



RECALL CAMPAIGN 17V-062: FRONT PASSENGER AIR BAG

This Service Information bulletin replaces SI B51 17 17 dated April 2017

What's New:

- **Production date range added to Model section**
- **All references to instrument panel have been changed to dashboard**
- **Repair attachment has been updated**
- **Warranty information has been updated**
- **New FRU time allowances for knee air bag equipped vehicles (available 4/24/2017)**

New information provided by this revision is preceded by this symbol .

Please perform the procedure outlined in this Service Information on all affected vehicles before customer delivery. In the event the customer has already taken delivery of the vehicle, please perform the procedure the next time the vehicle is in the shop.

MODEL

F48 (X1)

 Vehicles produced June 2016 to February 2017

SITUATION

An incorrectly manufactured dashboard may be found in these vehicles. The defective dashboard may prevent proper front passenger side air bag expansion in the event of deployment

The percentage of incorrectly manufactured dashboards is expected to be less than 1%.

AFFECTED VEHICLES

Vehicles which require this Recall Campaign to be completed will show it as “Open” when checked either in AIR, the "Service Menu" of DCSnet (Dealer Communication System) or with the Key Reader.

CAUSE

Dashboards may not have required milling on back side to allow proper air bag inflation and expansion, if deployed.

CORRECTION

Inspect back side of dashboard and replace it if the required milling is missing.

PROCEDURE

1. Remove glove box as per REP 51 16 366 “Removing and installing the glove box on the right with the housing”.
2. Follow attached procedure for “Inspection and/or Replacement of Instrument Panel.

SPECIAL TOOLS

Borescope meeting following specifications (recommended):

- Camera Head Diameter: Preferred diameter $\leq 4.5\text{mm}$. Note: 5.5 mm will suffice.
- Integrated lighting
- Photo function
- Endoscopic Length: 0.7m minimum
- Camera Resolution: 640 x 480 (recommended)

PARTS INFORMATION

After inspection: Only when the instrument panel requires replacement.

Part Number	Description	Quantity
Refer to EPC	Instrument Panel	1
07 14 9 200 938	Clip	13
07 14 8 263 913	Screw, (Instrument panel)	11
07 12 9 907 489	Screw (airbag module)	6



Note: Please refer to the Parts Matrix for parts ordering procedure.

PARTS RETENTION

Any dashboard replaced under this Recall is the property of BMW NA.

Your center is responsible for the proper identification, storage and documentation of such parts. They must be held in a secure retention area until notification of claim payment is made by BMW NA through DCSnet.

Note: The “instrument panel” is NOT classified as a dangerous good (DG).

Parts replaced under this recall must be returned to the Warranty Parts Return Center (Ship to: WPRC). A DCSnet Part Return tag will be generated accordingly.

Please use BMW’s established standard and normal shipping procedures to identify, document, package and return these recalled parts to the WPRC.

Any return requested recalled “instrument panels” that are not received by the WPRC within 60 days of the claim “credit date” may be subject to debit.

WARRANTY INFORMATION

Alternative Mobility Solutions (AMS) Reimbursement




For customer owned and operated vehicles, this BMW Recall repair qualifies for Alternative Mobility Solution (AMS) expense reimbursement. Please refer to SI B01 29 16 for claim submission details.

Reimbursement for this Recall will be via normal claim entry utilizing the following information:

Note: The new FRU allowances listed below will be available in the system starting Monday 4/24/2017 

Defect Code:	0051150400	
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Completion “before” vehicle delivery to the customer or the vehicle is already in the workshop

Labor Operation:	Labor Allowance:	Description:
00 65 513	9 FRU 	Check the milling for the passenger air bag with borescope (no repair is necessary) (Plus work, knee air bag equipped vehicles) 
Or:		
00 65 514	53 FRU 	Check the milling for the passenger air bag with borescope and replace the instrument panel (Plus work, knee air bag

		equipped vehicles) 
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Or:

Completion after vehicle delivery to the customer

Labor Operation:	Labor Allowance:	Description:
00 65 008	10 FRU 	Check the milling for the passenger air bag with borescope (no repair is necessary) (Main, knee air bag equipped vehicles) 
Or:		
00 65 009	55 FRU 	Check the milling for the passenger air bag with borescope and replace the instrument panel (Main work, knee air bag equipped vehicles). 

TREAD Act - Previous Customer-Pay Repairs

For the Recall affected vehicles, the front passenger side air bag occupant detection system and deployment thresholds are correctly functioning.

