



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

18V030

Manufacturer Name: BMW of North America, LLC

Submission Date: Jun 11, 2018

NHTSA Recall No.: 18V030

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: BMW of North America,
LLC
Address: P.O. Box 1227
Westwood NJ, 07675-1227

Total number of potentially involved: 41,808
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2009-2013 BMW X6 xDrive35i, X6 xDrive50i, X6 M

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Oct 09, 2008 - Mar 27, 2013

Number of potentially involved:

Descriptive Information:

3,906 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Basis for recall population determination: Based upon Takata DIRs 18E-001, 18E-002, 18E-003, BMW vehicle assembly records were reviewed to determine the appropriate potentially affected vehicle population.

Recall component differentiation to non-recall component: The recalled component contains non-desiccated ammonium nitrate as the gas generate whereas the remedy part does not.

Vehicle 2: 2009-2010 BMW X5 xDrive35d

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Mar 19, 2008 - Mar 18, 2010

Number of potentially involved:

Descriptive Information:

4,900 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Basis for recall population determination: Based upon Takata DIRs 18E-001, 18E-002, 18E-003, BMW

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vehicle assembly records were reviewed to determine the appropriate potentially affected vehicle population.

Recall component differentiation to non-recall component: The recalled component contains non-desiccated ammonium nitrate as the gas generate whereas the remedy part does not.

Vehicle 3: 2007-2013 BMW X5 xDrive30i, X5 xDrive35i, X5 xDrive48i, X5 xDrive50i, X5 M

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Sep 12, 2006 - Jun 27, 2013

Number of potentially involved:

Descriptive Information:

33,002 vehicles were equipped with a Takata PSPI-2 passenger's front air bag inflator.

Basis for recall population determination: Based upon Takata DIRs 18E-001, 18E-002, 18E-003, BMW vehicle assembly records were reviewed to determine the appropriate potentially affected vehicle population.

Recall component differentiation to non-recall component: The recalled component contains non-desiccated ammonium nitrate as the gas generate whereas the remedy part does not.

Defect / Noncompliance Description

Description of the defect or noncompliance:

This safety recall involves the passenger's front air bag. Approximately 41,808 affected vehicles were equipped with a Takata PSPI-2 inflator. For the defect description refer to Takata's Defect Information Reports 18E-001, 18E-002, and 18E-003.

Updated June 11, 2018: BMW will use the "other" reporting category for removed vehicles in Quarterly Reporting as permitted in the Third Amendment to the Coordinated Remedy Order ("ACRO"), Paragraphs 45 through 49. As a condition of the ACRO, all affected vehicles will remain active, or "live", across BMW's data systems such that any search of "other" removed VINs will return an open recall status. For this reason, the Number of potentially involved vehicles in this report will remain the same.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Takata addressed the safety risk in its Defect Information Reports 18E-001, 18E-002, and 18E-003.

Description of the cause:

According to Takata's Defect Information Reports 18E-001, 18E-002, and 18E-003, its investigation to date indicates that propellant wafers in some of the subject inflators may experience an alteration over

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time due to several years of exposure to persistent conditions of high absolute humidity. Based upon Takata's investigation to date, the potential for ruptures occurs in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability. BMW is not aware of any test ruptures in ballistic testing or confirmed field incidents of the subject non-desiccated ammonium nitrate inflator PSPI-2 neither at vehicles in the field nor in conformity of production testing.

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Takata AG

Address: Bahnweg 1
Aschaffenburg Foreign States, 63743

Country: Germany

Involved Components

Component Name 1:

Component Description:

Component Part Number:

Chronology

Please refer to BMW's 573 filings for Recall 16V-364 dated May 25, 2016, and 17V-020 dated January 10, 2017. In further Defect Information Reports filed with NHTSA on January 2, 2018 and January 4, 2018, Takata reported that it had determined that a defect related to motor vehicle safety may arise in some additional PSPI-2 inflators. BMW decided in an abundance of caution to conduct a safety recall to replace the frontal airbag(s) on the affected vehicles, based solely on the information provided by Takata. BMW has not received any reports, nor is BMW otherwise aware, of any injuries or deaths related to this issue.

Related NHTSA Recall Number:

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Description of Remedy

Remedy Type: Repair

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

The passenger's front air bag module will be replaced.

How remedy component differs from recalled component:

The final remedy component will incorporate a different air bag module.
Recalled component: PSPI-2 air bag – p/n 9141529

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Recall notification to dealers is planned to begin and end on 9 Jan 2018.
Recall notification to owners is planned to begin and end on 1 Mar 2018.

Planned Dealer Notification Date: Jan 09, 2018 - Jan 09, 2018 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Mar 01, 2018 - Mar 01, 2018 Phased Recall

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Date when VIN will be searchable: