIRE, AND THE UPPER SHAFT CREATES A HOLE IN THE ENGINE. FURTHERMORE, THE FAILURE CAUSES THE ENGINE TO LOSE OIL AND THE REAR TIRE TO BECOME SLIPPERY. THE MANUFACTURER IS AWARE OF THE FAILURE AND ARE REPAIRING THE VEHICLES THAT WERE SOLD OVERSEAS, NOT THE ONES SOLD IN THE UNITED STATES. THE MANUFACTURER WOULD NOT ASSIST BECAUSE THE CONTACT TOOK THE VEHICLE APART, WHICH WAS NOT COVERED UNDER WARRANTY. THE ENGINE SIZE AND NUMBER OF CYLINDERS WERE UNKNOWN. THE CURRENT AND FAILURE MILEAGES WERE 22,000.

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 to 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.

[REDACTED]
[REDACTED]
Huntington Beach, Ca [REDACTED]
[REDACTED]

Ref. 10218676

Within this package you will see pictures of the remains of the ball bearing that disintegrated. The bearing was part of the transmission Damper and is shown by a schematic. Also on the web there was a poll taken and that info is in this packet.

What Triumph said to me was that since I took the motor apart they would not warranty the engine because I was not a certified triumph mechanic.

The bike was past its warranty date and the triumph mechanics that I spoke with, none of them had torn down and rebuild this engine outside of the triumph training.

I have been and still do mechanical work on all my equipment, cars, bikes and anything else. I was a mechanic for many years and have taken trainings to learn more or I am self taught.

The damage to this engine is extensive and should be trashed. There is debris in the journals of the cam shafts which caused marring of the cams. The transmission ground up parts of the bearing so the gears are damaged. The oil pump and scavenging pump took the debris and pulverized it leaving the oil pump marred and not of use. What I am amazed of is that the mechanics did not catch this while it was still under warranty because it would have shown signs of metal in the drip pan at oil changes. Until it was out of warranty triumph took care of the bike. I just changed the oil and noticed that there were black and shiny particles in the drip pan and so I thought it was from the clutch since it was slipping which I replaced. Being unaware that this bearing was also a problem. It was a matter of weeks when driving on a local freeway at around 65mph that the bike began to vibrate out of control. I pulled in the clutch lever to see if it was the engine vibrating or the transmission, final drive or what. I made it home lifted the bike to check different parts and found there was metal in the oil. At this time I drained the oil took off the bottom of the engine for inspection and found debris everywhere. I then disassembled the engine taking pictures as I went.

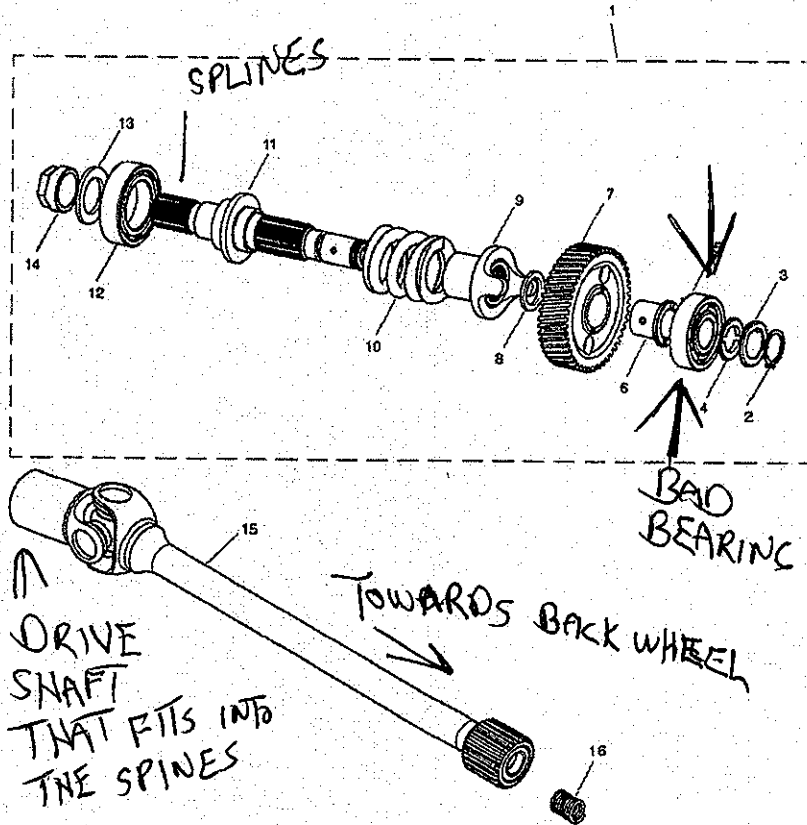
What is bad about this bearing failure is if the shaft that the bearing holds jams it will lock up the rear tire causing the rear tire to skid out of control. Or the shaft could break put a hole in the engine case and spill oil in front of the rear tire causing the rider too loose control. I have heard thru the web that this problem exists and was being fixed overseas. Then why am I paying for all these parts to repair my engine?

