

From: [Broadcast Messaging System](#)
To: [DL-BMS Message Monitors](#)
Subject: SI B41 01 16 ISOFIX Recall Time Study
Date: Monday, June 27, 2016 12:31:47 PM

Publish Date: June 27, 2016
From: Technical Service
Expiration Date: July 11, 2016

DCSnet Message
Important



Subject: **SI B41 01 16 ISOFIX Recall Time Study**

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Priority: Important

Message Recipients: Service Managers, Shop Foremen and Technicians

Message Text:

The ISOFIX Recall Campaign 16V-333 for F25 (X3) vehicles was released in May 2016. Since then there have been many questions that have come up about the repair, in particular the amount of time it takes to do the complete repair.

In order to answer these questions please refer to the attached FAQ which includes a detailed time study log. SI B41 01 16 will also have this information attached.

Additionally a time study video which demonstrates the complete repair procedure can be accessed via the Video library in TIS in Group 41.

Before starting any repairs it is recommended to watch both videos about the ISOFIX recall that are on the TIS Website.

If you have any questions you can direct them to: Paul.Labrie@bmwna.com or Brian.Garde@bmwna.com

Sincerely,

Paul Labrie

Technical Service

Attachments: ISOFIX Time Study Log 2[8175b5b0].pdf ISOFIX Recall FAQ[8175b5af].pdf ISOFIX Time Study Log 2[8175b5b0].pdf ISOFIX Recall FAQ[8175b5af].pdf

Recipients: BMW SAV (Light Trucks), Service, All Regions, All Areas, All Departments, All Personnel
BMW Passenger Cars, Service, All Regions, All Areas, All Departments, All Personnel

ISOFIX Recall SI B41 01 16

Frequently Asked Questions regarding the ISOFIX repair

Q1. What reference materials are available for the ISOFIX repair?

A. There are several resources available. There are two videos in TIS, in Group 41. One is the overview of the process and the other is a time study video. This is in addition to the repair process which is attached to SI B41 01 16. Also, ISTA should be accessed for seat removal, battery disconnection and basic welding precautions. It is strongly recommended to review all available materials prior to attempting this repair.

Q2. How much welding is involved in this repair?

A. The majority of this job consists of component removal and preparation for welding. These repairs can be performed by any technician with a minimum level of training. However, the welding portion of this repair takes approximately 10 minutes to weld four ISOFIX reinforcement brackets to the vehicle. This requires someone proficient at MIG welding.

Q3. What level of welding proficiency is needed to perform this repair?

A. We don't recommend any specific welding certification (Although ICAR training is a good idea). Any welder with a moderate level of proficiency will suffice (providing all conditions are met – refer to ISOFIX video in TIS, Group 41). If you are not confident with your level of welding proficiency, do not attempt this repair.

Q4. Can I do this repair at my Center?

A. Yes, this repair can be done at an Authorized BMW Center in its entirety providing that there are personnel proficient at MIG welding. Also, the proper safety and welding equipment must be available as outlined in the ISOFIX video (in TIS). If attempting to perform the repair "in house", make sure all of the available materials are reviewed and all points can be met (MIG Welder, Welding blankets, spark paper, foil tape etc.). If you are not confident with your level of welding proficiency, do not attempt this repair.

Q5. What if I don't not have personnel that can perform the welding process?

A. You can contact your local body shop or BMW Certified Collision Repair Center (CCRC). Make sure that you make available all of the necessary resource materials to make sure the repair is completed as per the procedure outlined in SI B41 01 16. Another option would be to contract with a portable welding service. Vehicles can be prepped in advance and the welding can be subcontracted.

Q6. What is the allowable time for the ISOFIX repair?

A. Refer to the Warranty section of SI B41 01 16 for the recommended Warranty time. There are several scenarios which are outlined. The repair can be done entirely at the center, entirely at the body shop (or CCRC), or the repair can be split between the two.

Q7. Can the ISOFIX repair be performed within the allotted time?

A. Yes, it is possible to perform the repair in the allotted time. As with any repair done frequently, the technician gains proficiency and improves efficiency with each repair. There is a time study available in TIS videos, under Group 41. This video demonstrates a technician performing the complete repair using no power tools, and with no assistance. In addition to that video, there is a time study log attached to SI B41 01 16. To improve efficiency, we have some recommendations on how to expedite some of the processes. These are also mentioned in this F.A.Q., refer to question 8.

Q8. How can the repair process be expedited?

