BMW Takata Recalls
General Questions
Last updated: 01/14/2019

Q1. What is the specific concern?
Takata's investigation to date indicates that exposure to certain environmental conditions (several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling) could lead to overly aggressive combustion in the event of air bag deployment.

Q2. What is desiccant?
Put simply, desiccant is a substance with properties that enable it to soak up water vapor from the air surrounding it.

Q3. Why are other BMW models not included?
Other vehicles have frontal air bags that were produced with different inflators.

Q4. What can happen as a result of this issue?
In a crash where the air bag deploys, the air bag inflator housing may rupture and could cause metal fragments to pass through the air bag cushion material, which may result in injury or death to vehicle occupants.

Q5. Is it possible to find out whether the problem exists in my car?
No.

Q6. How did BMW become aware of this issue?
BMW became aware of this issue from Takata (the air bag module supplier) and NHTSA.

Q7. Can I continue to drive my vehicle?
Yes. However, you should have the **FREE** repair performed by an authorized BMW center as soon as possible. You can locate your nearest BMW center at www.bmwusa.com/dealer. If you are not the only driver of this vehicle, please advise all other drivers of this important information.

Q8. I did not receive a letter from BMW regarding my vehicle. How can I find out if my BMW is included in this recall?
You can check for open recalls a few different ways. You can enter your vehicle identification number (VIN) at www.bmwusa.com/recall and download a sample owner notification letter and Q&A if your VIN is affected. You can also call or visit your local BMW center's service department to determine if your BMW is affected. Make sure to update your contact information by registering at http://www.bmwusa.com/myBMW.

Q9. If I received an interim air bag, do I need to have it replaced again?
Yes. All vehicles that receive an interim air bag must still have the final replacement part installed. The priority for these replacements is determined by NHTSA. The final replacement will also be at no cost to the customer.

Q10. What if I am not the current owner of this vehicle?
You can update your vehicle ownership information by registering at http://www.bmwusa.com/myBMW.

Q11. What options are available if it is too inconvenient for me to bring my vehicle to a BMW center for service?
There are a few options to help overcome the inconvenience of bringing your vehicle in for service like mobile repair, alternate transportation, pickup/drop-off, dealer events and towing. Contact your local BMW center to check what is available.

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Q12. Am I eligible for reimbursement under the TREAD Act if I previously replaced my driver's front air bag module?

In this particular recall, reimbursement is likely not applicable, as you would typically have replaced your frontal air bag module as a result of an accident. In that situation, most likely your insurance company paid for the repair. However, in the very unusual (unlikely) scenario that you previously paid to replace the front air bag module "out-of-pocket" upon learning of this possible defect, you may be eligible for reimbursement. Additional information will be provided when BMW mails the letter asking you to make an appointment with an authorized BMW center.

Q13. **Which states are considered to be high absolute humidity areas?**

Alabama, California, Florida, Georgia, Hawaii, Louisiana, Mississippi, South Carolina, Texas, Puerto Rico, American Samoa, Guam, Saipan, and U.S. Virgin Islands.

Q14. What determines the prioritized locations that are associated with the most at-risk vehicles – and what is the average propellant degradation time in each?

Per the NHTSA, geographic zones have been established based on the temperature fluctuations and humidity and the exposure time required under those environmental conditions to degrade the propellant to the point where it poses an unreasonable risk to safety.

High Absolute Humidity ("HAH") Definitions

"HAH" or "A"	Time until unsafe propellant degradation is projected between 6-9 years.
"Non-HAH" or "Non-A"	Covers vehicles that have not been identified by the vehicle manufacturer as having been originally sold or ever registered in the HAH region. **This includes Zones B and C.**
"B"	Time until unsafe propellant degradation is projected between 10-15 years.
"C"	Time until unsafe propellant degradation is projected between 15-20 years.

