

VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED, AND EMAIL

December 13, 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
Side-stand
2012-13 BMW S 1000 RR 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), we submit the following information.

- 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 / S 1000 RR

Inclusive Dates of Manufacture: Sep. 2011 – Dec. 2012
- The number of motorcycles affected is approximately 2,385.
- The percentage of motorcycles estimated to actually contain the condition is unknown at this time.
- This recall involves the attachment of the side-stand to the motorcycle frame. Due to a fault in the manufacturing process, the side-stand attachment threads were not cleaned sufficiently after they were bored into the frame. As a result, residue (metal shavings and a cleaning agent) from the thread boring process could remain within the thread bores and on the surrounding area near the side-stand's mounting plate on the frame. If this were to occur, the side-stand attachment bolts could start to loosen because the bolt's clamp load could be compromised during riding. Over time, this could cause the side-stand mounting plate to loosen and separate from the frame and the motorcycle could fall when parking.
- BMW became aware of this issue on March 20, 2012 from a single warranty claim in the US market involving a loose side-stand attachment bolt. Over the next three

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



months, several additional warranty claims were received worldwide including two (2) in June from the US market. In July, three (3) warranty claims from the US market were received. Given the low number of warranty claims, and the long period of time in which the claims were received, the markets continued to be monitored.

On July 30, 2012, the first field report (from the German market) was received indicating that there could be an issue with the S 1000 RR side-stand. The report indicated that the S 1000 RR fell over when parked. At that time, no specific fault pattern was identified that could cause loosening of the side-stand attachment bolts. Given that this was the first field report received, the field was monitored for additional reports pertaining to a loose side-stand attachment bolt.

Between September 24, 2012 and October 31, 2012, five (5) non-US field reports were received which indicated instances of S 1000 RR motorcycles falling over when parked. On October 27th, and November 2nd, two (2) dealer field reports in the US market were received involving loose side-stand attachment bolts. Given the receipt of several field reports, and also during this time an increasing number of warranty claims, analyses were conducted in order to determine if a root cause could be identified for the loose side-stand attachment bolts.

In October, test plans were established in order to determine a root cause for the loose side-stand attachment bolts. In the second-half of October, laboratory tests, including shaker-table tests that would simulate severe riding conditions, were conducted in an attempt to create a loosening of the bolts. However, these tests did not result in a loosening of the bolts. Therefore, other reasons needed to be identified that could explain the loose bolts that were seen in the field.

In November, additional reasons were considered as a root cause for the loose side-stand attachment bolts. Between November 26, 2012 and December 3, 2012, assembly line inspections were performed. Visual examinations revealed that during the boring process for the side-stand attachment threads, residue from the thread boring process could remain within the thread bores and on the surrounding area near the side-stand's mounting plate on the frame. Specifically, metal shavings from the thread cutting process, and a cleaning agent used in the process, were not completely removed.

Also between November 26th and December 3rd, an examination of the thread boring process led to the conclusion that the procedure used to remove residue from the side-stand mounting plate threads, and the area on the mounting plate near the threads, after the boring process, was insufficient.

On December 4, 2012, an updated thread bore cleaning process was implemented in production.

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

On December 6, 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 side-stand mounting plate will be removed and, along with the mounting plate threads, also cleaned. New side-stand mounting plate bolts will be used to reattach the mounting plate to the frame.

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

A handwritten signature in black ink, appearing to read "David Cordero", with a long, sweeping flourish extending to the right.

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.