

Part 573 Safety Recall Report

18V-314

Manufacturer Name : BMW of North America, LLC

Submission Date : MAY 14, 2018

NHTSA Recall No. : 18V-314

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 : 6,591

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2010-2011 BMW 335d

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : DIESEL

Descriptive Information : Approximately 6,591 vehicles with Diesel engines were equipped with a power supply system in which the electrical connection at the fuse box could degrade over time.

Basis for recall population determination: All 3 Series Diesel vehicles from 12/01/2009 to end of vehicle production on 06/30/2011. Determination was based on a part change of the fuse box from a metal support bracket to a plastic support bracket.

Recall component difference to non-recall component: Recall vehicles contain a plastic support bracket, instead of a metal support bracket, at the fuse box.

Production Dates : DEC 01, 2009 - JUN 30, 2011

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : This recall involves the vehicle power supply system. On affected vehicles with Diesel engines, the battery is located in the trunk of the vehicle. Power is transferred, via the positive battery ("B+") cable, from the battery in the vehicle's trunk to the fuse box which is located between the glove compartment and the dash panel inside the vehicle.

The connector at the end of the B+ cable and the corresponding terminal on the fuse box are both coated with tin. In addition, affected vehicles contain a plastic (instead of metal) support bracket at the fuse box. If relative movements between the B+ cable connector and the terminal on the fuse box occur, then in combination with very high current flow, the connection may be susceptible to fretting over time. Depending upon the extent of the degradation of the connectors, variations in the electrical resistance at this connection could occur. With high current flow, increased heat on the connectors could be present and lead to further wear of the connectors.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Excessive wear of the connectors could eventually lead to a break in the electrical connection and create a non-starting condition in the vehicle. Also, a strong variation in the contact resistance could lead to a momentary flickering of the display in the instrument cluster or to a momentary engine shut down. In an extreme case, the electrical system may be completely interrupted during vehicle operation resulting in a complete loss of vehicle power and could increase the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : Lear Corporation

Address : 21557 Telegraph Rd
Southfield MICHIGAN 48033

Country : United States

Chronology :

Please refer to BMW's February 7, 2013, and July 26, 2013, Part 573 reports assigned NHTSA Recall ID

13V-044. Diesel models were not included in the 2013 recall due to differences in the component and electrical system configuration compared to non-diesel models.

During field monitoring, a number of incidents had occurred and were increasing, and by May 2018, approximately 35 field cases pertaining to a non-starting engine or shut-down of the electrical system had occurred in the US pertaining to Model Year 2010-2011 BMW 335d vehicles.

Based upon the increasing number of cases, it was determined that, despite the difference in the power supply system electrical configuration of vehicles with diesel engines compared to vehicles with gasoline engines, a similar issue could occur involving vehicles produced with the plastic support bracket at the fuse box.

Vehicle manufacturing and supplier production records were examined in order to determine the number, and production dates, of potentially affected vehicles.

On May 7, 2018, BMW decided to conduct a voluntary recall.

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

Description of Remedy :

Description of Remedy Program : The B+ cable connector will be replaced by one that is silver-coated and will be secured to the fuse box. Owners will be notified by First Class mail and instructed to take their vehicle to an authorized BMW center to have the remedy performed for free. Owners who have replaced the B+ cable connector at their own expense prior to the recall notification may be eligible for reimbursement according to BMW Group's reimbursement plan in accordance with 49 CFR 573.13 and 49 CFR 577.11.

How Remedy Component Differs from Recalled Component : Recall component - B+ cable lead / Part number - N/A (no p/n for B+ cable lead)

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

Recall Schedule :

Description of Recall Schedule : Notification to dealers is planned to begin and end on May 14, 2018. Notification to owners is planned to begin and end on July 6, 2018.

Planned Dealer Notification Date : MAY 14, 2018 - NR

Planned Owner Notification Date : JUL 06, 2018 - NR

* NR - Not Reported