

Part 573 Safety Recall Report

19V-349

Manufacturer Name : BMW of North America, LLC**Submission Date :** SEP 30, 2019**NHTSA Recall No. :** 19V-349**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 : 106,182

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2016-2019 BMW X1 sDrive28i, X1 xDrive28i

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Approximately 106,182 vehicles may not fully conform to FMVSS 201 (Occupant protection in interior impact).

Basis for recall population determination: Vehicle assembly information was used to determine the start date of production for the X1 and the end date of potentially affected vehicles.

Recall component difference to non-recall component: The recall component does not meet the HIC(d) requirement for one B-pillar target (BP4).

Production Dates : MAR 10, 2015 - MAY 02, 2019

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Noncompliance :**

Description of the Noncompliance : This recall involves a non-compliance with FMVSS 201 (Occupant protection in interior impact) Section S7 "Performance Criterion". Specifically, the HIC(d) value for one B-pillar target (BP4) exceeds the maximum value of 1,000.

FMVSS 1 : 201 - Occupant protection in interior impact

FMVSS 2 : NR

Description of the Safety Risk : Due to the slightly higher HIC(d) value, there is an increased risk of injury if the occupant's head were to impact the B-pillar in an accident.

Description of the Cause : NR

Identification of Any Warning NR
that can Occur :

Supplier Identification :

Component Manufacturer

Name : BMW AG
Address : NR
NR
Country : NR

Chronology :

In January 2019, BMW conducted development tests for FMVSS 201 on the next generation X1 model. The results indicated that one of the four B-pillar target points exceeded the HIC(d) value.

As the next generation X1 model B-pillar design is identical to the current X1 design, BMW decided to revisit the certification testing from 2015. The current X1 was engineered and developed by an external engineering service company. The documentation showed the results in September 2015 were all within the legal requirements for the B-pillar HIC(d) value. We decided to further evaluate the discrepancies in test results between the two generations of X1 models.

On April 3rd, an internal test of the current X1 was run according to FMVSS 201. The results showed that one of the four B-pillar target points exceeded the HIC(d) value.

Further evaluations of test setup equipment and prior simulations were conducted in the month of April.

On April 23rd, BMW contracted with an independent test lab to repeat the FMVSS 201 test with an identical configuration. This test showed similar results.

After this test result, BMW conducted further engineering analysis which included B-pillar supplier production records and design changes in an attempt to determine if there were any changes made that would affect FMVSS 201.

The analysis revealed that the external engineering services company responsible for development and compliance testing of the X1 in 2015, conducted simulations and tests for this specific B-pillar target point without considering the worst-case head-form positioning.

On May 2, 2019, 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 vertical trim piece, on the upper portion of the interior B-pillar (left and right), will be replaced. 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 had the 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 : The remedy is currently being determined.

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 9, 2019.

Interim ONLs are being mailed between July 1 and July 8, 2019.

Owner Notification letters (ONLs) are being mailed as parts become available, starting on September 27, 2019.

Planned Dealer Notification Date : MAY 09, 2019 - MAY 09, 2019

Planned Owner Notification Date : JUL 02, 2019 - JUL 02, 2019

* NR - Not Reported