Part 573 Safety Recall Report 17V-676

Manufacturer Name : BMW of North America, LLC
Submission Date : OCT 25, 2017
NHTSA Recall No. : 17V-676
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 : 672,775
Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2006-2011 BMW 3 Series Sedan (323i, 325i, 325xi, 328i, 328xi, 330i, 330xi, 335i, 335xi, M3)
Vehicle Type : LIGHT VEHICLES
Body Style : 4-DOOR
Power Train : GAS
Descriptive Information : Approximately 471,324 vehicles were equipped with a blower-regulator wiring harness in which the connectors at the ends of the harness are coated with tin which could lead to fretting corrosion at its connection to the blower-regulator.

Basis for recall population determination: Vehicle assembly and supplier production records were evaluated for the start date of the blower-regulator wiring harness containing silver coated connectors at the ends of the harness.

Recall component differentiation to non-recall component: The recall component (blower-regulator wiring harness) has tin coated connectors at the end of the harness, while the non-recall component has silver coated connectors at the end of the harness.

Production Dates : FEB 01, 2005 - APR 29, 2011
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2006-2011 BMW 3 Series Wagon (325xi, 328i, 328xi)
Vehicle Type : LIGHT VEHICLES
Body Style : STATIONWAGON
Power Train : GAS
Descriptive Information : Approximately 12,107 vehicles were equipped with a blower-regulator wiring harness in which the connectors at the ends of the harness are coated with tin which could lead to fretting corrosion at its connection to the blower-regulator.

Basis for recall population determination: Vehicle assembly and supplier production records were evaluated for the start date of the blower-regulator wiring harness

containing silver coated connectors at the ends of the harness.

Recall component differentiation to non-recall component: The recall component (blower-regulator wiring harness) has tin coated connectors at the end of the harness, while the non-recall component has silver coated connectors at the end of the harness.

Production Dates : JUN 14, 2005 - APR 29, 2011

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

Vehicle 3 : 2007-2011 BMW 3 Series Coupe (328i, 328i xDrive, 328xi, 335i, 335i xDrive, 335is, 335xi, M3)

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Approximately 106,165 vehicles were equipped with a blower-regulator wiring harness in which the connectors at the ends of the harness are coated with tin which could lead to fretting corrosion at its connection to the blower-regulator.

Basis for recall population determination: Vehicle assembly and supplier production records were evaluated for the start date of the blower-regulator wiring harness containing silver coated connectors at the ends of the harness.

Recall component differentiation to non-recall component: The recall component (blower-regulator wiring harness) has tin coated connectors at the end of the harness, while the non-recall component has silver coated connectors at the end of the harness.

Production Dates : APR 20, 2006 - MAY 31, 2011

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

Vehicle 4 : 2007-2011 BMW 3 Series Convertible (328i, 335i, 335is, M3)

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Approximately 75,490 vehicles were equipped with a blower-regulator wiring harness in which the connectors at the ends of the harness are coated with tin which could lead to fretting corrosion at its connection to the blower-regulator.

Basis for recall population determination: Vehicle assembly and supplier production records were evaluated for the start date of the blower-regulator wiring harness containing silver coated connectors at the ends of the harness.

Recall component differentiation to non-recall component: The recall component (blower-regulator wiring harness) has tin coated connectors at the end of the harness, while the non-recall component has silver coated connectors at the end of the harness.

Production Dates :	NOV 28, 2006 - MAY 31, 2011				
VIN Range 1 :	Begin :	NR	End :	NR	☐ Not sequential

Vehicle 5 :	2009-2011 BMW 3 Series Diesel (335d)
Vehicle Type :	LIGHT VEHICLES
Body Style :	4-DOOR
Power Train :	DIESEL
Descriptive Information :	Approximately 7,689 vehicles were equipped with a blower-regulator wiring harness in which the connectors at the ends of the harness are coated with tin which could lead to fretting corrosion at its connection to the blower-regulator. Basis for recall population determination: Vehicle assembly and supplier production records were evaluated for the start date of the blower-regulator wiring harness containing silver coated connectors at the ends of the harness. Recall component differentiation to non-recall component: The recall component (blower-regulator wiring harness) has tin coated connectors at the end of the harness, while the non-recall component has silver coated connectors at the end of the harness.

