

# Part 573 Safety Recall Report

# 20V-185

**Manufacturer Name :** BMW of North America, LLC

**Submission Date :** MAR 26, 2020

**NHTSA Recall No. :** 20V-185

**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 :** 8,536

**Estimated percentage with defect :** 30 %

## Vehicle Information :

**Vehicle 1 :** 2013-2016 BMW 328d xDrive

**Vehicle Type :** LIGHT VEHICLES

**Body Style :** 4-DOOR

**Power Train :** DIESEL

**Descriptive Information :** Approximately 5,207 vehicles contain a constant-velocity joint disc which, over time, can become damaged.

**Basis for recall population determination:** Vehicle manufacturing and supplier production records were used to determine the specific vehicle assembly dates with the subject constant-velocity joint.

**Recall component difference to non-recall component:** The constant-velocity joint prior to a quality improvement design change to improve robustness.

**Production Dates :** SEP 14, 2012 - JUN 19, 2015

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

Vehicle 2 : 2013-2015 BMW 328d xDrive

Vehicle Type : LIGHT VEHICLES

Body Style : STATIONWAGON

Power Train : DIESEL

Descriptive Information : Approximately 3,329 vehicles contain a constant-velocity joint disc which, over time, can become damaged.

Basis for recall population determination: Vehicle manufacturing and supplier production records were used to determine the specific vehicle assembly dates with the subject constant-velocity joint.

Recall component difference to non-recall component: The constant-velocity joint prior to a quality improvement design change to improve robustness

Production Dates : APR 10, 2013 - JUN 26, 2015

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Defect :

Description of the Defect : This safety recall involves the constant-velocity joint which connects the output shaft of the transfer case to the rear driveshaft. Due to large vibration excitations of the engine, the output shaft may be subjected to micro-friction corrosion. Over time, this could lead to excessive wear of the output shaft spline and, in some cases, the connection to the rear drive shaft, and cause a loss of power to the rear wheels.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If a loss of power to the rear wheels occurs, power to the front wheels is maintained but, depending upon driving conditions such as cornering with a large steering angle, could be temporary, which could increase the risk of a crash. When the vehicle comes to rest, depending upon roadway conditions and if the parking brake is not engaged, the vehicle may be subjected to a rollaway condition.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

## Involved Components :

Component Name 1 : Constant-Velocity Joint

Component Description : Constant-Velocity Joint

Component Part Number : 7605629

Component Name 2 : Transfer Case

Component Description : Transfer Case

Component Part Number : 4617617, 8604768, 7505374, 8623346, 8612556, 8643149, 7649725

## Supplier Identification :

### Component Manufacturer

Name : Vibracoustic AG Co.KG

Address : Freudenbergstrasse 1  
Freudenberg FOREIGN STATES 79395

Country : Germany

## Chronology :

In September 2017, BMW received one US field case related to a transfer case malfunction. At that time, the issue was thought to most likely be related to oil contamination which could lead to vehicle “jerking” and/or torque reduction while cornering.

In 2018 and 2019, additional field cases were reported and there was an increasing number of warranty claims. Several cases mentioned a loss of transmission power and, in some cases, eventually rendering the vehicle inoperative. Dealer technicians also mentioned the potential for vehicles to roll even if the transmission gear is set to the “Park” position.

As a result, additional efforts were initiated to understand the nature of these complaints. This included field analyses, statistical forecasting, and in-depth reviews of each customer complaint and dealer technician comment. Additional engineering analyses were performed.

In early 2020, simulations were performed to analyze the engine vibration excitation and the potential geometric influence (angle) of the rear powertrain.

Vehicle manufacturing information and supplier production records were reviewed to determine the number, and production dates, of potentially affected vehicles.

On March 18, 2020, BMW decided to conduct a voluntary recall.

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

## Description of Remedy :

Description of Remedy Program : The constant-velocity joint will be replaced. The transfer case will be inspected and, if necessary, replaced. Owners who have had this remedy performed 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 : Recalled Component: Constant-Velocity Joint; p/n 7605629  
Recalled Component: Transfer Case; p/n (4617617, 8604768, 7505374, 8623346, 8612556, 8643149, 7649725)

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

## Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to begin and end on March 25, 2020.  
Notification to owners is expected to begin and end on May 18, 2020.

Planned Dealer Notification Date : MAR 25, 2020 - MAR 25, 2020

Planned Owner Notification Date : MAY 18, 2020 - MAY 18, 2020

\* NR - Not Reported