



SIB 61 15 22

2023-04-12

## RECALL 22V-541: HIGH-VOLTAGE BATTERY

This Service Information Bulletin (Revision 7) replaces **SI B61 15 22 dated November, 2022**.

### What's New:

- Procedure: High-voltage disclaimer wording
- Parts: Gen 5 HV Battery Cell Module Recall Return Process added
- Claim Info: Gen 5 HV Battery Condition Certification (BCC) supplemental RO/claim submission procedure for previously recalled/replaced HV cell modules added

## MODEL

E-Series	Model Description	Production Date
I20	iX Sports Activity Vehicle (SAV)	November 10, 2021 – October 21, 2022

## AFFECTED VEHICLES

Vehicles which require this Recall Campaign to be completed will show it as “Open” when checked either in AIR, the "Service Menu" of DCSnet (Dealer Communication System), ISPA Next or Warranty Vehicle Inquiry.

BMW AG is conducting a Voluntary Safety Recall (effective July 21, 2022) on a small number of Model Year 2022 - 2023 BMW iX SAV vehicles that were produced between November 10, 2021 and October 21, 2022.

**Affected vehicles are not to be driven or charged and to be parked away from any buildings.**

## SITUATION

During supplier production, the high-voltage battery may not have been produced to specifications. A short-circuit could occur which could lead to a thermal event. The affected high-voltage battery cell module will be replaced.

We will be turning VINs green “Remedy Available” based on parts availability. The BMW Customer Relations department will contact the appropriate dealer to have them place a Recall IDS ticket for the parts for a specific vehicle. Then Customer Relations will assist in scheduling an appointment based on the arrival of the parts. **It is essential that the allotted IDS part goes to the assigned vehicle.**

## CAUSE

Some high-voltage battery modules may not have been produced to specifications.

## CORRECTION

Removal and replacement of affected high-voltage cell modules.

## PROCEDURE

### **Important Warning for Working on the High-Voltage (HV) systems on BMW Group vehicles:**

**Only properly trained personnel, who passed all applicable HV Technical Training Courses, should perform repairs which require disconnecting, or removal of High Voltage battery components on any Hybrid or Electric Vehicle. Work performed on High Voltage systems by unqualified persons may result in severe injury or damage to the vehicle. Additional safety information is found in Repair Instruction 61 00... “Observe safety instructions when handling electric vehicles”.**

### **Additional Information:**

**Scheduled Maintenance, or Quality Certification 1 (Pre-Delivery Inspection) on Electric or Hybrid vehicles does not require HV technical training.**

**Prior to disconnecting, or the removal of any HV component, the HV system needs to be disabled and secured (by means of the HV Disconnect Switch) by a properly trained technician, who has a minimum HV Qualification level after completing the Technical Training Course ST1824 (Alternative Drive Part 1). Once the vehicle's HV system is disabled (the "Blitz" - lightning bolt icon displayed in instrument cluster, see below), a technician without HV Certification may remove a HV component (e.g., EH Heater, EKK Compressor, EME Control Unit, et.), except for the High Voltage Battery.**



**High Voltage Battery removal and rework can be performed ONLY by a HV Specialist Technician (certified by the Technical Training Course ST1825 – Alternative Drive Part 2), AND with a HV Battery Certification level corresponding to a specific Electric or Hybrid vehicle (e.g., to repair GEN4 battery of G05 PHEV, certification from Technical Training Course "ST2006 – SP44 HV Battery" is required).**

**Therefore, to perform this SIB 61 15 22 a GEN5 battery Certification is required from Technical Training Course "ST2205 Generation 5 High-voltage" class).**

**BMW recommends NOT to drive the vehicle NOR charge the high-voltage battery until all repair work below to remedy the fault has been completed.**

#### **Caution:**

**Please create a TSARA case for all vehicles prior to any disassembly.**

1. Please perform the **cell module read out** test plan in ISTA to determine the serial numbers and locations of the high-voltage cell modules installed in the vehicle.

