

BMW Group

March 25, 2011

Mr. Claude Harris
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave., S.E.
Washington, DC 20590

**Re: Recall Campaign – 10V-488
Rear Wheel Linkage
2005-11 BMW K 1200 and K 1300 Motorcycles
Amendment**

Dear Mr. Harris:

This is an amendment to our December 9, 2010 Part 573 Supplemental Report.

Sections 4 and 6 of the report are amended as follows:

4. The percentage of motorcycles estimated to actually contain the condition is 0.5%.
6. BMW became aware of this matter as a result of normal quality control monitoring processes. Specifically, BMW received reports from the field suggesting varying levels of damage to the rear wheel link lever.

By January 2008, BMW received 11 non-US reports from the field for motorcycles having mileage accumulation between approximately 30 miles and 65,000 miles. Note, for the motorcycle with only 30 miles, it was likely due to a component production issue involving a missing bushing. At the time, for 3 of the 11 reports, it was thought that the motorcycles may have been previously dropped which would more quickly have led to the condition that is the subject of this recall; in other words, the motorcycle's rear wheel linkage had already sustained damage. On January 21, 2008, it was decided to introduce a scheduled maintenance, for motorcycles with 24,000 miles, consisting of the lubrication of the motorcycle's radial shaft seals in the rear wheel linkage; in cases involving advanced corrosion of the bearing, the linkage would be replaced. It was decided to continue to monitor the field situation.

By September 2008, a total of 14 non-US reports from the field were received; of these, 4 may have involved motorcycles with a pre-existing condition (drop). Notably, 10 of the 14 cases occurred in Great Britain, likely due to the specific climate in Great Britain compared to other markets. On September 16, 2008, due to the unique nature of the field data, and the specific climatic conditions in Great Britain, it was decided to perform an examination of the field situation in Great Britain.

The field examination in Great Britain occurred over approximately six months, from the end of 2008 into 2009. Affected parts were returned for analysis and testing in order to understand potential causes of corrosion to the bearings, and to also

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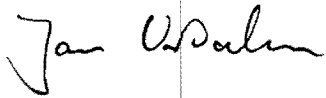


assess the effectiveness of the scheduled maintenance (bearing lubrication) program.

By March 2010, a total of 36 non-US reports from the field were received; again, 4 of these cases were thought to involve motorcycles with a pre-existing condition (drop), and 2 drops without injury. Further meetings were held on March 22, 2010, April 19, 2010, and June 14, 2010. At those meetings, it was decided to continue to monitor the field.

Despite the absence of evidence suggesting that the problem had manifested itself in the US market, on September 6, 2010 BMW decided to conduct a voluntary recall as a precautionary measure in order to address any possibility that this rear wheel linkage issue could occur in the future.

Sincerely,

A handwritten signature in black ink that reads "Jan Urbahn". The signature is written in a cursive style with a large, sweeping initial "J".

Jan Urbahn
General Manager
Safety Engineering and Intelligent Transportation Systems