This Recall repair addresses an “instrument panel” manufacturing deficiency that may “prevent” proper inflation and expansion of the air bag when the necessary conditions are met and the vehicle’s SRS system triggers a deployment as designed. Reimbursement requests for prior customer-pay repairs that specifically address this issue are not very likely.

Typically, a customer would have their passenger’s front air bag replaced as a result of an accident. In such a case, either an insurance company or the customer themselves paid for this replacement. Air bag modules replaced in conjunction with accident repairs are not covered by this Recall and are not entitled for reimbursement.

Overlapping Labor Procedure – Other Repairs

If invoicing the KSD2 flat rate labor operation codes for other repair work results in overlapping labor, for those flat rate labor operations that are affected, you can now:

- Replace the stated KSD2 “FRU allowance” with a “reduced FRU value” to eliminate the overlapping labor.

For help in identifying the overlapping labor, please refer to the AIR FRU Plausibility Check (Overlapping Labor Tool) that is located in the AIR Client.

Eligible other repair work being claimed under a different defect code will require separate punch times.

On the repair order and in the claim comment section, please identify and itemize those labor operations being claimed with a “reduced FRU value.”

ATTACHMENTS

View PDF attachment [B511717 Recall Notice](#).

View PDF attachment [Attachment A - Inspection and Repair Instructions_V3](#).

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SAFETY RECALL NOTICE

To: All Center Operators, Sales Managers, Service Manager, Parts Manager and Warranty Processor

RE: Delivery Stop & Recall 17V-XXX: Check and Replace Instrument Panel B51 17 17

BMW Group is conducting a Voluntary Safety Recall (effective April 3, 2017) on Model Year 2016 – 2017 BMW X1 SAV vehicles involving the instrument panel.

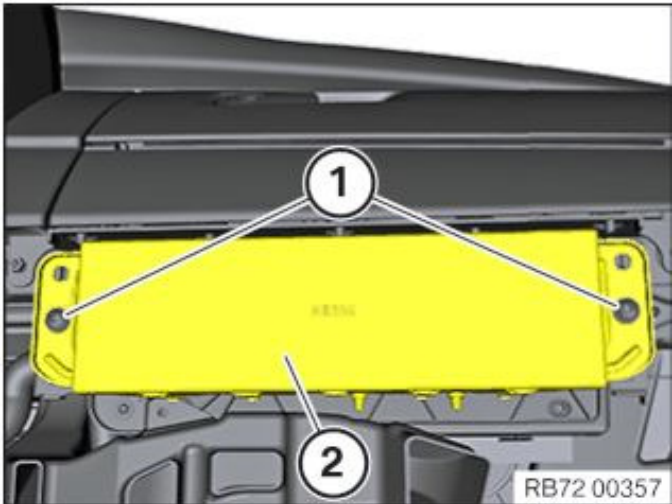

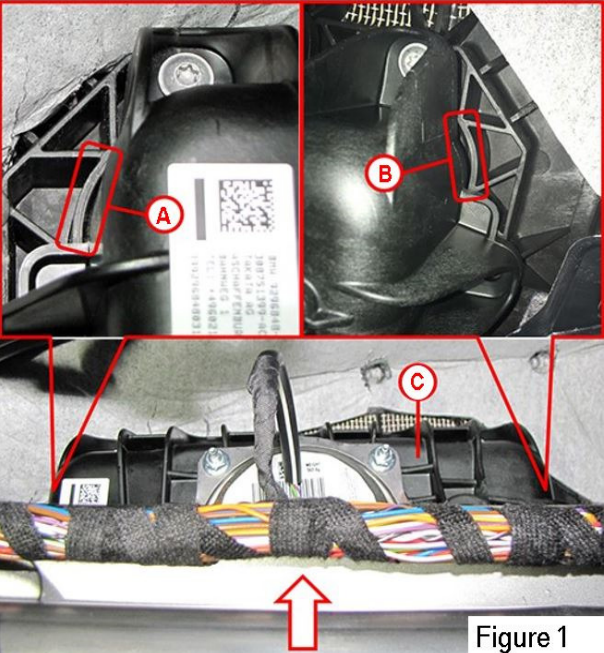
Owners will be notified by First Class mail about the Recall and will be instructed to bring their vehicles in for a free repair when parts are available.