Diagnostic path:

Vehicle management > Service function > Electric drive > High-voltage battery unit >

**High-voltage battery unit: Read out stored serial numbers ABL.**

The "**High-voltage battery unit: Read out stored serial numbers**" test plan has been updated to identify the high-voltage cell modules affected by this campaign and their location in the high-voltage battery.

#### **Note:**

**Once the Cell module read out test plan has been performed, please submit a TSARA case titled "Gen 5 HV Battery cell module ID process" for assistance in identifying the affected modules (attach the module serial number read out to the case).**

**It is imperative that once the new replacement cell module arrives, you attach that module serial number to the TSARA case for approval.**

**Only when TSARA approves the replacement module you have clearance to install it in the HV battery and continue the repair.**

**Please do not start the recall or submit a TSARA case if the status of the campaign is NOT Green, as there is not yet a “Remedy Available” for this vehicle.**

2. The high-voltage battery must be discharged prior to removal to an average **cell voltage** of 3.51V using the ISTA test plan below, **before** the high-voltage battery is opened and the defective modules are removed.

Diagnostic path:

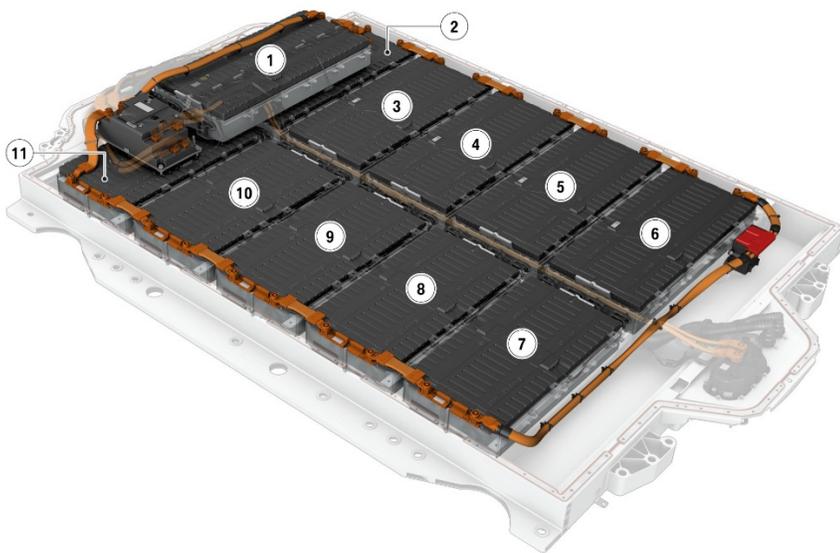
Vehicle management > Service function > Electric drive > High-voltage battery unit > **High-voltage battery unit discharged to a defined state of charge (SOC) ABL.**

**Note:**

**The High-voltage battery unit discharged to a defined state of charge (ABL) service function is ONLY available if the high-voltage battery temperature is between 15°C and 35°C (59 to 95 F).**

3. Replace the defective high-voltage cell modules using repair instructions **61 27 703** to **61 27 877** depending on the affected cell module location.

I20 xDrive50/xDrive60 - SE10 HV Battery module locations shown below-



TH21-0023

## **PARTS INFORMATION**

**Note: Please order the “as required” hardware based on the module you are replacing.**

<b>Part Number</b>	<b>Description</b>	<b>Quantity</b>
07 14 9487466	Screw (12x1.5x50 10.9)	18
61 27 9487465	Screw (12x1.5x100 10.9)	10
31 11 6899302	Multi-purpose bolt (10x45 ZNS3)	14
61 27 9487464	Screw	8
51 16 1881149	Expanding rivet	6
61 27 9468425	Screw	94
07 14 8838288	Sealing screw (M8x28)	Order as required
61 27 9468423	Housing seal	1

