C1-10449710-8449

February 9, 2012

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NHTSA
Office of Defects Investigation (NVS-210)
West Building
1200 New Jersey Ave SE
Washington DC 20590

Dear Sir or Madam,

I am writing about Power Train final drive bearing failures, being investigated under Campaign DPI 12001, in my 1999 BMW K1200LT.

The BMW I am writing about is VIN WB10555AXXZ[redacted]

These failures are the same as those described in ODI Number 10439549.

The first of four (4) final drive failures, which resulted in a half a quart of gear lube oil being leaked on the highway and a near-accident when the bearings failed, occurred on February 2, 2006. The mileage on the motorcycle at that time was 36,102. The repair work involved removing the final drive assembly, taking it apart and renewing the rear seal, o-ring, bearing, gaskets, and gear lube.

The second (2nd) of the four (4) power train final drive failures occurred on June 11, 2007. The mileage at that time was 60,188. All if the gear lube oil leaked out when the bearings failed, getting oil on the rear tire and making the tire slippery. The final drive unit seized up when it was being unloaded from a tow truck at the repair facility. Again the rear seal, o-ring, roller bearing, gaskets and gear lube was replaced.

The third (3rd) time the power train final drive failure occurred was November 14, 2009 with mileage of 92,104. This time the repair facility said the fragments of the crushed bearing had damaged the gears in the power train final drive assembly. The repair this time included replacing the gears in the final drive, plus the gaskets, o-ring, bearing and gear lube oil.

The fourth (4th) time the power train final drive bearings failed was September 4, 2010 with the mileage at that time being 107,478. After three (3) previous failures the repairing mechanic said it would be best to replace the entire drive train final drive assembly which contained all new gears, gaskets, seals, o-ring, and bearings, plus the housing that holds all of these parts. That final drive assembly cost $1,468 plus the $360 labor. Again when the

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bearing failure happened there was a major oil leak from the final drive unit and the rear wheel wobbled dangerously.

This BMW K1200LT now has 113,465 miles and hopefully the bearings in the completely new final drive assembly will not fail.

When the bearing has failed in the past, all the gear lube runs out, the rear tire becomes coasted in oil and thus is slippery, and the rear wheel wobbles from side to side making the motorcycle totally unsafe to ride. Eventually the failed bearings will seize and if this seizure happens when riding, the motorcycle would loose all control.

I sincerely hope your investigation forces BMW to recognize and admit to the fact that the final drive bearing in the K1200LT is not adequate to handle the weight, torque and other demands of the motorcycle. When the round bearings fail and become crushed, the fragments of metal destroy the o-ring that holds the gear lube oil in the housing and all the oil runs out. If the bearing failed at highway speed, it could well result in a serious or even fatal accident.

The best case would be for BMW to admit their mistake in using this bearing, make available a better bearing that would not fail and have a recall on the K1200LT motorcycles to have the better bearing installed at no cost to the owner, and reimburse the motorcycle owners for the cost of the prior repairs caused by the bearing failures.

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Salt Lake City, UT [redacted]

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