

**BMW 573 REPORT
MODEL YEAR 2011-2017 BMW X3, X4
ISOFIX CHILD RESTRAINT ANCHORS
CHRONOLOGY
19 MAY 2016**

BMW became aware of this issue in March 2015 from a field report on a 2011 BMW X3 SAV in Europe. The customer noticed that his unoccupied child restraint moved sideways when the vehicle travelled along a curve, and that one of the lower anchor bars was damaged.—BMW requested the parts for evaluation including the lower anchor bars and cross-member of the vehicle body to which the bars were attached. BMW requested the parts supplier to inspect parts and review the lower anchor bar production process.

In April and May 2015, a damaged lower anchor bar became known on two 2014 BMW X3 SAV vehicles in Europe. BMW also requested the parts for analysis.

On May 27, 2015, test results from the first incident indicated an insufficient weld of the lower anchor bar to the bar's mounting plate.

Supplier evaluation of the lower anchor bar production process did not indicate any manufacturing process faults. Random samples from production lots were subjected to static load testing, and passed. At that time, the analyses and testing did not point to a systematic basis for the damaged parts.

On June 10, 2015, an internal problem solution team was established to explore other possibilities that would explain the field incidents and to continue monitoring the field.

In November 2015, a review of warranty claim history showed that two claims had been processed for damaged lower anchor bars on Model Year 2011 BMW X3 SAVs, one in mid-2013, and one in early 2015.

In late February 2016, another incident became known on a 2014 BMW X3 in Europe in which both lower anchor bars were damaged. This triggered a new phase of analysis including initiating dynamic durability testing of the lower anchor bars via cyclic loading. All known incidents to date pertained to vehicles in Europe.

The cyclic loading evaluations indicated that, over time, excessive stresses to the vehicle's lower anchor bars are induced by European-ISOFIX-type rigid-style connector child restraint systems. Contributing factors also include the category of the child restraint system, the size/weight of the child, frequency of use, driving profile, and road conditions. Child restraint systems using LATCH-type flexible-style connectors, which reflect the vast majority of child restraint systems used in USA, do not induce this issue on the vehicles subject to this recall.

Between March and early May 2016, several risk matrix analyses were performed, along with a review of records in order to determine the quantity and production date range of potentially affected vehicles.

On May 12, 2016, BMW decided to conduct a voluntary safety recall for potentially affected vehicles.

BMW has not received any reports, nor is BMW otherwise aware, of any injuries or fatalities related to this issue.