Please be reminded that it is a violation of federal law (The Safety Act) for you to sell, lease or deliver any new motor vehicle covered by this notification until the recall repair has been performed. This means that centers may not legally deliver new motor vehicles to consumers until they are fixed or use/sell replacement equipment/parts subject to this recall. Note also that substantial civil penalties apply to violations of the Safety Act.

Also, you should not sell, lease or deliver any Certified Pre-Owned or used vehicles subject to a safety recall until the repair is completed.

Please follow any special instructions that we provide to you for the return or disposition of recall parts.

We appreciate all your assistance with this Recall.

	<ol style="list-style-type: none"> 1. Remove glovebox to inspect passenger side dashboard air bag area. Refer to repair instructions REP 51 16 366 "Removing and installing the glove box on the right with the housing".
	<ol style="list-style-type: none"> 2. Prior to removing glovebox for inspection, the passenger side knee airbag must be removed. Refer to repair instructions "72 12 006 Removing and installing/replacing airbag module for passenger knee protection". <p> Note: follow all instructions on the safe removal of the passenger side knee airbag.</p>
 <p>Figure 1</p>	<ol style="list-style-type: none"> 3. Overview: Once the glovebox has been removed, the rear of the passenger side airbag will be visible (C). At points A and B, there are gaps through which the milling points can be viewed using a borescope. <p>Note: The inspection must be performed on both sides of the dashboard at points A and B.</p>



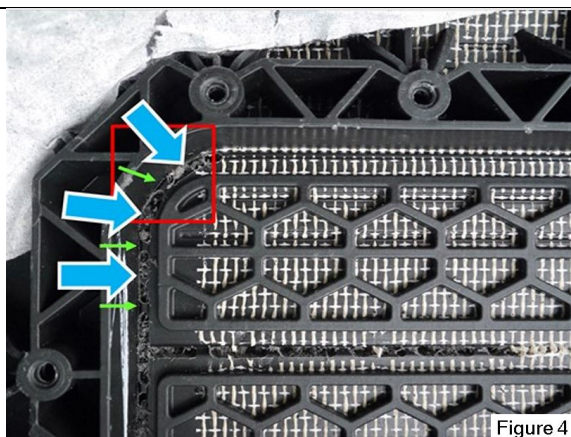
4. Position the camera head of the endoscope as shown in Fig. 2 at the gap and, if necessary, rotate camera head until a useful image is displayed.



Note: Due to manufacturing tolerances, the gap on the right and left can be of different sizes. When using borescope, move the camera head to the largest part of the gap. The camera head of the endoscope does not fit entirely into the gap.



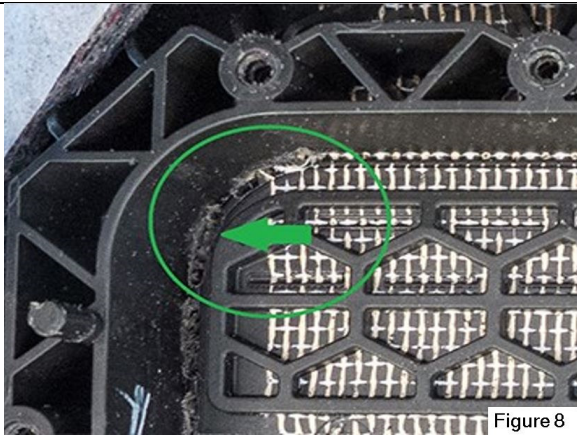
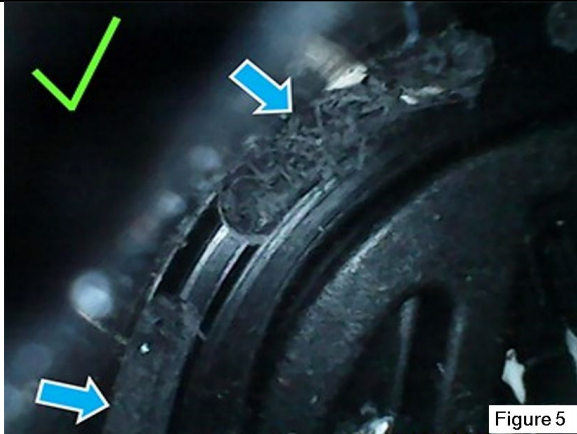
5. Move borescope to the other side and test at the largest part of the gap. Rotate camera head until a useful image is displayed (The image should be similar to Figure 5 or 6).

