

## **Accident by failing to fork**

**old-q**

Wednesday, 5 November 2008, 17:59

### **Accident by failing to fork**

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Maybe there is already a reference to this site, regarding the information value and as an inspiration to think you should take the following link to something more closely.

<http://www.advriders.com/forums/showthread.php?t=371650>

I wish you good trip at all times and you may be spared from such experiences.

Gruß Peter

PS: Sorry just noticed've posted in the wrong forum to have. Perhaps one of the forums admins is so nice and moves the post.

Thank you!

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**Pitter**

Scooter: R1150GS

Wednesday, 5 November 2008, 18:19

### **RE: accident by failing to fork**

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Moin Moin,

This is the first time that I noticed the sort!

What did the boy made his Mopped ahead with it? Jump training?

When I think about how many have noticed, we have F650GS drivers who have traveled with their bikes around the world and stay still! The big 41-gallon tank and lots of luggage while sowas etc. But I've never seen!

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**Appel grain**

Credits: 9

Wednesday, 5 November 2008, 18:24

Great photographer.

Rather than take the helmet of the injured, he takes pictures erstmal. 😡😡😄😄

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**ToniI**

Wednesday, 5 November 2008, 18:53

Hi,

na that I can not imagine really that was the cause of the accident, the fork, I rather think is the wärend ripped the fall. When I imagine that in cases around the front wheel 80-100 ..... emigrating lick my ass, but then, da gehts 😊 The machine also provides for otherwise still too, without prejudice.

Goodbye Tino

hanuta

Credits: 5

Scooter: F650GS Dakar

Wednesday, 5 November 2008, 19:15

**RE: accident by failing to fork**

So what's the maximum sonnst but if you thunders with the front wheel on it somewhere ... but gibts wohl nix nix what it is.

PS: the helmet is struck me as the first, which really ought Down as the first - 'but before it has probably still many unfounded fears

old-q

Wednesday, 5 November 2008, 19:32

What has led to the failure of first line of the fork (jump training, etc. ..) is debatable. Which I believe should vote for concern can be seen on the photos.

But once you look closely at the third, fourth and fifth image. One sees there any traces of metal cutting machining machining (drilling, turning,) milling? It looks as if the dip tubes were not processed after the molding on the inside.

There are clear voids (holes in the metal to detect gas pockets) to. But how are these to explain, and how can it be explained that such a component passed the quality control measures of the manufacturer?

I think we should have a clean fracture surface of a dense and closed metal structure, so look like the picture above four of the ABS sensor.

In the direction of the wheel axle, the cast structure, however, looks porous. The photos may deceive me, at least so it seems.

If this were the case, my opinion is still a production error, may lead to dangerous consequences.

Gruß Peter

**AxelFoley**

Wednesday, 5 November 2008, 20:12

see also here:

<http://www.advriders.com/forums/showthread.php?t=393785>

**F650Schinder**

Scooter: Meanwhile F650 GS

Wednesday, 5 November 2008, 21:19

The bubbles are immediately struck me .....

But it does not seem like a fatigue fracture, since no traces of corrosion are visible. The radii) are so hard for a tired place relatively small (notch effect. The change of the fork leads one to suspect evil .....

My conclusion:

This looks like a violent rupture, favored by the existing voids. A design flaw can not be excluded.

What the Lord has previously done with his machine, unfortunately, is not in there .....

I wish him a speedy recovery and hope that nobody else happened!

**Andi**

Credits: 2

Scooter: F650

Thursday, 6 November 2008, 01:33



**Citation**

Original by F650Schinder

What the Lord has previously done with his machine, unfortunately, is not in there .....

So I think the Lord is a lady. 😊

[http://faq.f650.com/FAQS/ForksMaintFAQ.h ... 0Fork% 20Failure](http://faq.f650.com/FAQS/ForksMaintFAQ.h...0Fork%20Failure)

[http://www.advriders.com/forums/showpost. ... 23 & postcount = 40](http://www.advriders.com/forums/showpost....23&postcount=40)

Looks to me as if the Achsklemmung and the dip tube is not homogeneous. 🤖

**Josch**

Scooter: F650GS

Thursday, 6 November 2008, 14:21

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Hi,

@ Andy

 **Citation**

Looks to me as if the Achsklemmung and the dip tube is not homogeneous.

How can that technically work?

I think it looks that the darker areas are a little older, so come, and only then the rest  
But perhaps I am mistaken. Jedenfalls is hammerhart it when something so overtaken.  
Incidentally, I also think that is the gentleman a lady.

Josch

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**F650Schinder**

Scooter: Meanwhile F650 GS

*Thursday, 6 November 2008, 23:10*

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That the Lord is a lady I have overlooked but smooth  .

This is a violent rupture:

<http://red-baroness.net/Motorcycling/ima Bike/wheel1.jpg ...>

In the other images, not mans sees it) as clearly and as it could then be but a fatigue fracture  
(zigzag line.

Times examined your fork on the bottom!

I hope my fork does not have as many large voids .....

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**el patre**

*Wednesday 19 November 2008, 12:34*

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Hello everybody,

the pictures are indeed real hard ... - We wanted to see this really mean?

When you stand before the election: "first aid" or "first photos" - would look like today as a "date order"?

Among the causes: in addition to external violence would be possible with subsequent "crazing" is certainly also a "to higher oil level in the fork with too high pressure on compression below ... - it might have lacked the necessary" air cushion ", as more condensed air leaves than oil ... - would be interesting to know, of course ...

