

VIA CERTIFIED MAIL, RRR, AND EMAIL

June 28, 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
Side-stand Switch
2013 BMW F 700 GS, F 800 GS 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.

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 / F 700 GS, F 800 GS Jun. 1, 2012 – Oct. 18, 2012

3. The number of motorcycles affected is approximately 870.

4. The percentage of motorcycles estimated to contain the condition is unknown at this time.

5. This recall involves the side-stand interlock switch that prevents the engine from running if the side-stand is down and the rider selects a gear. Prior to the Model Year 2013 update of the subject motorcycles, a different version of the assembly connection of the interlock switch to the side-stand had been used that consisted of a bolt and nut to secure the side-stand switch. The subject motorcycles consist of two production configurations, one containing a bolt with a notch for a retaining ring, and a second containing

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the bolt and ring and also a rubber grommet. In each production configuration, the switch contains a pin which engages the side-stand.

Over time, the retaining ring can back off of the bolt causing the switch assembly to disconnect from the side-stand while riding. It could also be possible that, due to vibration, the pin could be damaged on motorcycles with significant mileage. If either of these conditions were to happen, it could be possible for a rider to start riding with the engine running and the side-stand in the down (parked) position.

6. On May 2, 2012, a test rider noticed during a pre-ride inspection of a durability cycle involving an internal test fleet (European model F 700 GS) motorcycle that the pin within the side-stand switch had broken. Additional analyses suggested that the pin had broken as a result of forces acting on the pin due to vibration and, furthermore, that the vibration had occurred because the switch was not sufficiently held in place by the retaining ring. The test vehicle had accumulated approximately 13,000 miles at the time of the incident. Other units were inspected, and it was discovered that one additional internal test vehicle, which had accumulated approximately 8,000 miles, was found with a damaged pin due to vibration.

Although the incidents had only occurred on durability test vehicles, it was thought that a quality improvement might be prudent. It was suggested that the previous design configuration (bolt and nut to secure the side-stand switch) be reintroduced in production. However, because the subject model's side-stand switch bolt was not identical to the bolt on the prior models, some engineering work needed to be performed before the quality improvement could be implemented in production.

On June 16, 2012, as an interim quality improvement, the retention of the side-stand switch was modified from the use of a retaining ring, to the use of a retaining ring and a rubber grommet in order to reduce the possibility of vibration-induced damage to the pin. On July 13, 2012, the interim solution was placed into production.

On October 18, 2012, subsequent to the completion of the engineering for the bolt and nut, that specific quality improvement was placed into production.

In late November 2012, two (2) non-US warranty claims were processed. One warranty claim involved a dealer pre-delivery inspection and set-up procedure prior to retail sale. Also in late November, a non-US dealer field report was received. The rider stated that the engine stopped when a gear was selected. Upon further review, it was found that the side-stand switch had become disconnected due to the retaining ring separating from the bolt.

Due to the field report, and even though a critical riding situation had not occurred, BMW initiated a field monitoring process. At that time, no US warranty claims or field reports had been received.

On January 21, 2013, another non-US warranty claim was processed for the same condition.

In March 2013, two (2) more warranty claims were processed that included the one and only US warranty claim. All of the warranty claims, and the one dealer field report, involved models produced during the period June 1, 2012 through October 18, 2012. None of the above warranty claims, and the single dealer field report, indicated that a loose side-stand switch resulted in riding instability.

Even though only a single field report had been received, and a critical riding situation had not occurred, it was thought that some form of field action might be appropriate. Discussions took place regarding the need to conduct such a field action and, if so, the type of field action to conduct. It appeared that the failure mode consisted of the switch disconnecting from the side-stand while the motorcycle was parked, and the side-stand was down. In such a case, the engine would cut off when the rider selected a gear in order to begin the ride even though the side-stand was in the raised position.

Between March and late May 2013, engineering reviews were performed and production plant processes were examined because it was thought that the installation of the retaining ring during motorcycle assembly might have been a contributing factor to the cases that had occurred in the field. The engineering analyses and the examination of production plant processes were not able to identify a particular root cause for the cases occurring in the field. However, the analyses concluded that it could also be possible for the switch to become disconnected while the motorcycle was being ridden with the engine running and the side-stand up. If this situation were to occur, then subsequent operation would allow the motorcycle to be ridden with the side-stand down. Hence, by late May, it was thought that a field action should be conducted for motorcycles produced up to October 18, 2012 in order to preclude the possibility of a rider encountering instability during riding.

On June 6, 2013, BMW AG decided to conduct a world-wide recall. At that time, the type of action to conduct in the US was still under review by BMW NA because of the requirements set forth in FMVSS 123 Section 5.2.4. Several discussions also occurred regarding the appropriate type of field action to perform. For BMW NA it was not clear, whether a safety recall or a customer satisfaction program would be the more appropriate action to conduct.

When it was clear, that the motorcycle meets FMVSS 123 Section 5.2.4, BMW NA decided on June 21, 2013, to implement the BMW AG decision and carry out a voluntary recall. Production and manufacturing records were examined in order to determine the number, and production range, of potentially affected motorcycles.

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

7. Not applicable.
8. The side-stand switch will be secured to the side-stand using a bolt and nut.

BMW will begin dealer notification in June and complete dealer notification in July, and begin and complete owner notification in August.

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

Sincerely,

BMW of North America, LLC



Sam Campbell
Department Head
Safety Engineering and Intelligent Transportation Systems