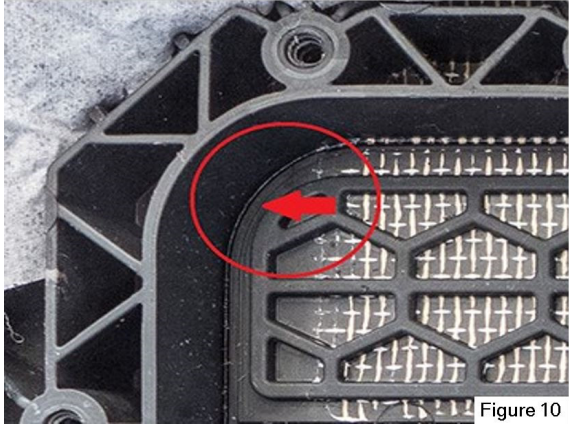

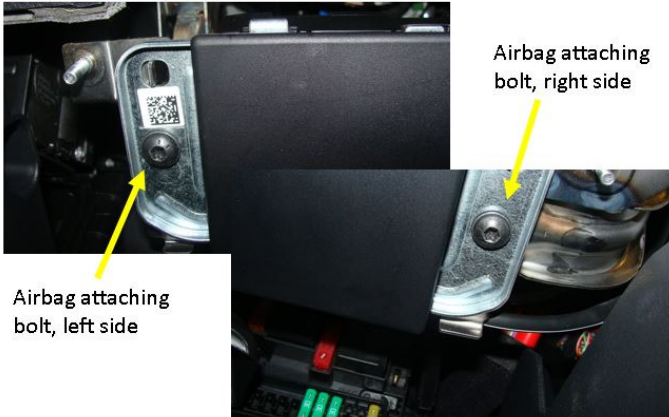


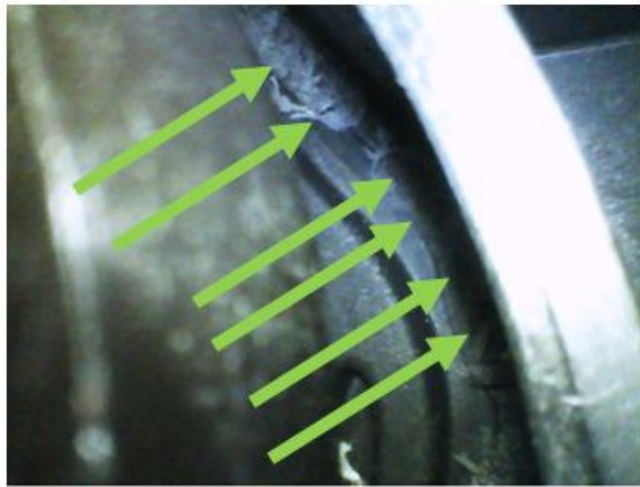
6. Figure 4 shows the correct milling of the dashboard. The area in the red square is the approximate area which will be viewable with the borescope. Blue arrows showing milling and the green arrows show milling jigs.



Note: Figure 4 shows the underside of the dashboard with the passenger side airbag removed. Your view will be what is shown in Figure 5.

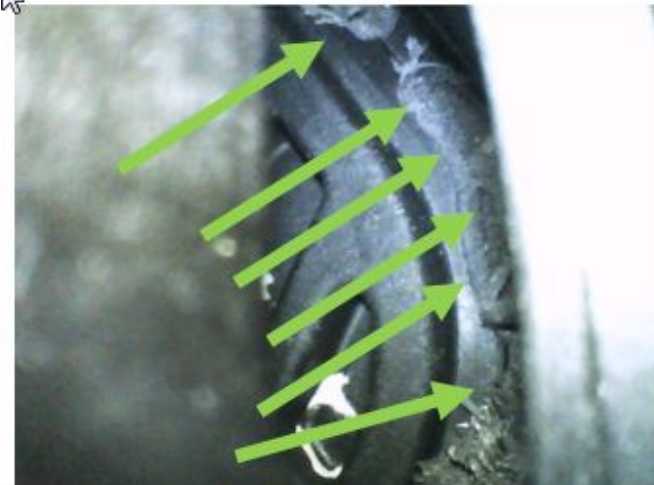
 <p>Figure 8</p>	<p>7. Figure 8 shows a closer view of the area to be inspected.</p>
 <p>Figure 5</p>	<p>8. In figure 5, the image shows the view via the borescope. The milling area shown (indicated by the blue arrows) is correctly done. If the milling is correct on both side, the vehicle can be reassembled and no further actions is needed. Refer to repair instructions 51 16 366 "Installing the glove box on the right with the housing".</p>
x	

