



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

1200 New Jersey Avenue SE.
Washington, DC 20590

JAN 3 1 2012

[REDACTED]

Edmonds, WA [REDACTED]

Dear [REDACTED]

NVS-216 rrr
Ref. No. 10439549

Thank you for your correspondence concerning a defect petition on model year (MY) 2001 BMW K1200LT motorcycles. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI).

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance.

You request acknowledgement of your safety defect petition regarding final drive bearing failure in MY 2001 BMW K1200LT motorcycles.

On January 20, 2012, ODI opened defect petition (DP12-001) requesting an investigation into problems associated with final drive bearing failures in MY 1998 through MY 2009 BMW K1200LT motorcycles. ODI is evaluating the petition and all other available information; however, no determinations to grant this petition have been reached at this time. For your information, we have enclosed a copy of the opening resume for DP12-001. In addition, we have changed the failure date for your complaint (ODI No. 10439549) to October 21, 2011, in our database and added your motorcycle's vehicle identification number.

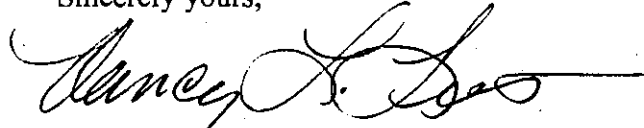
You also expressed concern with the variance in how other similar complaints were coded with respect to the failed component. Please note that the majority of complaints received by NHTSA are by way of an online form where the component code is selected by the complainant. In the case of a complaint like yours that was initiated as a letter, the component code is selected by NHTSA staff. However, our process for indentifying complaint trends does not rely solely on the component code. Our analysts make use of other fields including the complaint description to ensure our ability to identify trends quickly and completely.

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[REDACTED]

I hope this information is helpful. If you have any questions, please contact me or Mr. Frank S. Borris, Director, Office of Defects Investigation, at (202) 493-2631.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Nancy L. Lewis", with a long horizontal flourish extending to the right.

Nancy L. Lewis
Associate Administrator
for Enforcement

Enclosure



U.S. Department
of Transportation
**National Highway
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Administration**

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

As provided by (Department) information
Federal Highway Traffic Safety Administration
will be displayed as received to ensure
the content has remained unchanged

Investigation: DP 12-001
Prompted by: Consumer Letter
Date Opened: 01/20/2012
Investigator: Robert Young
Approver: Frank Borjis
Subject: M/C final drive ball bearing failure
Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: BMW OF NORTH AMERICA, LLC
Products: 1998-2009 K1200LT
Population: 15,413

Problem Description: Final Drive Crown Gear Ball Bearing Assembly ("the big bearing") progressive failure resulting in gear oil loss and/or bearing destruction with consequent rear wheel looseness.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	95	TBD	95
Crashes/Fires:	0	TBD	0
Injury Incidents:	0	TBD	0
Fatality Incidents:	0	TBD	TBD
Other*:	70	TBD	70

*Description of Other: From web-based "Final Drive Failure Registry" as of July, 2009 involving only K1200LT's.

ACTION / SUMMARY INFORMATION

Action: Open a Defect Petition and conduct an analysis of the allegations made in the letter referenced in the Summary below.

Summary:

By letter dated 11-28-2011, Christopher D. Cimino of Edmunds, WA, requested that NHTSA "open an investigation into the repeated final drive bearing failure and possibly flawed assembly controls of the final drive unit on BMW K1200LT models..."

NHTSA's Office of Defects Investigation (ODI) is opening this investigation to examine Mr. Cimino's allegations and determine whether a safety-related defect trend currently exists involving final drive crown gear ball-bearing assembly failures on the subject motorcycles.

The ODI report cited above can be reviewed at www-odi.nhtsa.dot.gov/complaints under the following identification (ODI) number: 10439549