... also would be interesting if such a progressive springs with more stops ...

When mountain biking I have ever seen sowas, the motorcycle has never ... - Carry out the often frightening repressed danger before their eyes ...

With best wishes for recovery for the rider  
greet everybody

el patre

flop

Friday 6 March 2009, 16:12

Hello,

I just stumbled on the subject ... well and it concerns me very moment.  
I own a F650GS Year 2000, which therefore also still has the old forks.  
The case in that thread does not seem to be the einizige, there are also other, even with photos,  
description.

I have the whole of yesterday times used as an opportunity to write an email to BMW today and  
have already received an answer:

 *Citation*

Dear XXX,

Thank you for your message.

The case described is of course in his presentation frightening. We can  
however, assure us that no reference cases are known in which there due to a  
Fraction of the fork without violence came to the accident.

If this were the case, we would naturally react and the appropriate vehicles for  
Examine and possibly retrofitting ordered into our workshops.

If you can stand on the case referred to further information available  
But once you are happy to sign with us.

We wish you a sunny start to the new season and always smooth sailing  
Your F 650 GS.

Regards  
BMW Motorcycle Direct

I do not trust the whole thing still does not. I'm not an expert in the field, but for me to see the  
pictures as if the body hanging on the wheel "is", so just demolished this patch on the fork piece.  
An all-optical investigation will probably give no assurance that the metal can indeed break from  
the inside out.

How is it different F650GS rider handle it? What have you done about it?

Greeting  
Flop

**Bilbo01**

Scooter: F 650 GS Dakar (02er)

*Friday 6 March 2009, 17:19*

Because I did not ponder about it, otherwise I would have to remain the same biker

I think there are many more other hazards that could occur and lead to more accidents than the breakage of the fork.

So, stay relaxed and enjoy the hopefully soon coming spring.

**Ninguem**

Scooter: F650GS

*Saturday 7 March 2009, 06:02*

In my opinion, it is not something "just so" on the street, or maybe broken drive cross-country, as already belong to regular forces.

BMW already builds vehicles so many decades, I submit the engineers there, you know what you do and think to make the `nen really good job. That being said, if there were a weakness would be constructive already far more frequently encountered, and even in individual cases such as this is studied anything like accurate.

My 2000s now has 55,000 kilometers down, the stressed out and I did not 😊

**flop**

*Saturday 7 March 2009, 09:10*

Normally I would rely on the site in BMW, which makes me suspicious, however, is to be installed since 2003, new forks, which has only just changed this place, and that there were just reinforces the torn bodies. That's what brings me to ponder.

A review of BMW will cost plenty of money, so they would not be made without a reason ...

Just you look at the attached picture, left the new variant, right the old one.

Gruß Flo

"Flop" has attached the following file:

- [3069655842\\_fa9b92ceb7.jpg](#) (122.2 kB - **419** times downloaded - modified: July 7, 2009, 14:42)

**Ninguem**

Scooter: F650GS

Saturday 7 March 2009, 10:13

Hi Flo,

there is still constantly being amended and improved, clearly the more stability brings with it, but for the normal operation of the old version with security is sufficient.

My penultimate scooter was `ne KTM 600 LC4 (I had converted to Super Moto), because the clamp was touched on both legs, I had to weld from a pro and went on to around 2 years without problems.

Are you going much ground? If yes, but just getting ready for the newer version, I think this should be no problem because, as far as I remember, none of the dimensions (standpipe / axis has changed).

Regards, Carsten

**flop**

Saturday 7 March 2009, 10:20

I do not even go off-road. However, my machine now has 92000km.

Now there since two theories:

- 1) The fork is 9 years and 92000km held, then the wirdse the last 10k too.
- 2) The signs of fatigue show up now and they would soon break 😊

Well, I do not mind me because now, there are so many F650GS 00-03 and a few instances where you do not know exactly what happened with those things before.

The check is only reasonable for me once more to the fork. In mind, the idea is ...

The retrofit of the newer Varainte is in principle no problem, since it is absolutely the same part, except for the gain. The problem arises only in the wallet. 😊

Gruß Flo

**africanfun**

Scooter: Vespa, BMW F650 GS / Dakar

Saturday 7 March 2009, 10:25

Man flop

but as I have spat in his breakfast this morning. Your conclusion, of course, brings me to wonder

🤔 times and not just be dismissed out of hand. I would also appreciate views, the BMW does not "change the Axle" is made if no cause or suspicion in the space 🤔

The fact is that acting on this small mount for through axle / wheel to the strut, and a huge burden for my feeling it is interpreted too puny.

Get it at my book now starting to keep in mind before it happens



africanfun

**Ninguem**

Scooter: F650GS

*Saturday 7 March 2009, 15:25*

I have my views now taken the trouble to rausgekrant my old calculator and searched for a picture, it looks like the filigree of an Axle Hard Enduro, was welded by a professional and I am 2x driven by TÜV and even over 2 years with them.

Now I've just looked at the photos again and would not think that the newer version would have changed a bit off, since torn out the dip tube and not canceled Achsklemmung seems to be.

Safe and relaxing trip, Regards, Carsten

»Ninguem" has attached the following file:

- [105\\_0530.jpg](#) (295.47 kB - **430** times downloaded - modified: July 7, 2009, 14:42)