A. Since this repair will most likely be done frequently, here are some recommendation to expedite the repair process:

- The felts can be “pre-cut” to save time.
- Multiple vehicles can be scheduled and set up using an “assembly line” process and then welded in batches.
- ISOFIX brackets can be prepared in advance by removing galvanized coating with a wire wheel.
- Templates can be created to facilitate masking (for paint) and vehicle protection (welding blankets).

Q9. Is it necessary to clear fault codes after battery disconnection/reconnection?

A. No, it is not necessary to clear fault codes resulting from battery disconnection. If the vehicle is in stock, it's part of the QC1. For customer vehicles, it's not necessary to reset these faults. These faults do not affect vehicle operation and no warning lights or Check Control Messages will be illuminated.

Q10. What about resetting the clock?

A. Resetting the vehicle clock only takes a few seconds, and some vehicles update automatically.

Q11. Is it required to add cavity wax into the area behind the ISOFIX anchors?

A. With regard to cavity wax, the area in question (behind the ISOFIX anchors) is not exposed to the elements, it is a closed area not subject to moisture. Our testing indicates that cavity wax is not needed and is therefore not part of the process.

Video Reference (number)	Operation	Approximate Segment Time	Cumulative Elapsed Time (rounded)	Approximate FRU (rounded)	Cumulative FRU Rounded	Comments
Video 1	Remove luggage floor, seat bolster, upper and lower seat. Disconnect battery.	11:29:00	11:29:00	2 FRU	2 FRU	Note: No power tools are used and one person is performing this recall with no assistance.
Video 2	Moving wire harness (EKP/Seat heater). Fold back carpet. Tape seat belt latches forward. Install spark deflection paper.	7:30	18:59:00	1.25 FRU	3.25 FRU	Use spark deflection paper as a backing for the welding blankets. This prevents any fiberglass from transferring to interior components. (Faster cleanup time and paper is reusable)
Video 3	Installation of welding blankets	13:43	32:41:00	2.3 FRU	5.55 FRU	
Video 4	Continued installation of welding blankets. Installation of foil tape (to connect blankets and prevent gaps)	17:45	50:26:00	2.75 FRU	8.3 FRU	An opportunity to create templates for welding blankets to expedite installation.
Video 5	Preparation of ISOFIX brackets and cleaning of paint from ISOFIX anchors.	13:11	1:03:36	2.2 FRU	10.5 FRU	Prep of brackets can be done in advance (wire wheel) to remove galvanized coating. Be sure to remove paint completely in designated areas. Failure to do so will result in poor quality weld, excessive smoking and increased welding spatter.
Video 6	Clamping of ISOFIX brackets to ISOFIX anchors	1:58	1:05:33	.3 FRU	11 FRU	

Video 7	Welding Poces - Welding brackets to anchors.	8:50	1:14:22	1.5 FRU	12.5 FRU	Actual welding time less than 10 minutes. Rest of job is entry level work.
Video 8	Post welding process, wire brushing (removal of slag), cleaning and preparation for paint (taping).	8:25	1:22:48	1.4 FRU	13.9 FRU	Can create template for masking of anchors to expedite painting process. Can save several minutes here.
Video 9	Spray painting of completed welds on anchors	1:18	1:24:05	.2 FRU	14 FRU	While paint is drying remove all blankets and paper/tape.
Video 10	Removal of Welding blankets	7:51	1:31:57	1.3 FRU	15.3 FRU	This should be done while paint dries (time saving opportunity)
Video 11	Preparation and installation of felts (cutting using template)	2:40	1:34:36	.5 FRU	15.8 FRU	Felts can be prepared in advance to save time
Video 12	Reinstallation of rear carpet (and removal of tape). Installation of wire harness.	1:36	1:36:11	.25 FRU	16 FRU	
Video 13	Installation of rear seat (upper portion) and lower seat belt anchors (includes torque wrench usage)	9:36	1:45:46	1.5 FRU	17.5 FRU	Torque wrench used, have ready in advance (do not replace lower seat belt anchor bolts).
Video 14	Reinstallation of seat bolsters (left and right), and upper seat bolster trim	3:35	1:49:21	.5 FRU	18 FRU	
Video 15	Reinstallation of rear seat (lower), reconnection of battery and reinstallation luggage floor (includes torqueing of battery terminal). Job complete.	2:36	1:51:56	.5 FRU	18.5 FRU	Job complete in under 19 FRU.