REF # 10218676

Rocket III - Transmission Damper & Drive Shaft

2/27/2008 4:59:33PM

Transmission Damper & Drive Shaft

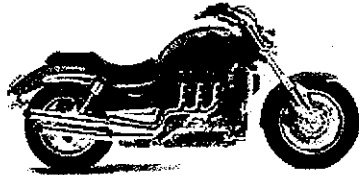


SEQ.	PartNumber	Part	Disc	RRP	Req.	Qty	Comment
1	T1270800	DAMPER, TORSIONAL	STD	368.99	1	0	
2	T1270870	CIRCLIP	STD	2.82	1	0	
3	T1270865	CAP, COLLET	STD	2.84	1	0	
4	T1270861	Collets	STD	4.98	2	0	
5	T1270850	BEARING, TORSIONAL DAMPER	STD	24.68	1	0	
6	T1270825	BUSH, GEAR	STD	23.50	1	0	
7	T1270821	GEAR, DAMPER, 48T, HELICAL	STD	108.46	1	0	
8	T1271845	Washer	STD	9.38	1	0	
9	T1270840	FOLLOWER, TORSIONAL DAMPER	STD	70.42	1	0	
10	T1270831	Spring	STD	14.25	1	0	
11	T1270815	SHAFT, DAMPER, THREADED, M32.0	STD	170.30	1	0	
12	T3801135	Bearing, Ball, 45 x 75 x 16	STD	40.15	1	0	
13	T1270886	WASHER, SPRING, DISC	STD	1.42	1	0	
14	T1270885	NUT, SEAL, OUTPUT, M32.0	STD	8.96	1	0	
15	T1270600	SHAFT/UNIVERSAL JOINT	STD	277.61	1	0	
16	T1270500	SPRING, DRIVE SHAFT	STD	3.26	1	0	

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crash protection



ROCKET III OWNERS

R3 Owners.com

The Original Web Forum for the Triumph Rocket III

- [Home](#)
- [Forum](#)
- [Album](#)
- [Search](#)
- [Memberlist](#)
- [Usergroups](#)
- [Site Help](#)

Poll Question for Forum!-Output Shaft Bearing Problems

Goto page 1, 2, 3, 4, 5, 6, 7 Next



R3 Owners.com Forum Index -> Technical Chat

[View previous topic](#) :: [View next topic](#)

How many Rockets have had tranny problems?

Yes, I have had the output bearing problem	<input type="text"/>	12% [21]
Yes, I have had a different tranny problem (please discribe in a post below)	<input type="text"/>	8% [15]
No problemos	<input type="text"/>	79% [136]

Total Votes : 172

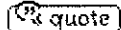
Author

Message

chop
 Pizza Delivery
 Boy...Girl...whatever

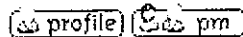
Joined: 22 Mar 2006
 Posts: 23
 Location: coffs harbour

Posted: Wed Mar 22, 2006 9:09 am Post subject: Poll Question for Forum!-Output Shaft Bearing Problems



