



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

JUN 17 2013

1200 New Jersey Avenue SE.
Washington, DC 20590



Edmonds, WA [REDACTED]

NVS214jry
DP12-001

Dear Mr. [REDACTED]

This correspondence is in response to your petition dated November 28, 2011 requesting that the National Highway Traffic Safety Administration (NHTSA) "open an investigation into the repeated final drive bearing failure and possibly flawed assembly controls of the final drive unit on BMW K1200LT [motorcycles]." In supporting your request, you provided information including a listing of NHTSA consumer complaints, a media article and photographs.

Your letter contends that, if no safety recall is conducted, subject vehicle operators are exposed to "potential loss of control, possible crash, injury and...eventual fatality."

Since receiving your petition, NHTSA's Office of Defects Investigation (ODI) has discussed the issue with you during our February 8, 2012 telephone conversation; reviewed material related to BMW motorcycle recall 06V399; reviewed and monitored NHTSA's consumer complaint database for any reports within the scope of this investigation; reviewed related postings on internet forums; and gathered and reviewed new information on an ongoing basis since first becoming aware of the final drive bearing issue in February, 2003. This effort included informal interviews with owners of paralever-equipped BMW motorcycles at BMW Riders Association (RA) and BMW Motorcycle Owners of America (MOA) national rallies, as well as discussions with [REDACTED] and BMW dealer service personnel. Likewise, NHTSA analyzed various media articles gathered in the past seven years dealing with the final drive bearing issue (including Mr. [REDACTED] which was included with your petition).

Based on the available information and NHTSA's analysis, the agency finds insufficient evidence that a safety-related defect trend currently exists resulting from final drive bearing failures in BMW K1200LT motorcycles. Thus, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect in the subject vehicles at the conclusion of the investigation requested in your petition. In view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, we are denying your petition.

A detailed summary of ODI's analysis of your petition is presented in the enclosed notice, which is to be published in the Federal Register.

Thank you for bringing this matter to our attention.

Sincerely,

A handwritten signature in cursive script, appearing to read "Nancy L. Lewis".

Nancy L. Lewis
Associate Administrator
for Enforcement

Enclosure:
Federal Register Notice