61 27 9454855	Screw	Order as required
33 32 6775040	Hex bolt with washer (M14x1.5x148)	2
61 27 9893951	Screw (M8GFX46-10.9)	Order as required
61 27 9454854	Screw	Order as required
61 27 9893948	ASA combination bolt (M8x84-10.9)	Order as required
Depending on the availability		
61 27 8846469	Double cell module for high-voltage battery	Up to 5
61 27 8846470	Double cell module for high-voltage battery	Up to 6
Or:		
61 27 8838260	Double cell module for high-voltage battery	Up to 5
61 27 8838259	Double cell module for high-voltage battery	Up to 6

### Recalled Part Retention

**Recalled parts that are removed from BMW vehicles cannot be used for resale! The recalled parts are the property of BMW NA.**

Your center is responsible for the proper identification, storage, and documentation of these parts. They must be held in a secure retention area until notification of claim payment is made by BMW NA through DCSnet.

**Please DO NOT return these recalled High Voltage (HV) battery modules directly to the WPRC. You must use the Gen 5 HV battery recall return process.**

Please refer to the following document for the procedure that applies to returning these Recalled HV Battery Modules:

#### Note:

**The Gen 5 high-voltage cell module recall return process is different from Gen 4. The new process has been finalized as of SIB Revision 7 and is now available. See attachments below.**

For the Gen 5 battery cell module **recall** return process, refer to:

- **Attached Bulletin #: C-2-0323-0606 Gen 5 HV Battery Recall Return Process.pdf**

For more information refer to CenterNet: "Menu>BMW>Aftersales>Business Development & Marketing Portal>Bulletins".

**See the One-Time Gen 5 Battery Condition Certification (BCC) supplemental RO/Claim submission procedure below for previously recalled replaced/pending return HV Cell Modules.**

For more information refer to CenterNet: "Menu>BMW>Aftersales>Business Development & Marketing Portal>Batteries>HV Training Module".

### CLAIM INFORMATION

Reimbursement for this Recall will be via normal claim entry utilizing the relevant work package, the additional work labor operation for the applicable FRU allowance and the part numbers listed above that apply.

<b>Plus work (+)</b>	Completion before the first vehicle delivery to a customer or the vehicle is already in the workshop
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<b>Main work</b>	The vehicle arrives at your center and this Recall shows open (No other Main work will be performed or claimed during this workshop visit)
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<b>Defect Code:</b>	<b>0061960600</b>	<b>I20 Replacing cell module, high-voltage battery</b>
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Refer to the below for the corresponding flat rate unit (FRU) allowances.

Work Pkg	Labor Operation	Description	Labor Allowance
# 1	00 72 878	Removing and installing high-voltage battery unit, and removing/installing lid for high-voltage battery unit (Includes 61 27 900 - High-voltage battery unit final test, draining and topping up the coolant circuit) <b>(Plus work)</b>	75 FRU
Or:			
# 2	00 72 297	Removing and installing high-voltage battery unit, and removing/installing lid for high-voltage battery unit (Includes 61 27 900 - High-voltage battery unit final test, draining and topping up the coolant circuit) <b>(Main work)</b>	76 FRU

Only one of the flat rate labor operation codes listed above can be used for claim submission and reimbursement. Also, only one Main work flat rate labor operation code can be claimed per workshop visit.

#### **Additional Work with Labor Operation 00 72 878 (WP 1) or 00 72 297 (WP 2)**

**Note:** Claim labor operation 00 72 298 one-time only for the applicable total FRU allowance that applies. Itemize the total work time (WT) FRU allowed claimed on the RO and in the claim comments.