Output Shaft Bearing blew apart on bike. Located down left side back of motor. Started as low rumble come vibration, then wild noises. Has been fixed under warrenty but there has been 3 or 4 in Australia that I know of. Look,s like quiet a few oversea,s as well. A few people beleive it is because of the torque. The mecanic say,s it may be because the bearing is only splash feed. The bike only has 5000 kim,s on it and is only 7 mth,s old. The bike get,s ridden hard, but with care.The problem i have is i was gonna bomb it up in the horsepower area [torque is fine] and it is stock and this has happened. The shaft that this bearing sit,s on is located between the mainshaft of gearbox and the shaftdrive. So it is in the direct power drive line. [I would like to add I,m a rider, not a fixer] but i have had and worked on many bikes in 38 year,s of ridng. I also would like to add i love all that the bike does, and i wish I had one 20 year,s ago. [would have saved a lot of money]. Has any one else had this problem ??

[Back to top](#)

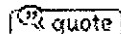


scotsmun
 World SuperBike Rider



Joined: 11 Sep 2005
 Posts: 2420
 Location: Sydney, Australia

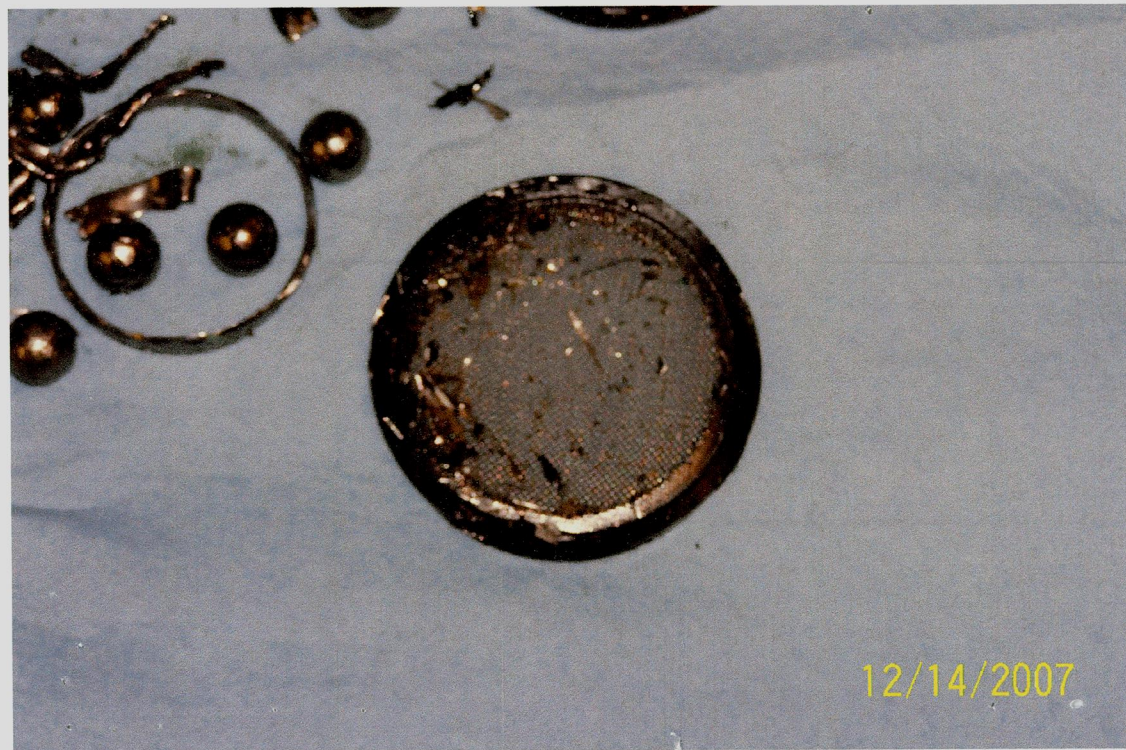
Posted: Wed Mar 22, 2006 9:37 am Post subject:



When i mentioned I may turbo the bike, the head of the service department expressed concern about the drivetrain being able to cope with the increase. He could be right.

