



October 20, 2011

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

11V-522  
(3 Pages)

**RE: Recall Campaign  
Electric Auxiliary Water Pump  
2010 Rolls-Royce Ghost**

Dear Mr. Harris:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.

Pursuant to Section 573.6(c), we submit the following information.

1. **Manufacturer:** Rolls-Royce Motor Cars, Ltd.  
**Designated Agent:** Jan Urbahn  
BMW of North America, LLC  
Woodcliff Lake, NJ 07677
2. **Make:** Rolls-Royce  

| <u>Model Year / Model</u> | <u>Inclusive dates of manufacture</u> |
|---------------------------|---------------------------------------|
| 2010 / Ghost              | Sep. 2009 – Sep. 2010                 |
3. The number of vehicles affected is approximately 589.
4. The percentage of vehicles estimated to actually contain the condition is 100%.
5. The issue involves the electric auxiliary water pump. The auxiliary pump is controlled electronically by an engine control unit. The pump supports cooling of the turbocharger under specific engine operating conditions. After switching off the engine, the electric auxiliary water pump conducts heat away from the turbocharger.

Under certain conditions, the pump's electronic circuit board can malfunction. The malfunction can occur as a result of certain design features in combination with high operating temperatures. Under these conditions, this can lead to a failure of the water pump. In some cases, the circuit board can overheat. In an extreme case, overheating of the circuit board can lead to smoldering of the water pump. If smoldering occurs, it cannot be excluded that this may also lead to an engine compartment or vehicle fire. If the auxiliary water pump fails, or if there is a reduction in engine cooling, the driver will, in most cases, be informed by a warning message in the instrument cluster's "message center" during driving and also when stopping the vehicle.

### Rolls-Royce Motor Cars

Rolls-Royce Motor Cars NA, LLC  
Mailing Address: P.O. Box 1227, Westwood, NJ 07675-1227  
Office Address: 300 Chestnut Ridge Road, Woodcliff Lake, NJ 07677-7731  
Telephone (201) 307-4000 Fax (201) 571-5479  
[www.rolls-roycemotorcars.com](http://www.rolls-roycemotorcars.com)  
A BMW Group Company

The name, business address, telephone number, and contact person of the supplier, and country of origin of the component, is:

Gerd Zimutta  
Legal Department  
Pierburg Pump Technology GmbH  
Alfred-Pierburg-Str. 1  
41460 Neuss  
Tel. +49 2131 5202037  
Fax. +49 2131 5202166  
Email: [Gerd.Zimutta@de.kspg.com](mailto:Gerd.Zimutta@de.kspg.com)

Country of Origin – Germany

6. Rolls-Royce became aware of this matter through BMW internal quality control analyses and processes.

In June 2009, the first occurrences of electric auxiliary water pump failure were noticed on internal BMW test vehicles with 8-cylinder engines. Initial analyses showed different fault patterns at the water pump circuit components.

A field parts return process was initiated. Further analyses of parts returned from the field during 2009 indicated that one of the fault patterns could be electro-migration.

In April 2010, a smoldered electrical cable of the water pump was found on an internal BMW vehicle.

In May 2010, there were two occurrences of BMW field vehicles with a burned engine compartment. Analyses of these two vehicles pointed to a defective water pump as the cause.

In July 2010, a Task Force was created to intensively analyze this issue. Between July and November 2010, further analyses were conducted. It was found that in the field, thermal degradation of the auxiliary pump on vehicles with 8-cylinder engines were occurring with increasing frequency. Specifically, it was determined that there were 21 cases as of July 2010 and 44 cases as of November 2010.

In November 2010, electro-migration was confirmed as the root cause of the circuit board and water pump overheating failures.

The field continued to be monitored, and as of July 2011, there were 92 cases of pump failure in BMW vehicles. To date, there are 102 known cases worldwide. Two of these cases (from May 2010) include engine compartment fire.

On October 13, 2011, Rolls-Royce Motor Cars decided to conduct a voluntary recall, although there were no occurrences from the field in Rolls-Royce vehicles.

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

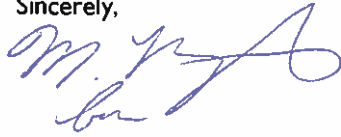
7. Not applicable.

8. Rolls-Royce will conduct a recall campaign to remedy the affected vehicles. The electric auxiliary water pump will be replaced.

Rolls-Royce expects to begin dealer notification in October, and begin and complete owner notification in November 2011.

9. Not applicable.
10. A copy of the Service Bulletin will be submitted when available.
11. A draft copy of the owner notification letter is attached.
12. Not applicable.

Sincerely,



Jan Urbahn  
General Manager  
Safety Engineering and Intelligent Transportation Systems