

VIA CERTIFIED MAIL, RRR, AND EMAIL

April 19, 2013

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

**Re: Recall Campaign
 Front Fork
 2013 BMW R 1200 GS Motorcycles
 (49 CFR 579 – 13F-016 (March 5, 2013))**

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.

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

Designated Agent: Samuel Campbell, III
 Department Head, Safety Engineering and ITS
 BMW of North America, LLC (BMW NA)
 200 Chestnut Ridge Rd. (Bldg. 150)
 Woodcliff Lake, NJ 07677

2. Make: BMW

Model Year / Model Inclusive Dates of Manufacture
 2013 / R 1200 GS January 9, 2013 – February 8, 2013

3. The number of motorcycles affected is 15.

4. The percentage of motorcycles estimated to contain the condition is less than 1%.

5. This recall involves the front fork. In rare cases, the locking bolt of the telelever fork may loosen at the upper end of the fork tube. Over time, if the bolt was not reinforced to prevent rotation, then it could be possible for the fork tube to loosen.

6. In late January 2013, a loose front fork locking bolt was discovered during an internal BMW endurance riding test. Immediately, production units were inspected and it was found that on some units, the torque of the locking bolts on the telelever fork was below the specification value.

Between January and February, a number of bench tests were performed. Varying levels of tightening torque were applied to the locking bolts, and various ride time durations (corresponding to mileage accumulations) were used in order to

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



determine the extent of bolt loosening. Although torque level and mileage accumulation were varied, it was determined that an insufficient seal between the locking bolt and the fork tube would cause the bolt to loosen over time.

On February 26, 2013, BMW AG decided to conduct a voluntary recall for potentially affected motorcycles. On March 5, 2013, BMW NA reported this matter in a 49 CFR 579 report (13F-016), as all potentially affected motorcycles in the US (approximately 535 units) were held at a BMW NA internal facility for inspection and repair prior to wholesale delivery.

On April 12, 2013, a review of motorcycle inventory records at the BMW NA internal facility suggested that 15 units may have been shipped to dealers that did not receive the inspection and repair. Further review indicated that these units were manufactured during the production period of the recall (January 9, 2013 – February 8, 2013), but were shipped in and out of the BMW NA internal facility between March 8, 2013 and March 20, 2013. Because these motorcycles were received at the BMW NA internal facility at this time, it was thought that these units were correctly configured. Records were examined in order to determine the number and production range of potentially affected motorcycles.

Further analysis and additional review of inventory records and inspection and repair procedures indicated that no other units were affected. On April 15, 2013, BMW NA decided to perform a voluntary recall for the shipped units.

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

7. Not applicable.
8. The locking bolt connection will be inspected and then reinforced to prevent the possibility of loosening. In the rare case that the fork tube has loosened, the tube and locking bolt will be replaced.

BMW will begin and complete dealer and owner notification in April.

9. Not applicable.
10. A copy of the Service Bulletin will be submitted when available. BMW will contact all affected owners by telephone and therefore, at this time, an owner notification letter may not be necessary. If BMW finds that an owner notification letter is necessary, a draft copy of the letter will be submitted to NHTSA prior to the mailing.
11. Not applicable.

Sincerely,

BMW of North America, LLC



Sam Campbell
Department Head
Safety Engineering and Intelligent Transportation Systems