Revenge is a dish best served cold

[Back to top](#)



REF 10218676





THIS IS WHAT
WAS STILL ATTACHED
TO SHAFT

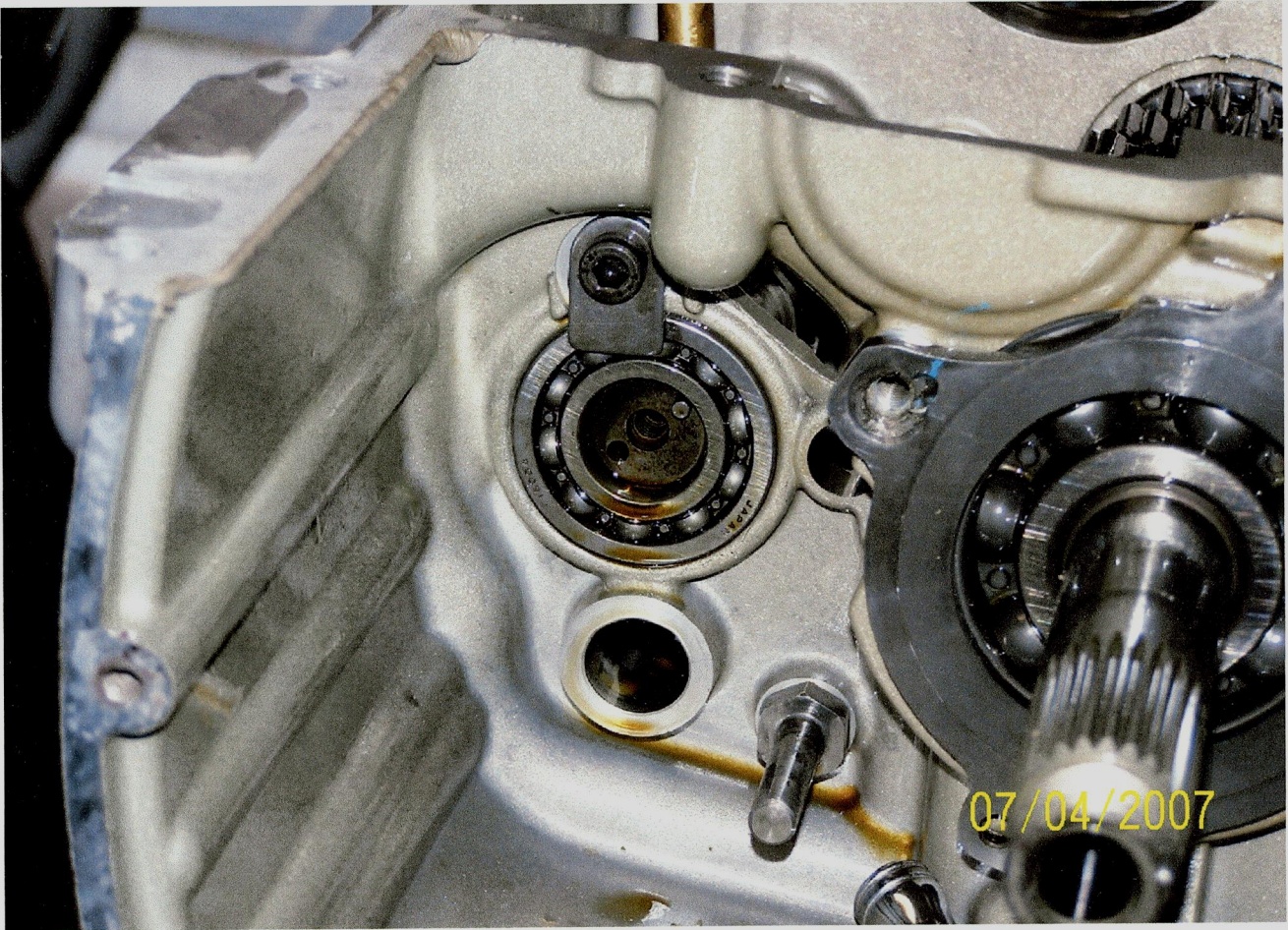
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← THE PARTS OF THE 1 BEARING FOUND AT THE ENGINE FILTER THIS WAS ALSO RESTRICTING OIL FLOW TO ENGINE.



