

Part 573 Safety Recall Report

17V-047

Manufacturer Name : BMW of North America, LLC**Submission Date :** JAN 20, 2017**NHTSA Recall No. :** 17V-047**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : BMW of North America, LLC

Address : P.O. Box 1227

Westwood NJ 07675-1227

Company phone : 18005257417

Population :

Number of potentially involved : 230,117

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2000-2002 BMW 320i, 323i, 325i, 325xi, 330i, 330xi

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : JUN 02, 2000 - DEC 29, 2001

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2000-2002 BMW 323Ci, 325Ci, 330Ci, M3

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : MAY 12, 2000 - DEC 29, 2001

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 3 : 2000-2002 BMW 323iT, 325iT, 325xiT

Vehicle Type : LIGHT VEHICLES

Body Style : STATIONWAGON

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : JUN 02, 2000 - DEC 29, 2001

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 4 : 2001-2002 BMW 525i, 530i, 540i, M5

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : SEP 01, 2000 - FEB 28, 2002

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 5 : 2001-2002 BMW 525iT, 540iT

Vehicle Type : LIGHT VEHICLES

Body Style : STATIONWAGON

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : SEP 06, 2000 - FEB 28, 2002

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 6 : 2001-2003 BMW X5 3.0i, 4.4i, 4.6is

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement /spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

Production Dates : APR 18, 2000 - JAN 31, 2003

VIN Range 1 : Begin : NR End : NR Not sequential

Description of Defect :

Description of the Defect : Certain vehicles may contain a Takata driver's front air bag module that contains a PSDI-4 inflator that could have been installed as a replacement / spare part. The originally equipped Petri-supplied air bag module did not contain an inflator with ammonium nitrate.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : As noted in Section 4 of Takata's Defect Information Report, 15E-040, the Takata PSDI-4 inflator propellant wafers may experience an alteration over time, which could potentially lead to over-aggressive combustion in the event of air bag deployment. Depending on the circumstances, this potential could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment. 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.

Description of the Cause : Based upon Takata's investigation to date, the potential for such ruptures may occur in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. In addition, the potential for rupturing may also depend on other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability of the air bag modules.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : Takata AG

Address : Bahnweg 1
Aschaffenburg FOREIGN STATES 63743

Country : Germany

Chronology :

On November 21, 2016, BMW received a customer inquiry about the type of inflator installed in their 3 Series sedan. The customer's vehicle was a Model Year 2000, and originally equipped with a Petri-supplied air bag module that contained a "P-NADI" inflator. These inflators do not contain ammonium nitrate. It was subsequently determined that the vehicle, at some point in its lifetime, was repaired with a Takata air bag module that contained the PSDI-4 inflator. The originally manufactured Petri air bag modules containing P-NADI inflators are interchangeable with Takata modules containing PSDI-4 inflators. Therefore, these could have been installed as replacement / spare parts as a result of, for example a vehicle crash involving deployment of the air bag.

Between December 2016 and January 2017, BMW initiated an analysis of production and manufacturing records to try to determine the number of replacement / spare parts that could have been installed in the affected vehicles. The analyses of parts sales records indicated that approximately 14,600 air bag modules were shipped to the US market for replacement / spare parts between 2002 and 2015. However, a large percentage of the parts may have been used for vehicles currently under recall for the Takata PSDI-4 inflator. Therefore, a very small percentage of these parts may have been used as replacement / spare parts in the affected vehicles. After extensive analyses, it was not possible to determine the specific vehicles that received these inflators.

On January 19, 2017, BMW decided in an abundance of caution to conduct a safety recall to identify, inspect and, if necessary replace the driver's front air bag module on potentially affected vehicles.

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

Description of Remedy :

Description of Remedy Program : The driver's front air bag module will be inspected and, if necessary, replaced.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : JAN 23, 2017 - NR

Planned Owner Notification Date : MAR 15, 2017 - NR

* NR - Not Reported