

**BMW 1 Series, 3 Series X1 SAV, X3 SAV, X5 SAV and X6 SAV
Model Year 2006 - 2015
Driver-Side Front Air Bag Module
Safety Recall 16V-xxx**

Q1. Which models are included in this Safety Recall Campaign?

Included are approximately 840,000 vehicles, with approximate volumes and production dates as noted below.

<u>Model</u>	<u>Model Year</u>	<u>Volume</u>	<u>Production Dates</u>
1 Series Coupe (incl. M)	2008 – 2013	32,620	Nov 2007 – Oct 2013
1 Series Convertible	2008 – 2013	28,160	Nov 2007 – Oct 2013
3 Series Sedan (incl. M)	2006 – 2011	132,845	Feb 2005 – Dec 2011
3 Series Sedan (diesel)	2009 – 2011	4,160	Mar 2008 – Aug 2011
3 Series Sports Wagon	2006 – 2012	3,270	Jun 2005 – May 2012
3 Series Coupe (incl. M)	2007 – 2013	129,515	Apr 2006 – Jun 2013
3 Series Convertible (incl. M)	2007 – 2013	99,810	Nov 2006 – Oct 2013
X1 SAV	2013 – 2015	57,290	Feb 2012 – Sep 2014
X3 SAV	2007 – 2010	64,925	Aug 2006 – Aug 2010
X5 SAV (incl. M)	2007 – 2013	214,580	Sep 2006 – Jun 2013
X5 SAV (diesel)	2009 – 2013	35,440	Mar 2008 – Jun 2013
X6 SAV (incl. M)	2008 – 2014	37,000	Jul 2007 – Jun 2014
X6 SAV ActiveHybrid	2010 – 2011	365	Mar 2009 – Sep 2011

Q2. BMW conducted safety recalls in 2013, 2014 and 2015 on a similar issue. How is this different?

The inflators are different. This recall campaign pertains to the Takata PSDI-5 inflator. The earlier recalls pertained to different inflators produced by Takata.

Q3. Are BMW M models included in this recall campaign?

Yes. [Please refer to Q1.]

Q4. Is this recall comparable to similar recalls being conducted by other Manufacturers?

Yes. This recall campaign involves the Takata PSDI-5 inflator.

Q5. How many BMW vehicles in the US are included in this Safety Recall?

The number of BMW vehicles in the US included in this recall is approximately 840,000.

Q6. Why are other models not included?

Other models are not included because this recall pertains specifically to vehicles equipped with the Takata PSDI-5 inflator.

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Q7. What is the specific concern?

Takata's investigation to date indicates that, due to exposure to certain environmental conditions (several years of exposure to persistent conditions of high absolute humidity), this could lead to over-aggressive combustion in the event of air bag deployment.

Q8. What can happen as a result of this issue?

In a crash where air bag system deployment occurs, the air bag inflator housing may rupture. In the event of an inflator rupture, metal fragments could pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

Q9. Is there a possibility to find out whether the problem exists in my car?

No. There is no way to detect if your BMW might have an air bag inflator potentially at risk of rupturing upon deployment in an accident.

Q10. Can I continue to drive my vehicle?

Yes. BMW is not aware of a ruptured inflator in any of its vehicles associated with this recall. However, when you receive a letter asking you to have this service performed by an authorized BMW center, please do so as soon as possible. If you are not the only driver of this vehicle, please advise all other drivers of this important information.

Q11. What measures will be taken?

The driver-side front air bag module will be replaced.

Q12. How did BMW become aware of this issue?

BMW became aware of this issue from Takata (the air bag module supplier) and NHTSA.

Q13. Is BMW aware of any accidents or injuries involving BMW vehicles associated with this campaign?

No. BMW is not aware of a ruptured inflator in any of its vehicles associated with this recall.

Q14. How will I be informed of this recall program?

If your vehicle is affected, you will receive an initial letter in March via First Class mail advising you of this recall. You should receive an additional letter when replacement parts become available, requesting that you schedule an appointment to bring your vehicle to an authorized BMW center for service and repair.

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Q15. NHTSA has encouraged all owners to get their affected air bags replaced as soon as replacement parts are available. What is BMW's position?

BMW is developing an alternate air bag inflator to allow this safety recall to proceed as soon as possible.

Q16. Will my BMW center deactivate my driver-side front air bag until it is replaced?

BMW is not of the opinion that a deactivation of the driver-side front air bag system is necessary.

Q17. How will this program be performed?

When you are notified via the final letter, you will be asked to make an appointment with an authorized BMW center who will order the replacement driver-side front air bag module for your vehicle prior to your appointment.

Q18. How long will the repair take?

This repair may take approximately two hours; however, additional time may be required depending upon your BMW center's schedule. The repair will be performed free of charge by your authorized BMW center.

Q19. Do I have to wait for my letter in order to have my vehicle serviced?

Yes. BMW is in the process of implementing this program to ensure that the necessary parts, tools and procedures are available to its authorized BMW centers, prior to instructing you to take your vehicle in for repair.

Q20. Am I eligible for reimbursement under the TREAD Act if I previously replaced my driver-side front air bag module?

In this particular recall, reimbursement is likely not applicable, as you would typically have replaced your driver-side front air bag module as a result of an accident. In that situation, either your insurance company paid for the repair, or you paid "out-of-pocket".

However, in the very unusual (unlikely) scenario that you previously replaced the driver-side front air bag module "out-of-pocket" upon learning of this possible defect, you may be eligible for reimbursement. Additional information will be provided when BMW mails the additional letter, asking you to make an appointment with an authorized BMW center to have your driver-side front air bag module replaced.

Q21. When are the repair parts expected to be available?

BMW is developing an alternate air bag inflator to allow this safety recall to proceed as soon as possible. At the moment, a specific date is not available.

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Q22. What is the difference between the existing and the repair part?

The existing part is a Takata PSDI-5 inflator. BMW is developing an alternate air bag inflator for the repair part.

Q23. How will the repair be introduced to USA customers?

When an adequate inventory of parts is available, final owner notification letters will initially be issued via US First Class Mail to owners of the highest risk registered vehicles, i.e., oldest models in highest absolute humidity areas (e.g., USA Gulf states). As parts supply increases, all owners of affected vehicles will be notified by First Class mail.

Q24. I own a 2000-2006 BMW 3 Series that needs to have the passenger-side front air bag module replaced under recall 13V-172 or 14V-428. Should I get this air bag module replaced even though the repair for the driver-side is not yet available?

Those recalls affect a different population of BMW 3 Series vehicles than this recall. Those vehicles are not equipped with a Takata PSDI-5 inflator.

Q25. Why is the passenger-side front air bag not affected?

The passenger-side front air bag does not contain a Takata PSDI-5 inflator so it is not affected by this recall.

Q26. Even though parts are not yet available, I would like to have this repair performed on my vehicle. Is there any chance that my special request could be honored?

Please contact BMW Customer Relations via email at CustomerRelations@bmwusa.com or call 1-800-525-7417 to discuss your request.

Q27. Will BMW give me a loaner vehicle until a repair is available?

If a notified customer requests a loaner vehicle and replacement parts are not available, BMW has authorized its centers to provide or assist customers with alternate transportation, subject to availability.