REF # 10218676

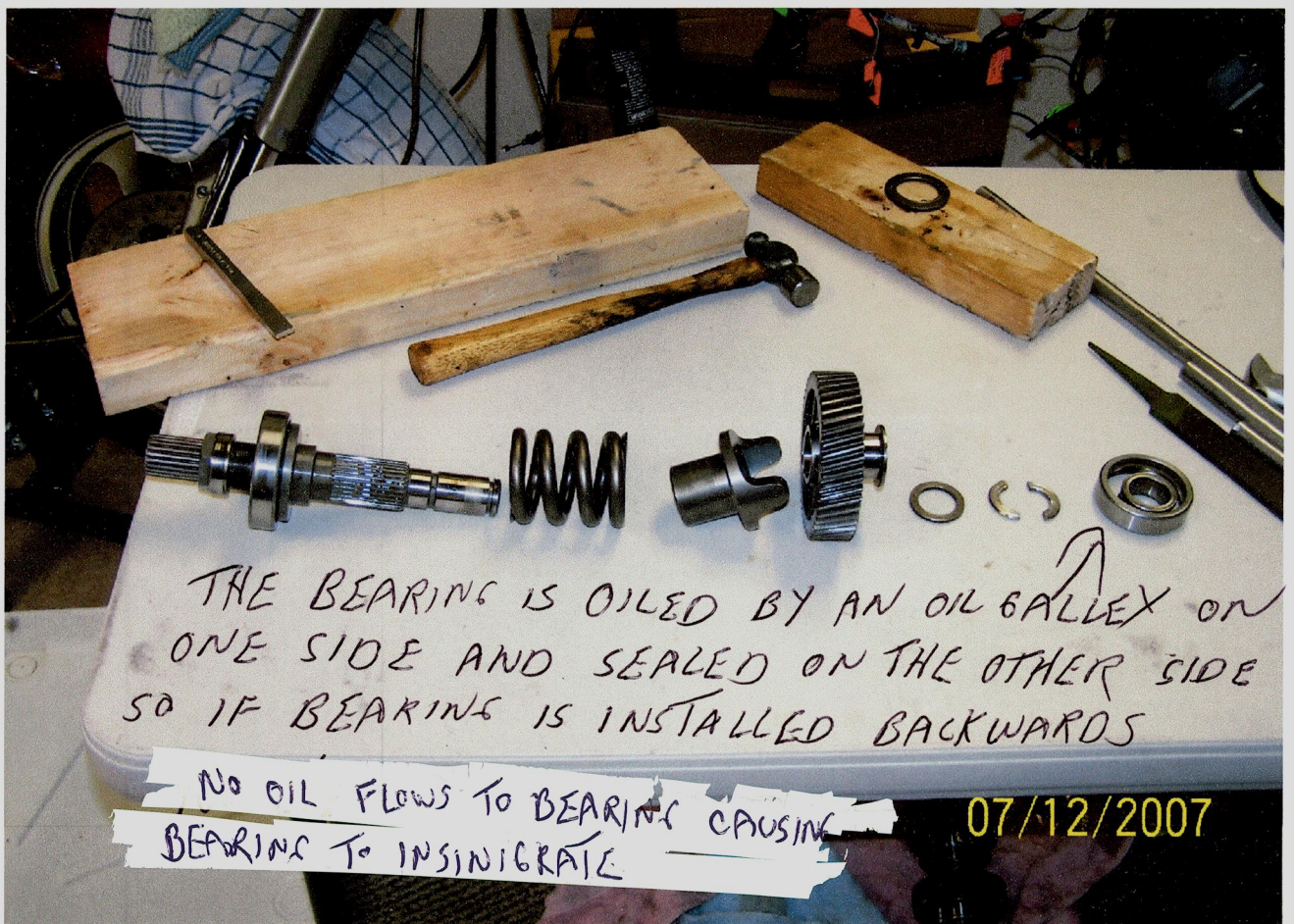


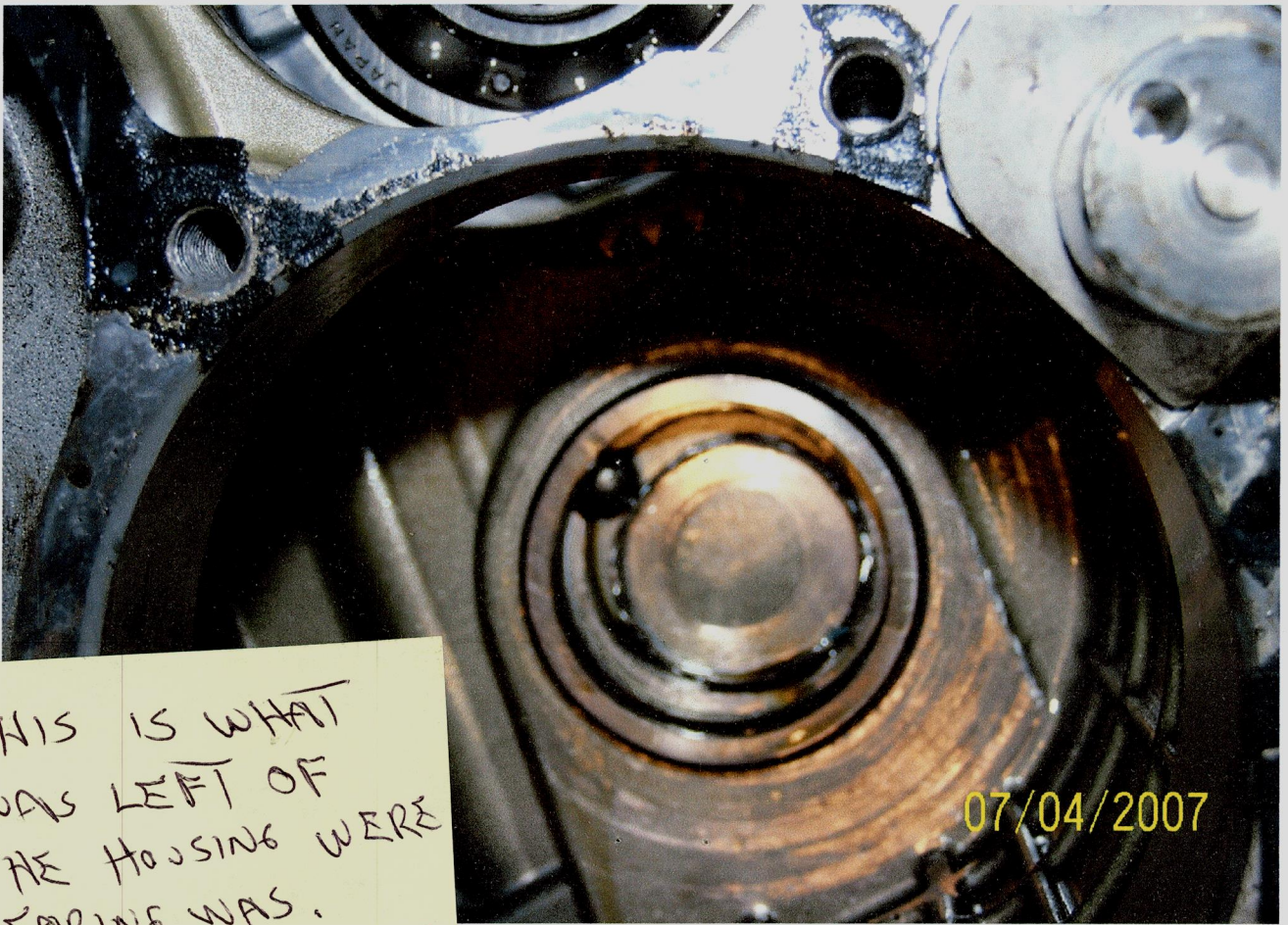
THESE ARE WHAT A BALL BEARING
LOOKS LIKE WHEN WORKING PROPERLY
THESE ARE NOT THE "BEARING" THAT
WAS DESTROYED