Labor Operation	Labor Description	Labor Allowance
<b>00 72 298</b>	<b>Only when the test module “High-voltage battery unit: Read out stored serial numbers” is not available:</b> Please submit a TSARA case titled “Gen 5 HV Battery cell module ID process” for assistance. Perform Vehicle Test (Includes 00 00 556/61 21 528) and run the HV battery discharge procedure	7 FRU

Then, after the test module becomes available for the vehicle being repaired:

Labor Operation	Labor Description	Labor Allowance
<b>00 72 298</b>	Perform the cell module read out test plan in ISTA to determine the serial numbers and locations of the high-voltage cell modules affected by this Recall (Includes 00 00 556/61 21 528) and run the HV battery discharge procedure	7 FRU

**Note:** The following HV cell module replacement procedure includes completing and attaching the required Battery Condition Certification (BCC) form to each replaced HV cell module.

And, as instructed above, and as applicable with the repair below that applies:

<b>A 00 72 298 – Cell Module 1 Only</b>
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<b>Labor Description</b>	<b>Labor Allowance</b>
Replacing <b>cell module 1</b>	11 FRU
And:	
Additional work with pressure test cooling system high-voltage battery unit Associated work (coolant drained) (to high-voltage battery unit) <b>(One-time)</b>	4 FRU
<b>Total labor allowance (A)</b>	15 FRU

Or:

<b>B. 00 72 298 – Cell Modules 1, 2, 11, 3, 10</b>	
<b>Labor Description</b>	<b>Labor Allowance</b>
Replacing <b>cell module 1</b>	11 FRU
Or:	
Removing and installing <b>cell module 1</b>	10 FRU

And:

<b>Labor Description (Additional work)</b>	<b>Labor Allowance</b>
Preliminary work of removing and installing the retaining frame for cell module 1 and SME (Associated work) <b>(Cell modules 2, 3 10 and 11) (One-time)</b>	9 FRU

And:

<b>Labor Description - Replace</b>	<b>Labor Allowance</b>	<b>Labor Description - Replace</b>	<b>Labor Allowance</b>	<b>Both</b>
<b>Cell module 2</b>	7 FRU	<b>Cell module 11</b>	7 FRU	14 FRU
And/or:				
<b>Cell module 3</b>	9 FRU	<b>Cell module 10</b>	9 FRU	18 FRU

And:

<b>Labor Description (Additional after work)</b>	<b>Labor Allowance</b>
Additional work with pressure test cooling system high-voltage battery unit Associated work (coolant drained) (to high-voltage battery unit) <b>(One-time)</b>	4 FRU
<b>Total labor allowance range (B)</b>	30 FRU to 58 FRU

Or:

<b>C. 00 72 298 – Cell Modules 4, 9, 5, 8, 6, 7</b>				
<b>Labor Description - Replace</b>	<b>Labor Allowance</b>	<b>Labor Description - Replace</b>	<b>Labor Allowance</b>	<b>Both</b>
<b>Cell module 4</b>	14 FRU	<b>Cell module 9</b>	14 FRU	28 FRU
And/or:				
<b>Cell module 5</b>	15 FRU	<b>Cell module 8</b>	14 FRU	29 FRU
And/or:				
<b>Cell module 6</b>	14 FRU	<b>Cell module 7</b>	14 FRU	28 FRU

And:

<b>Labor Description (Additional after work)</b>	<b>Labor Allowance</b>
Additional work with pressure test cooling system high-voltage battery unit Associated work (coolant drained) (to high-voltage battery unit) <b>(One-time)</b>	4 FRU
<b>Total labor allowance range (C)</b>	18 FRU to 89 FRU

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Or:

<b>D. 00 72 298 – B and C, up to 10 Cell Modules as applicable</b>	
<b>Labor Description</b>	<b>Labor Allowance</b>
Claim the sum of the FRU amounts that apply to the cell modules replaced along with the required additional after work (4 FRU for the Pressure Test, one-time).	As noted (D)

Or:

<b>E. 00 72 298 – All Cell Modules (11)</b>	
<b>Labor Description</b>	<b>Labor Allowance</b>
Replacing all cell modules	104 FRU
And:	
Additional work with pressure test cooling system high-voltage battery unit Associated work (coolant drained) (to high-voltage battery unit)	4 FRU
<b>Total labor allowance (E)</b>	<b>108 FRU</b>

**Claim Repair Comments**

Only reference this SIB number, the work package (Pkg) number performed, and cell modules replaced by their reference number in the RO technician notes and the claim comments (For example: B61 15 22 WP 1, Cell modules 2, 4, 5), unless otherwise required by State law.

**Sublet – Bulk Materials (RO and Claim Comments Required)**

<b>Sublet Code 4</b>	Up to \$100.00	Reimbursement for the repair-related bulk materials (Do not use the BMW part numbers for claim submission)
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Sublet reimbursement calculation for claiming the applicable repair-related bulk materials (BMW part numbers) is at the dealer net price amount for the quantities used plus your center’s handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section

**Alternative Mobility Solution (AMS) for Vehicle Owners (RO and Claim Comments Required)**

This Recall repair qualifies for Alternative Mobility Solution (AMS) expense reimbursement, claim this item under the Defect Code noted above as follows:

Sublet Code 2 - Itemize the AMS sublet amount on the repair order and in the claim comment section.

Please refer to [SI B01 29 16](#) for additional information.

**One-Time Gen 5 Battery Condition Certification (BCC) for Supplement RO/Claim Submission for Previously Recalled Replaced/Pending Return HV Cell Modules**

After the required Battery Condition Certification form(s) are completed and attached to each of the previously Recall replaced HV battery cells currently being held at your center, they can then be returned through procedure described in the “Recalled Part Retention” section above.

Reimbursement to complete the Battery Condition Certification form(s) (BBC) for each previously Recall replaced HV battery cell will be via normal claim entry as outlined below.

- Open either a new or create a supplement RO to the original RO for the VIN that had the previous Recalled HV cell module replacement.
- Use the date the Battery Condition Certification was completed as the repair/claim date.
- For this situation only, unless a recent mileage is available for the specific VIN, go to AIR>VIN Search>Vehicle Histories (Scroll down/bottom)>Use the last “highest Vehicle mileage” showing and add one (1) mile, use this for the supplemental RO’s “in and out” mileage.

Create a RO line-item using the following information.

<b>Defect Code:</b>	<b>85800110NA</b>	<b>One-Time Gen 5 Battery Condition Certification for Previously Recalled Replaced/Pending Return HV Cell Modules</b>
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**Note:** The following only applies to the previous Recalled replaced HV battery cells, going forward, this required condition reporting is included in the repair time for performing a Recall HV cell module replacement.

<b>Work Pkg</b>	<b>Labor Operation</b>	<b>Description</b>	<b>Labor Allowance</b>
#3	61 25 000	Completing the Battery Condition Certification (BCC) for one HV Cell Module	2 FRU*

\*If the vehicle had 2 or more HV battery cell modules replaced under the Recall, claim an additional 2 FRU for each additional HV battery cell module inspection performed. Claim labor operation code 61 25 000 once for the total FRU allowance that applies (For example, 2, 4 or 6 FRU).

**Note:** Diagnosis Worktime Flat Rate codes “00 58 000/0058 500” are excluded and NOT claimable.

**Claim Repair Comments (WP 3)**

Only reference this SIB number, work package (Pkg) number #3, and the number HV cell module Battery Condition Certification form(s) (BCCs) completed in the RO technician notes and the claim comments (For example: B61 15 22 WP 3, HV cell module BCC forms 2 completed), unless otherwise required by State law.

**Reimbursement of Prior Customer-Pay Repairs (TREAD Act)**

Based on the issue and the age of the Affected Vehicles being addressed by this Safety Recall Campaign, a reimbursement request for a qualifying prior customer-pay repair is not likely.

However, if you do receive a reimbursement request from a customer for a prior repair that may qualify, please contact the Warranty department (include a legible copy of the invoice) through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections. The Warranty department will review and respond to your inquiry accordingly.

**FEEDBACK REGARDING THIS BULLETIN**

Technical Feedback	To submit feedback for the technical topics of this bulletin: Submit your feedback in the rating box at the top of this bulletin
Warranty Feedback	To submit feedback for the CLAIMS section of this bulletin: Submit an IDS ticket to the Warranty Department, or use the chat available in the Warranty Documentation Portal
Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department

## Supporting Materials

[picture\\_as\\_pdf B611522\\_C-2-0323-0606 Gen 5 HV Battery Recall Return Process.pdf](#)

[picture\\_as\\_pdf B611522 Recall Notice.pdf](#)

[picture\\_as\\_pdf B611522\\_2022-MY2022-2023-G26BEV-i20-HV-Battery-FAQ-\(21Jul2022\)-\(1\).pdf](#)

[picture\\_as\\_pdf B611522\\_C\\_2\\_0322\\_0301\\_HV\\_Battery\\_Recall\\_Training.pdf](#)



## **SAFETY RECALL NOTICE**

To: All Center Operators, Sales Managers, Service Manager, Parts Manager and Warranty Processor

RE: Recall 22V-541: High-Voltage Battery – B61 15 22

BMW AG is conducting a Voluntary Safety Recall (effective July 21, 2022) on a small number of Model Year 2022 - 2023 BMW iX SAV vehicles that were produced between December 2, 2021 and June 30, 2022.

**Affected vehicles are not to be driven or charged and to be parked away from any buildings.**

**Please be reminded that it is a violation of federal law (The Safety Act) for you to sell, lease or deliver any new motor vehicle covered by this notification until the recall repair has been performed. This means that centers may not legally deliver new motor vehicles to consumers until they are fixed or use/sell replacement equipment/parts subject to this recall. Note also that substantial civil penalties apply to violations of the Safety Act.**

**Also, you should not sell, lease or deliver any Certified Pre-Owned or used vehicles subject to a safety recall until the repair is completed.**

**Please follow any special instructions that we provide to you for the return or disposition of recall parts.**

We appreciate all your assistance with this Recall.

Bulletin #: C-2-0323-0606		<input checked="" type="checkbox"/> Take Note	<input checked="" type="checkbox"/> Take Action
<input type="checkbox"/> Retail Operator	<input type="checkbox"/> Sales Pre-Owned	<input type="checkbox"/> Business Manager	<input checked="" type="checkbox"/> Parts & Accessories
<input type="checkbox"/> General Manager	<input type="checkbox"/> Sales New Car	<input checked="" type="checkbox"/> Service	<input type="checkbox"/> Administration
Name: Cesar Ortiz		Phone Number: 201-571-5143	
Title: Chemical & Battery Program Manager		Source: Aftersales Business Development	
Date: 04/05/2023		Supersedes: N/A	



## Gen 5 HV Battery Recall Return Process

### TAKE NOTE

- High Voltage Battery Recalls require Centers to ship dangerous goods/hazardous materials.
- ITAP is our new logistics partner that will facilitate these recalled HV battery returns.

Recalled parts that are removed from BMW vehicles cannot be used for resale! The recalled parts are the property of BMW NA. Your Center is responsible for the proper identification, storage, and documentation of these parts. They must be held in a secure retention area until notification of claim payment is made by BMW NA through DCSnet.

### TAKE ACTION

- Review the instructions in the subsequent pages to prepare shipments for high voltage battery modules removed from vehicles affected by Recalls 22V-541, (B61 14 22), (B61 15 22). If you have any questions regarding the preparation of the shipment, please use the ITAP contacts listed below.
- If your Center has not completed the required supplemental HV Battery recall training, please reference bulletin C-2-0322-0301 prior to attempting to arrange for recalled HV battery returns. ITAP will require proof of training completion prior to setting up any module return.
- **Please ensure that the Warranty Part Tag is attached to your module if it has been issued and follow the details on this bulletin for the correct process of recycle.**
- **If battery modules are listed on your scrap report, please continue to follow the details on the bulletin for the correct process of recycle.**
- Please do not contact ITAP until you have completed each battery's condition assessment.

