Part 573 Safety Recall Report

15V-537

Manufacturer Name : BMW of North America, LLC
Submission Date : AUG 20,2015
NHTSA Recall No. : 15V-537
Manufacturer Recall No. : NR

Manufacturer Information :

Manufacturer Name : BMW of North America, LLC
Address : P.O. Box 1227
200 Chestnut Ridge Road Westwood NJ 07675-122
Company phone : 999-999-9999

Population :

Number of potentially involved : 1,060
Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2015 BMW G 650 GS
Vehicle Type : MOTORCYCLES
Body Style :
Power Train : GAS
Descriptive Information : On affected motorcycles, the engine may stall under the following operating conditions: the clutch lever is engaged, the throttle is closed with the engine operating at idle speed and there is a loose intake manifold hose clamp. Approximately 844 motorcycles are affected.

Production Dates : MAR 08, 2013 - MAR 02, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2013-2014 BMW G 650 GS Sertao
Vehicle Type : MOTORCYCLES
Body Style :
Power Train : GAS
Descriptive Information : On affected motorcycles, the engine may stall under the following conditions: the clutch lever is engaged, the throttle is closed with the engine operating at idle speed and there is a loose intake manifold hose clamp. Approximately 216 motorcycles are affected.
Production Dates : MAR 08, 2013 - MAY 23, 2014

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Defect :

Description of the Defect : This recall involves the engine control unit software which regulates the idle speed, as well as an improperly tightened intake manifold hose clamp. If the clutch lever is engaged, the throttle is closed with the engine operating at idle speed and the intake manifold hose clamp is loose, the engine may stall. The reported engine stalling typically occurs shortly before the motorcycle is brought to a stop.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Engine stalling could increase the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR
NR

Country : NR

Chronology :

On September 9, 2014, BMW received a customer complaint in Germany of engine stalling on a Model Year 2014 G 650 GS with approximately 2000 miles. BMW contacted the owner for further information, and to obtain the motorcycle for analysis. The owner did not provide the motorcycle to BMW. The field continued to be monitored.

In mid-February 2015, BMW made another request to the owner, and in March the motorcycle was provided to BMW. BMW conducted testing, but the condition could not be reproduced. The defect could not yet be confirmed nor could the root cause be identified. The field continued to be monitored for additional complaints.

In June 2015, further investigations were performed. Analysis of engine control units on a test bench were performed where various operating conditions could be simulated. A possible software issue was identified that might be related to the issue. Engine control units were subsequently programmed with revised software on 15 motorcycles and units were tested on the test bench to determine if the potential stalling condition was improved and possibly resolved by this measure.

In mid-July, a loose intake manifold hose clamp was detected on two of the 15 motorcycles which had been programmed with the updated software. Therefore, this was also thought to be possibly associated with an engine stalling condition.

In August 2015, further testing was conducted on 4 motorcycles in Brazil which had been reported as prone to stalling. These motorcycles were programmed with the updated engine control unit software and had the intake manifold hose clamp tightened. These motorcycles did not experience any engine stalling tendencies. Therefore the potential defect and its root cause was attributed to a combination of the engine control unit software and a loose intake manifold hose clamp.

On August 13, 2015, BMW decided to conduct a voluntary recall. BMW has received one report of a minor accident without injury in Germany related to this issue.

Description of Remedy :

Description of Remedy Program : The motorcycles will be programmed with a revised engine control unit software version and the intake manifold hose clamp will be tightened.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : AUG 20, 2015 - SEP 18, 2015

Planned Owner Notification Date : OCT 16, 2015 - OCT 16, 2015

* NR - Not Reported