



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

16V364

Manufacturer Name: BMW of North America, LLC

Submission Date: May 26, 2016

NHTSA Recall No.: 16V364

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: BMW of North America,
LLC
Address: P.O. Box 1227
Westwood NJ, 07675-1227

Total number of potentially involved: 91,806
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2009-2011 BMW X5 xDrive35d

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Mar 31, 2008 - Sep 28, 2011

Number of potentially involved:

Descriptive Information:

16,087 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Vehicle 2: 2008-2011 BMW X6 xDrive35i, X6 xDrive50i, X6 M

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Jul 05, 2007 - Mar 28, 2011

Number of potentially involved:

Descriptive Information:

9,026 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Vehicle 3: 2007-2011 BMW X5 xDrive30i, X5 xDrive35i, X5 xDrive48i, X5
xDrive50i, X5 M

Product Category: Light Vehicles

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16V364**Product Type:****Fuel / Propulsion:** Spark Ignition Fuel**Production Dates:** May 09, 2006 - Mar 08, 2011**Number of potentially involved:****Descriptive Information:**

66,524 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Vehicle 4: 2010-2011 BMW X6 ActiveHybrid**Product Category:** Light Vehicles**Product Type:****Fuel / Propulsion:****Production Dates:** Mar 25, 2009 - Sep 12, 2011**Number of potentially involved:****Descriptive Information:**

169 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Defect / Noncompliance Description

Description of the defect or noncompliance:

This safety recall involves the passenger's front air bag. Approximately 91,806 affected vehicles were equipped with a Takata PSPI-2 inflator. For the defect description refer to Takata's Defect Information Reports, 16E-042, 16E-043 and 16E-044.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

Takata addressed the safety risk in its Defect Information Reports 16E-042, 16E-043 and 16E-044.

Description of the cause:

BMW does not have independent information on which to base a complete root cause assessment. However, according to Takata's Defect Information Report 16E-042, 16E-043 and 16E-044, its investigation to date indicates that propellant wafers in some of the subject inflators may experience an alteration over time due to several years of exposure to persistent conditions of high absolute humidity. Based upon Takata's investigation to date, the potential for ruptures occurs in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability.

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BMW is not aware of any test ruptures in ballistic testing or confirmed field incidents of the subject non-desiccated ammonium nitrate inflator PSPI-2 neither at vehicles in the field nor in conformity of production testing.

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Takata AG

Address: Bahnweg 1
Aschaffenburg Foreign States, 63743

Country: Germany

Involved Components

Component Name 1:

Component Description:

Component Part Number:

Chronology

Please refer to BMW's 573 filing for Recall 16V-071 dated February 5, 2016. In the Defect Information Reports filed with NHTSA on May 16, 2016 (16E-042, 16E-043 and 16E-044), Takata reported that it had determined that a defect related to motor vehicle safety may arise in some PSPI-2 inflators. BMW decided in an abundance of caution to conduct a safety recall to replace the frontal airbag(s) on the affected vehicles, based solely on the information provided by Takata. BMW has not received any reports, nor is BMW otherwise aware, of any injuries or deaths related to this issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

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Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Please refer to BMW's 573 filing for Recall 16V-071 dated February 5, 2016. In the Defect Information Reports filed with NHTSA on May 16, 2016 (16E-042, 16E-043 and 16E-044), Takata reported that it had determined that a defect related to motor vehicle safety may arise in some PSPI-2 inflators. BMW decided in an abundance of caution to conduct a safety recall to replace the frontal airbag(s) on the affected vehicles, based solely on the information provided by Takata. BMW has not received any reports, nor is BMW otherwise aware, of any injuries or deaths related to this issue.

How remedy component differs from recalled component:

The final remedy component will incorporate a different inflator or air bag module.

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Planned Dealer Notification Date: May 25, 2016

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Jul 18, 2016

☐ Phased Recall

Date when VIN will be searchable: