

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-496
Front Brake Disc Fasteners
2008-10 BMW F 650 GS 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 2%.
6. BMW became aware of this matter as a result of normal quality control monitoring processes. Specifically, BMW received non-US field reports pertaining to a loose front brake disc.

BMW has not received any reports, nor is BMW otherwise aware, of any accidents or injuries related to this issue.

In 2008, approximately 20 non-US field reports pertaining to loose front brake disc fasteners were received. There were no reports of accidents or injuries. At that time, BMW decided to perform a recall whereby longer front brake disc fasteners were fitted to potentially affected motorcycles. That recall was identified by NHTSA as 08V-693.

By October 2009, 28 non-US field reports pertaining to loose front brake disc fasteners were received for motorcycles which were equipped with the longer fasteners either in new production, or as a part of 08V-693. On October 5, 2009, it was decided that Engineering should perform tests and analyses in order to determine the cause of these new occurrences and develop a solution. Bench testing and road testing (riding) were performed. On November 9, 2009, no new reports were received, and it was decided to follow-up in late November. On November 27, 2009, no new reports were received. Engineering reported that a fastener's washer may be the cause of a loose fastener; however, it was determined that this would not lead to a fastener working completely free of its housing, or a loss of braking. Consequently, it was decided to continue to monitor the situation in the field.

By September 2010, two additional field reports were received. One report pertained to the US market.

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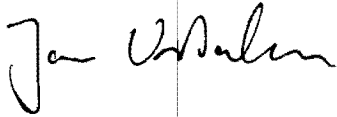
bmwusa.com



Further analyses indicated that in a worst-case condition, the front brake disc could separate from the wheel.

On September 6, 2010, BMW decided to conduct a voluntary recall as a precautionary measure in order to address any possibility of fastener looseness that could occur in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan Urbahn". The signature is written in a cursive style with a large initial "J".

Jan Urbahn
General Manager
Safety Engineering and Intelligent Transportation Systems