

**BMW R1250GS / GS Adventure / RTP
Gearbox Input Shaft
Part 573 Chronology
January 18, 2023**

In October 2020, BMW became aware of a 2019 BMW R1250 GS in Italy in which a customer complained about a broken gearbox input shaft and a blocked rear wheel. Two additional similar complaints, in Italy and the Netherlands, in October and November 2020, involving 2019 BMW R1250GS models, were received. An engineering investigation was initiated.

A parts return program was implemented, and the gearbox input shaft supplier was contacted. Although it was noticed that the three customer complaint motorcycles were all produced in June 2019, a review of the supplier production process did not result in any finding. Lab analyses involving material property evaluations, x-ray, scanning electron microscope, and surface treatment examinations did not result in any findings. Initial analyses could not determine a root cause or systematic production anomaly.

In July 2021, a complaint involving a 2019 BMW R1250 GS Adventure in France, about a broken gearbox input shaft (but without a blocked rear wheel), was received. Further analyses were conducted, including a continuation of the parts return program, and additional supplier production reviews and audits. Various FMEAs were performed. Additionally, bench and road tests were conducted, including potential customer misuse riding scenarios. Further lab tests were performed involving force/torque applications, load change pulsations, x-ray, and dynamometer runs. The root cause could still not be identified, and the market continued to be monitored.

In June 2022, BMW became aware of an incident involving a 2019 BMW R1250 GS in the United Kingdom that resulted in a crash with injury. BMW intensified its investigation and analysis process, and in August 2022, BMW became aware of an incident involving a 2019 R1250 GS in the Czech Republic of a crash without injury. The analysis activities continued, including a review and comparison of engine, gearbox, and drivetrain design and operating parameters between the R1250 models and the prior generation R1200 models.

The engineering investigation concluded that in certain engine operating and riding conditions, an overload of the gearbox input shaft could occur, and result in damage to, or breakage of, the gearbox input shaft, and possibly result in a blocked rear wheel.

On January 10, 2023, BMW decided to conduct a voluntary safety recall.