Safety Recall 17V-067
Model Year 2011-2012
Certain BMW Models
Rear Driveshaft Constant Velocity (CV) Joint
Part 573 Chronology
2 Feb 2017
(Rev.1 – 4 May 2017)

On August 2, 2016, NHTSA informed BMW of a customer complaint involving a Model Year 2012 BMW 750i xDrive (all-wheel drive). The customer reported a loss of power accompanied by loud noise. BMW requested the parts be returned for inspection and analysis. Engineering analyses were conducted, which also included a review of other vehicle models that could be similarly affected.

On September 8, 2016, BMW informed NHTSA of its preliminary information and indicated that it was continuing its analyses. Between September and October, engineering analyses continued. In mid-October, the analyses indicated that the Constant Velocity (CV) joint of the customer's vehicle was produced with rivets that did not have sufficient durability. However, at that time, for all-wheel-drive vehicles, should the condition occur, propulsion was determined to still be available. Analyses involving the potential for the condition to occur on other vehicle models continued.

On October 23rd, BMW informed NHTSA that it had decided to perform a Service Action with customer notification on Model Year 2012 BMW 7 Series vehicles, with all-wheel-drive, produced between March and April 2011. The Service Action would involve removing and replacing the rear drive shaft's Constant Velocity (CV) joint on approximately 970 vehicles.

On November 30, 2016, BMW received a field report involving a Model Year 2011 BMW 335d in which the rear drive shaft broke, resulting in a loss of propulsion. The report also indicated that this caused some damage to the vehicle's underbody and interior. BMW identified three other incidents indicating possible comparable damage. Parts were requested for analysis.

Between December 2016 and January 2017, engineering analyses were conducted on the returned parts, and parameters that were thought to have some possible effect on the issue, such as vehicle type, engine type, drive train type and geometry, were studied.

On December 20, 2016 BMW provided an update to NHTSA on its ongoing analyses. The analyses confirmed that the primary issue involved insufficient durability of the CV joint.

Production and manufacturing records were examined to determine the quantity and production date range of potentially affected vehicles. An additional field incident involving a Model Year 2012 135i Coupe was received on January 24, 2017.

On January 26, 2017, BMW decided to conduct a voluntary safety recall.

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

On April 27, 2017, based upon the supplier's review of its parts production information, and BMW's further discussions with the supplier, BMW decided to amend its February 2, 2017 report. Specifically, the remedy will consist of replacing the CV joint on all affected vehicles.