

VIA CERTIFIED MAIL, RETRUN RECEIPT REQUESTED, AND EMAIL

October 31, 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
 Rear Wheel Drive Bearing
 2007-2009 BMW F 800 S / ST 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
 2007-2009 / F 800 S / ST Aug 2006 – Jan 2009
3. The number of motorcycles affected is approximately 2,608 (531 F 800 S motorcycles; 2,077 F 800 ST motorcycles).
4. The percentage of motorcycles estimated to contain the condition is approximately 20%.
5. This recall involves the rear wheel drive bearing. Depending upon build tolerances of the inner bearing race of the needle roller bearing and the bearing seat of the rear axle, fretting corrosion can occur between these components. Over time and as mileage increases, this can result in wear of the rear axle and the bearing. If this occurs, it could lead to play of the rear wheel that could be noticed as noise and/or harshness during riding. Bearing wear can also be noticed during regular inspection and maintenance, such as during tire replacement, a drive belt change, or other scheduled maintenance. In rare cases involving low speed, and especially if the clutch is depressed (engine power is not transmitted to the rear wheel), there may be a reduction in the rotational velocity of the rear wheel relative to its intended velocity. If this happens, it could affect handling and control of the motorcycle.

Company

BMW of North America, LLC

BMW Group Company

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6. In October, 2007, BMW first became aware of this issue due to a customer complaint in the European market regarding side-to-side play of the rear wheel. No complaints involved loss of control of the motorcycle.

In 2008, due to an increase in the number of warranty claims and dealer reports in Europe, an engineering review program was initiated. Activities included analyses of engineering specifications and component construction, assessments of parts returned from the field, and road testing. Because this issue had typically been noticed during routine maintenance of the motorcycle, it was thought that an update to the maintenance procedures would be appropriate.

In March 2009, a modified bearing race coating of the needle roller bearing was introduced into production.

The first US complaint was received in May 2009 in which it was reported that the rear wheel had "dragged" when the gear was in neutral. A second US complaint was received in August 2009, and two more were received in September 2009. One report stated that the motorcycle was "hard to roll" while the others reported some play in the rear wheel.

In August 2009, BMW released a Service Information Bulletin (SIB) to address the possibility of bearing wear involving inspection and/or replacement of various components.

In October 2009, BMW became aware of a case in the European market involving a reduction in rotational velocity of the rear wheel at low speed. In May 2010, a second case from the European market was reported. In both cases, the customers did not report loss of control of the motorcycle. A review of service history information revealed that the maintenance activity was incomplete. In other words, the dealer did not perform the correct inspection procedure, and hence bearing wear was not detected.

In 2010, four warranty claims were processed in the US in accordance with the August 2009 SIB, and in 2011, 3 warranty claims were processed. No claims were processed in the US in 2012 and 2013.

In September 2010, the SIB was updated to include additional actions to take during inspection and/or maintenance of the motorcycle to eliminate the possibility of rear wheel bearing wear. The markets continued to be monitored, and another case was received in November 2010 in the European market.

In July 2012 and May 2013, two additional cases were reported in the European market. A review of the service history indicated that the maintenance activity on these motorcycles was incomplete. Additional cases were received in the US market in April and August 2012, and in February 2013.

In May 2013, the Federal motor vehicle safety agency in Germany (Kraftfahrt-Bundesamt, known as "KBA") opened an inquiry due to customer complaints that it had received including some of the cases noted above.

BMW's response stated that maintenance procedures were published and, if followed, would prevent the issue. BMW further explained that a review of the service history of the specific motorcycles indicated that the maintenance inspection was not properly performed.

On October 24, 2013, in a good faith effort to cooperate and resolve this issue with the KBA, and to address their concerns in matters involving consumer safety, BMW decided to conduct 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 rear wheel bearing will be inspected and, if necessary, replaced by an improved version including the rear axle.

BMW expects to begin and complete dealer and customer notification in December.
9. Not applicable.
10. A copy of the Service Bulletin will be submitted when available. A copy of the owner notification letter will be submitted when available.
11. Not applicable.

Sincerely,

BMW of NORTH AMERICA, LLC



Sam Campbell
Department Head
Safety Engineering and Intelligent Transportation Systems