



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 19-002  
**Date Opened:** 03/25/2019  
**Investigator:** Peter Kivett **Reviewer:** Bruce York-B  
**Approver:** Stephen Ridella  
**Subject:** Steering Oscillation

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** BMW of North America, LLC  
**Products:** 2018 - 2019 K-1600  
**Population:** 980 (Estimated)

**Problem Description:** While riding at highway speeds or decelerating, the front handlebars may oscillate and shake violently causing the operator/rider to lose control of the bike potentially resulting in injury or death.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	6	Confidential	Confidential
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	Confidential	Confidential

\*Description of Other: BMW field reports

## ACTION / SUMMARY INFORMATION

**Action:** This Preliminary Evaluation (PE) is opened.

### Summary:

The Office of Defects Investigation (ODI) is opening a Preliminary Evaluation (PE) on 2018-2019 Model Year BMW K-1600 motorcycles for steering oscillation while at highway speeds or decelerating.

NHTSA has received 6 consumer complaints alleging steering oscillations ("front end wobble") for the subject motorcycles. On December 11th, 2018 ODI met with BMW and learned they had received 15 complaints and 12 field reports describing the same condition. A typical complaint alleges the motorcycle is unstable at highway speeds above 60 mph or while decelerating inducing a front end (handlebar) wobble that can be difficult for the rider to control. In both cases the consumers felt they were at risk of injury.

ODI has contacted several complainants to verify the allegations and visited a BMW dealership to learn more about the steering system design. While at the dealership, ODI was unable to duplicate the alleged phenomena during a short ride, but did become familiar with the subject motorcycle and establish an awareness of the consumers concerns. In order to conduct thorough testing of the alleged steering oscillation, ODI believes it necessary to have the subject motorcycle tested at our Vehicle Research Testing Center (VRTC), under controlled conditions.

A Preliminary Evaluation has been opened to understand the frequency and severity of the alleged defect.

The ODI reports cited above can be reviewed at:  
<http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID>  
 using the following complaint identification numbers:

11098821, 11111044, 11111232, 11128491, 11149745, 11113682