Production Dates :	MAR 27, 2008 - APR 29, 2011				
VIN Range 1 :	Begin :	NR	End :	NR	☐ Not sequential

Description of Defect :

Description of the Defect :	This recall involves the blower-regulator wiring harness. The blower-regulator controls the blower-motor's fan speed (air flow) within the heating and air conditioning system. Over time, irregularities in the crimp connection in conjunction with relative movements of the tin-coated connector at the end of the wiring harness, which connects to the tin-coated blower-regulator pin, could lead to frictional corrosion. In combination with very high current flow, which would occur at maximum blower-motor fan speed, variations in the electrical resistance at this connection could occur, which could lead to a temperature increase. As a result, the blower-regulator wiring could be damaged, and could lead to partial contact of individual wire strands. This could result in an irregular current flow (i.e., short circuit), and also further overheating.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	Potential overheating could occur. If this condition occurs, there is a risk that the heat generated could melt the plastic surrounding the blower-regulator, and increase the risk of a fire.
Description of the Cause :	NR

Identification of Any Warning that can Occur :	The heating / air conditioning system may suddenly stop functioning. Smoke, and/or a plastic burning odor, may be noticeable within the vehicle interior.

Supplier Identification :

Component Manufacturer

Name :	LEONI Bordnetz-Systeme GmbH
Address :	Flugplatzstraße 74 Kissingen FOREIGN STATES 97318
Country :	Germany

Chronology :

In late 2007, and in late 2008, a field incident involving a Model Year 2006 BMW 3 Series sedan was received involving heat related damage to the heating and cooling system. In each case, BMW reviewed the available information and performed a vehicle inspection, but a root cause could not be determined. The field continued to be monitored.

Between 2010 and 2011, a few more field incidents occurred. Initial analyses indicated that a degradation of the connection between the blower-regulator wiring harness and the blower-regulator could occur.

In May 2011, after further analyses, a quality improvement to the blower-regulator wiring harness was implemented consisting of a modification of the end connectors from a tin coating to a silver coating.

No injuries were reported during the seven year period between 2007 and 2014, but in 2015, BMW was made aware of three incidents involving two Model Year 2006 BMW 3 Series sedans and one Model Year 2008 BMW 3 Series sedan in which there were allegations of injuries. Further analyses ensued.

In early September, BMW was made aware of an incident involving a Model Year 2011 BMW 3 Series. BMW's inspection of the vehicle indicated that heat related damage had occurred to the heating and cooling system. Later that month BMW reviewed certain complaints involving Model Year 2008 BMW 3 Series with NHTSA. Further review of vehicle manufacturing records, supplier and sub-supplier production information, field data, engineering specification including blower-regulator configuration for each vehicle type indicated that, due to design configuration, the 3 Series models appeared to be affected.

In October, BMW met with NHTSA to discuss this issue.

On October 18, 2017, BMW decided to conduct a voluntary recall.

Description of Remedy :

Description of Remedy Program :	The blower-regulator wiring harness will be inspected and a new part will be installed. Additional components will be replaced, if necessary, as determined at the time of repair.
How Remedy Component Differs from Recalled Component :	Recalled Component: Blower-Regulator Wiring Harness with Tin-Coated End Connectors; p/n: No BMW part number.
Identify How/When Recall Condition was Corrected in Production :	NR

Recall Schedule :

Description of Recall Schedule :	Dealers are planned to be notified on 30 Oct 2017. Owners are planned to be notified on 18 Dec 2017.
Planned Dealer Notification Date :	OCT 30, 2017 - NR
Planned Owner Notification Date :	DEC 18, 2017 - NR

* NR - Not Reported