

**RECEIVED**

By Recall Management Division at 8:24 am, Dec 03, 2012

**VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED, AND EMAIL**

November 30, 2012

Ms. Nancy Lummen Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Ave., S.E.  
Washington, DC 20590

**Re: Recall Campaign – Amended Notice  
Front Brake System  
2012-13 BMW K 1300 S (including HP Limited Edition) Motorcycles**

Dear Ms. Lewis:

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), this is an amendment to the July 8, 2009 report to add the following information indicated in **bold** pertaining to additional production.

1. Manufacturer: Bayerische Motoren Werke AG (BMW AG)

Designated Agent: Thomas C. Baloga  
Vice President, Engineering-US  
BMW of North America, LLC  
200 Chestnut Ridge Rd. (Bldg. 150)  
Woodcliff Lake, New Jersey 07677

Model Year / Model: **2012-13 / K1300 S  
(including HP Limited Edition)**

Inclusive Dates of Manufacture: **Jan. 5, 2012 – Oct. 30, 2012**

**Company**  
BMW of North America, LLC

BMW Group Company

**Mailing address**  
PO 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

**Website**  
bmwusa.com

3. **The number of motorcycles potentially affected is 421.**
4. The percentage of motorcycles estimated to actually contain the problem is unknown.
5. This recall involves the front brake system. In certain riding conditions involving increased vibration, such as on long rides at constant high engine rpm **within a very narrow range, and with the front brake fluid reservoir filled to maximum capacity**, it is possible for the brake fluid in the front reservoir to foam. As a result, air could enter the front brake system. If this occurred, then front brake performance would be reduced dependent upon the volume of air that entered the system. It is very unlikely that the front brakes would lose their full power. However, if such a case were to occur, the rear brakes would be fully capable of slowing and stopping the motorcycle, **although the risk of a crash could increase.**
6. **Starting with Model Year 2012, the K 1300 S front brake system design was changed compared to the design used on the K 1300 S in prior model years.**



**A new front brake handle design was introduced that was believed to eliminate the need for the screen insert that had been included in the front brake fluid reservoir in prior model years and as the remedy in recall 09V-202. The screen insert had been included in prior model years in order to prevent the possibility of brake fluid foaming within the front brake fluid reservoir which could occur under very specific riding conditions.**

**Between January and October 2011, prior to introduction of the Model Year 2012 K 1300 S, BMW conducted an extensive set of front brake system testing in order to verify this design change on various models, including the K 1300 S. On-road tests were conducted using engine rpm, engine rpm range, and running time as test parameters. At that time, the tests were successful and helped to verify the new front brake system design without the need for a screen insert in the brake fluid reservoir.**

**In early 2012, BMW became aware of a front brake fluid foaming issue on a 2007 K 1200 R in Europe. Details about the K 1200 R matter are contained in our October 4, 2012 Part 573 report which was assigned "12V-487" by NHTSA and which is an extension of 09V-202. During the technical assessment that led to the decision in 12V-487, it was determined through extensive testing and analyses that brake fluid level could also have an effect upon brake system performance. In August 2012, it was determined that brake fluid level, along with a number of other parameters, could cause foaming of the brake fluid within the front brake fluid reservoir.**

**Accordingly, BMW thought it was prudent to retest models which had the new front brake system design by using brake fluid level as an additional test parameter. In August 2012, BMW started testing models which had the new front brake system design. The Model Year 2012 K 1300 S was included in the test program.**

**In October 2012, tests were conducted on a Model Year 2012 K 1300 R. Although that particular model is not sold in the US, the front brake system design is similar to the K 1300 S which is sold in the US. A reduction in front brake performance as a result of foaming of the brake fluid within the front brake fluid reservoir was observed.**

**In November, tests were conducted on a Model Year 2012 K 1300 S. Similar to the result for the K 1200 R, a reduction in front brake performance as a result of foaming of the brake fluid within the front brake fluid reservoir was observed.**

**As a result of these tests, BMW immediately performed additional tests on both the Model Year 2012 K 1300 S and K 1300 R equipped with a screen insert within the front brake fluid reservoir. It was believed that the addition of the screen insert would prevent the possibility of foaming of the brake fluid under these very specific riding conditions despite the new brake system design. These additional tests, which included the screen insert, were successful.**

**Production and manufacturing records were examined in order to determine the number, and production range, of potentially affected motorcycles.**

**On November 22, 2012, BMW decided to conduct a voluntary recall.**

**BMW has not received any reports of any accidents or injuries related to this issue.**

7. Not applicable.
8. BMW will conduct a recall campaign to remedy the affected motorcycles. The front brake fluid reservoir will be retrofitted with a screen insert.

**BMW expects to begin and complete dealer notification in December. BMW expects to begin and complete owner notification in January.**

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

Sincerely,

BMW of NORTH AMERICA, LLC



David Cordero  
Safety Integrity and Recall Manager

Attachment

TREAD ACT CUSTOMER REIMBURSEMENT PLAN  
(BMW of North America, LLC)

Customer Reimbursement for Safety Related Recall Repairs  
Effective with Safety related recalls initiated January 15, 2003

The customer is encouraged to request reimbursement from their authorized BMW motorcycle dealer. Alternatively, the customer may submit the request for reimbursement to the following address:

Customer Relations and Services Department  
BMW of North America, LLC  
P.O. Box 1227  
Westwood, NJ 07675-1227

In all cases:

- Repair expenses pertaining to the subject of the safety recall are reimbursable, not consequential expenses such as towing, rental, accommodations, damage repairs, etc.
- Expenses from repair facilities outside of the BMW motorcycle dealer network will be considered; however, the procedure must meet BMW standards.
- The Manufacturer's Suggested Retail Price (MSRP) for BMW Genuine Parts will be considered as the guideline for reasonable charges.
- Expenses for repairs performed more than 10 days after the date of the last owner notification letter sent by BMW are not eligible for reimbursement.
- Taxes and hazardous waste disposal, where previously paid, are eligible for reimbursement.

The authorized BMW motorcycle dealer will request a copy of the owner notification letter, as well as, a copy of the owner's previously paid invoice, and then inspect the vehicle (if still in the possession of the invoice holder) to determine the scope and quality of the previous repair. Claims shall be processed within 60 days of receipt.