



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2012

NVS-216 nlm
Ref. No. 10466263

[REDACTED]
Chagrin Falls, OH [REDACTED]

Dear [REDACTED]

Thank you for your correspondence concerning your model year (MY) 2000 BMW R1100RT-P and 2008 K1200GT motorcycles. The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) received your correspondence.

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 motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect trend may exist. We do not have authority to act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

You indicated that a defective bearing seal in the power train final drive failed in your 2000 BMW R1100RT-P and 2008 K1200GT motorcycles allowed gear oil to leak onto the rear tire. On January 20, 2012, ODI opened defect petition (DP12-001, resume enclosed), based on a consumer complaint to investigate a problem associated with final drive bearing failures in MY 1998 through MY 2009 BMW K1200LT motorcycles. As part of our investigation, ODI is evaluating peer motorcycles including the MY 2000 BMW R1100RT-P. However, no determinations have been reached at this time. The information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention. For your information, the investigation and recall process can be found on our web site at www.nhtsa.gov.

Should you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, you can complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.gov. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc. can be obtained from our web site.

Sincerely,

A handwritten signature in black ink that reads "Randy Reid". The signature is fluid and cursive, with the first name "Randy" and last name "Reid" clearly distinguishable.

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure



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ODI RESUME

OFFICE OF DEFECTS INVESTIGATION
NHTSA
Authorized U.S. Government Information
National Highway Traffic Safety Administration
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the content has remained unchanged

Investigation: DP 12-001
Prompted by: Consumer Letter
Date Opened: 01/20/2012
Investigator: Robert Young
Approver: Frank Borris
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