

VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED, AND EMAIL

October 4, 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 – Amended Notice
 Front Brake System
 2007-08 BMW K1200 S, R, R Sport Motorcycles
 Models with Integral Antilock Brake System 2 (IABS2)**

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), this is an amendment to the July 8, 2009 report to add the following information indicated in **bold** pertaining to additional production.

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

Model Year / Model: **Additional Production**

**2007 - 2008 / K1200 S, R, R Sport
 Models with IABS2**

Inclusive Dates of Manufacture: **Additional Production**

**K 1200 S (Sep., 2006 – Aug., 2008)
 K 1200 R (Sep., 2006 – Aug., 2008)
 K 1200 R Sport (Nov., 2006 – Aug., 2008)**

3. **The number of motorcycles potentially affected is 1,365 K 1200 S, 199 K 1200 R and 498 K 1200 R Sport models.**

4. The percentage of motorcycles estimated to actually contain the problem is unknown.

5. This recall involves the front brake system. In certain riding conditions involving increased vibration, such as on long rides at constant high engine rpm **within a very narrow range, and with the front brake fluid reservoir filled to maximum capacity**, it is possible for the brake fluid in the front reservoir to foam. As a result, air could enter the front brake system. If this occurred, then front brake

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 BMW of North America, LLC

BMW Group Company

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 PO Box 1227
 Westwood, NJ
 07675-1227

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 300 Chestnut Ridge Road
 Woodcliff Lake, NJ
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performance would be reduced dependent upon the volume of air that entered the system. It is very unlikely that the front brakes would lose their full power. However, if such a case were to occur, the rear brakes would be fully capable of slowing and stopping the motorcycle.

6. **BMW became aware of this matter on the K 1200 models based upon the report of a single accident involving a 2007 K 1200 R in a non-US market on February 6, 2012. Although contact was made with the motorcycle owner in February, and attempts were made to inspect the motorcycle, the owner did not agree to an inspection of the motorcycle at that time. However, the owner stated that the accident occurred due to limited front braking capability. Based upon limited information available from the owner, no specific component involving the front brake system was able to be identified.**

Between March and April 2012, BMW attempted to obtain an identical model through its internal fleet, and from the field, and develop a test procedure to perform on-road testing to evaluate the owner issue.

In April 2012, BMW was able to obtain a similar 2007 K 1200 R from the field.

For background information, BMW conducted similar testing in 2009 on various K 1200 models in addition to the K 1300 models to evaluate the brake system. However, at that time, tests of the K 1200 models did not result in reproducing the brake fluid issue that was observed on the K 1300 models.

In May 2012, on-road tests were conducted on the 2007 K 1200 R that was obtained from the field. Test parameters including engine rpm, engine rpm range, and running time were used as inputs in an attempt to recreate the condition that was described by the owner. At that time, there was no information that pointed to an identifiable problem involving a specific brake system component, and therefore, on-road (dynamic) testing of the complete system (motorcycle) was necessary.

The on-road tests involving the 2007 K 1200 R obtained from the field did not reproduce the condition that occurred to the owner's motorcycle. BMW continued to obtain the owner's motorcycle. The brake system supplier was also contacted in order to obtain any information that might aid in diagnosing the condition.

On July 17, 2012, BMW was finally able to obtain the motorcycle from the owner who complained of the incident. On-road testing of the owner's motorcycle occurred in July and August. Initial testing performed, based upon the same input parameters that were used in testing the motorcycle obtained from the field, did not result in the reproduction of the condition that occurred to the owner's motorcycle. Subsequently, it was believed that brake fluid level might have an effect upon performance. Using the fluid level as an additional input parameter, further tests were conducted. It was then possible to reproduce the condition that occurred to the owner's motorcycle.

In August and September, additional testing involving other K 1200 models, using the same test parameters as described in the previous paragraph, indicated that it was possible to replicate the same condition on these other models.

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

On September 27, 2012, BMW decided to conduct a voluntary recall.

7. Not applicable.
8. BMW will conduct a recall campaign to remedy the affected motorcycles. The front brake fluid reservoir will be retrofitted with a screen insert.

BMW expects to begin and complete dealer notification in October. BMW expects to begin and complete owner notification in November.

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



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.