

14V-348 Amendment
Chronology
22 December 2014

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect description or test data for the noncompliance decision. (max characters 2000):

In June 2014, NHTSA and Takata brought to BMW's attention that the frontal driver-side PSDI-4 inflators produced from January 1, 2004 to June 30, 2007 and frontal passenger-side PSPI inflators produced from June 1, 2000 to July 31, 2004 may potentially rupture during air bag deployment after long-term exposure to high absolute humidity environments due to unknown reasons.

On June 19, 2014, at NHTSA's request, BMW agreed to participate in a special limited regional parts collection campaign for both the driver and passenger-side frontal airbags from potentially affected 2000 to 2006 3 Series vehicles in high risk regions, specifically, Florida, Hawaii and Puerto Rico, even though BMW had not yet identified a safety defect or made a safety decision. The focus was to collect parts for analysis in order to determine the root cause of failure and determine if a safety defect exists (NHTSA "14V-348").

On July 10, 2014, BMW decided, in an abundance of caution, to expand its prior voluntary recall campaign (NHTSA "13V-172") with an updated voluntary recall of the passenger-side frontal air bags on all potentially affected 2000-2006 3 Series vehicles (NHTSA "14V-428"). This expanded recall incorporated the production range and regions of the previously announced special technical campaign for the passenger-side frontal air bag and hence superseded that technical campaign for this component.

On August 8, 2014, BMW submitted an amendment to its special technical campaign 14V-348, to replace only the driver-side frontal airbag on approximately 11,700 potentially affected 2004 (from January 2004 production) to 2006 vehicles registered in Florida, Hawaii and Puerto Rico.

On November 22, 2014, NHTSA requested all automakers affected by the Takata driver-side frontal airbag campaign to conduct a national campaign, based upon two recent incidents that occurred outside the previously identified High Absolute Humidity region.

Production and manufacturing records were examined in order to determine the number and production range of potentially affected vehicles.

Although BMW has not determined that a safety defect exists, BMW will continue to cooperate in good faith with NHTSA.

Therefore, on December 19, 2014, BMW decided to expand its regional campaign 14V-348 to a national campaign, increasing the affected vehicle population from 11,700 to 140,696.

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