

April 19, 2012

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

**Re: Recall Campaign
Connecting rod bolts
2012 BMW S1000RR 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: Thomas C. Baloga
Vice President, Engineering-US
BMW of North America, LLC
200 Chestnut Ridge Rd. (Bldg. 150)
Woodcliff Lake, New Jersey 07677
2. **Make:** BMW
Model Year / Model: 2012 S1000RR
Inclusive Dates of Manufacture: Sep. 1, 2011 – Apr. 10, 2012
3. The number of motorcycles affected is 1,414.
4. The percentage of motorcycles estimated to actually contain the problem is less than 2%.
5. The issue involves the use of an anticorrosive agent applied to the connecting rod bolts and its affect on bolt torque. As a result of a manufacturing process error for torque control, and the anticorrosive agent, the connecting rod bolts could become loose, particularly at high engine temperatures and/or high engine operating speed. If this happens, the engine can be catastrophically damaged. If the engine seizes, there is an anti-hopping clutch feature that prevents the rear wheel from locking. However, in the event of engine damage, escaping oil could cause handling issues.
6. BMW received a total of 33 warranty claims worldwide. The claims indicated instances of engine failure.

On January 30, 2012, the first warranty claim was received from a non-US market vehicle indicating an engine breakdown.

On February 15, 2012, analysis and engine component inspection were conducted on the motorcycle involving the January 30th incident.

Company
BMW of North America, LLC
BMW Group Company

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On February 29, 2012, analyses and testing of the engine and related components from the January 30th warranty claim indicated that the connecting rod bolts had separated from the connecting rod. At that time, a specific systematic fault pattern could not be identified and therefore analyses continued.

An additional 18 claims were received in March from markets outside of the US.

On March 28, 2012 further analyses and testing vehicles revealed that the torque values of the connecting rod bolts were insufficient. Additional analyses and investigations of the release torque were conducted in order to determine where the systematic fault pattern existed.

On March 30, 2012, further analyses from the supplier suggested that there could be an error in the release torque specification of the connecting rod bolts which could occur within the manufacturing process. The process involved the application of an anticorrosive agent that is applied to the bolt. As a result, a decrease of the bolt's adhesion factor at high temperatures could occur. On April 1, 2012, the first and only US warranty claim was received.

On April 5, 2012, an interim action was implemented at the engine plant by applying an adhesive to the bolt to ensure proper torque.

On April 12, 2012, the manufacturing process error involving the connecting rod bolt was confirmed, and BMW decided to conduct a voluntary safety recall.

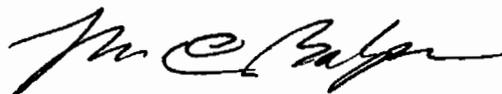
BMW has not received any reports, nor is BMW otherwise aware, of any accidents or injuries related to this issue.

7. Not applicable.
8. BMW will conduct a recall campaign to remedy the affected motorcycles. The connecting rod bolts will be replaced and a thread-locking agent will be applied to the bolts.

BMW expects to begin dealer notification in April and complete dealer notification in May. BMW expects to begin and complete owner notification in May.

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

Sincerely,



Thomas C. Baloga
Vice President, Engineering-US

Attachment