REF # 10218676

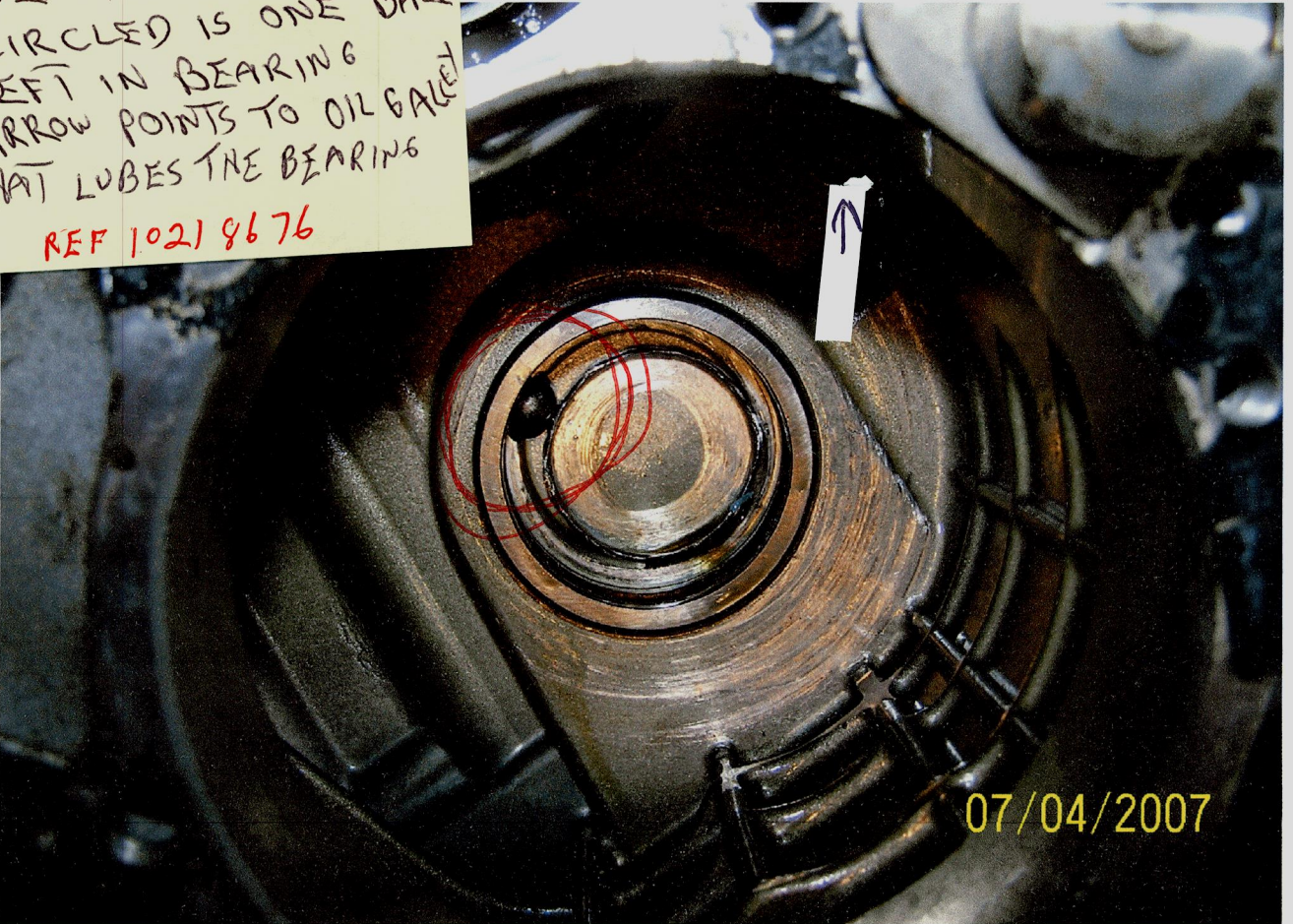


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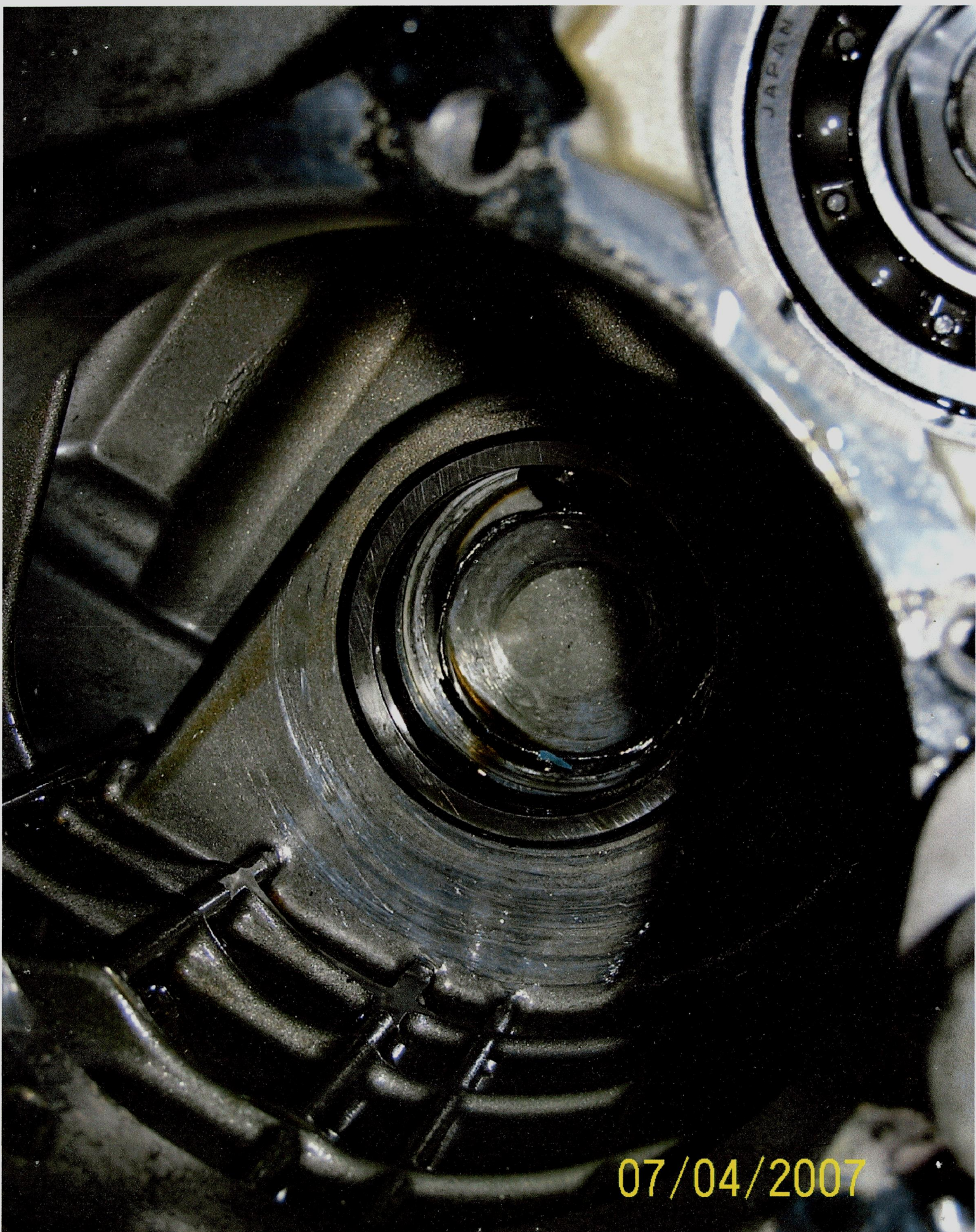




THIS IS WHAT
 WAS LEFT OF
 THE HOUSING WHERE
 BEARING WAS.
 CIRCLED IS ONE BALL
 LEFT IN BEARING
 ARROW POINTS TO OIL GALLERY
 THAT LUBES THE BEARING
 REF 1021 8676



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07/04/2007

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