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

ODI RESUME

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

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