 <p>Figure 10</p>  <p>Figure 6</p>	<p>9. Figure 10 shows the incorrect milling of the dashboard. If there is no groove on the image of the borescope and no milling traces as in Fig. 6, then the dashboard must be replaced.</p> <p>Refer to repair instructions “51 45 031 Replace cover for instrument panel”.</p> <p>Note: Only in emergencies when no borescope is available, the dashboard needs to be removed to inspect the milling area. Refer to repair instructions “72 12 000 Removing and installing the airbag module on the passenger side”.</p>
 <p>Airbag attaching bolt, right side</p> <p>Airbag attaching bolt, left side</p>	<p>10. Once the dashboard inspection is complete, reassemble vehicle in the reverse order of removal.</p> <p>Note: When reinstalling passenger side knee airbag, the screws must be replaced. Follow proper torque specifications when reinstalling bolts.</p>



Evidence of correct milling – Green arrow

The following pictures are for clarification to help interpret your borescope images.



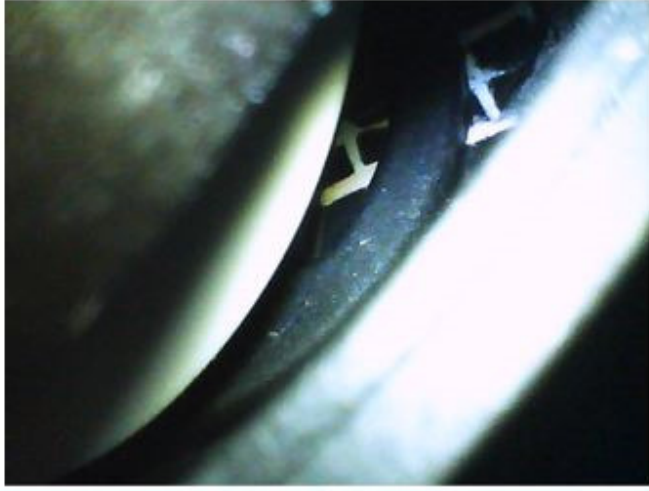

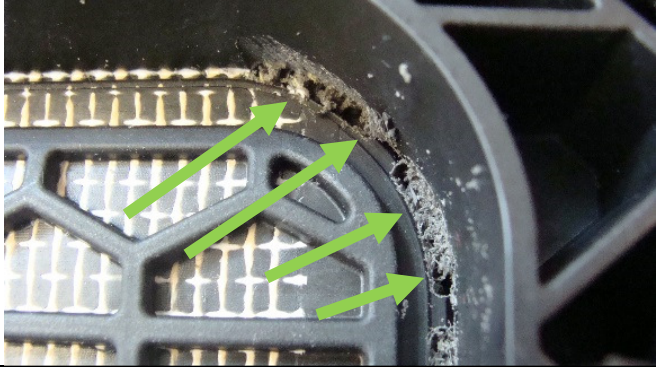
Evidence of correct milling – Green arrow

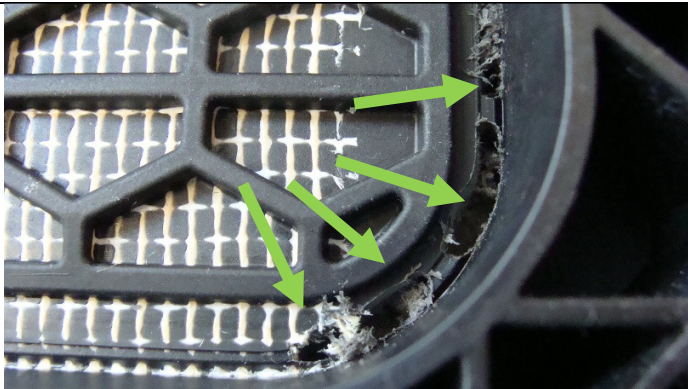


Evidence of correct milling – Green arrow



Evidence of correct milling – Green arrow

 <p data-bbox="215 790 866 842">Unable to determine (wrong angle view)</p>	<p>The image at the left is showing the wrong angle view. The evidence of milling cannot be determined. The borescope must be put at a less extreme angle to obtain correct image.</p>
 <p data-bbox="311 1171 758 1209">Green areas show correct milling</p>	<p>The image at left shows the milling marks (green arrow) with the airbag removed from the dashboard (this is for reference only).</p>
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