### More Questions?

ITAP Contacts: Merry Robbins

Email: [bmwdealerproject2021@goitap.com](mailto:bmwdealerproject2021@goitap.com) Phone: 323-685-4827

### Aftersales Business Development Contacts:

Name	Phone	Email	Title
Cesar Ortiz	201-571-5143	<a href="mailto:Cesar.S.Ortiz@bmwna.com">Cesar.S.Ortiz@bmwna.com</a>	Chemical & Battery Program Manager
Jimmy Cox	201-307-4324	<a href="mailto:James.JC.Cox@bmwna.com">James.JC.Cox@bmwna.com</a>	Chemical, Battery & Oil Program Sales Manager
Joachim Pusch	201-546-4635	<a href="mailto:Joachim.Pusch@bmwna.com">Joachim.Pusch@bmwna.com</a>	Aftersales Business Development Manager – Service and Parts

**1. IMPORTANT: Assessment of the HV Cell Module must be performed by a GEN 5 high voltage battery Certified Technician ("HV certified technician") as per the instructions below, prior to contacting ITAP (Air Document REH-HIN-P-6125-32 - V.1)**

## **Introduction:**

For analysis or recycle purposes, it is necessary to transport the high-voltage battery unit or individual cell modules. Due to their structure as a lithium-ion battery, the high-voltage battery unit and the cell modules are classified as hazardous materials and may only be transported if certain prerequisites are met.

The "HV certified technician" is responsible for the transport condition assessment and for issuing the relevant certificate. **Packaging will be performed by the hazardous material trained personnel.**

The validity of the transport condition in the period between the determination and the handover of the high-voltage battery unit/cell module to the disposal/transport company is the responsibility of the HV certified technician in that workshop. If at a later point in time it is presumed that the previously certified condition of the high-voltage battery unit/cell module no longer exists, the condition must be assessed again by the HV certified technician using this document.

Within the context of the hazardous materials transportation regulations, the battery recall process is divided into three parts:

- Transport assessment
- Transport preparation
- Performing the transport

This document and related attachments contain information and measures to assess a used high-voltage battery unit/cell module for transport. Transport preparation and performance of the transport of the high-voltage battery unit/cell module will be supported by ITAP.

The specific implementation of these measures depends on the individual conditions on site and is not part of this guideline. When applying these specifications, the authorized BMW dealer must take into account laws and regulations applicable to their operations.

## **Prerequisites:**

The analysis and assessment of the high-voltage battery unit/cell module must be carried out and documented by a technician "HV certified technician" with certification in high-voltage batteries.

## Assessment of high voltage cell module

The assessment for transporting the high-voltage battery unit/cell module takes place in two steps:

- Electrical assessment
- Visual assessment

**The individual results must be documented in writing on this form by a HV certified technician person and confirmed as binding with a signature.**

### a) Electrical assessment

The electrical assessment of the high voltage cell modules is completed when a vehicle test using ISTA is performed to verify no critical faults are stored in the cell module being replaced and successfully completing the requirements for removal (steps 1 and 2) as per the recall bulletin B61 14 22, B61 15 22 . The testing process will lead to an electrical assessment result in one of the following three categories:

#### Module category:

GREEN	YELLOW	RED
"Not critical" fault codes stored according to the diagnosis, steps 1 and 2 are completed as per recall bulletin.	Electrical fault in the module. "Not critical" according to the diagnosis, steps 1 and 2 are completed as per recall bulletin.	Module damaged <b>or</b> "critical" according to the diagnosis <b>or</b> no assessment possible via the diagnosis, steps 1 and 2 <b>can't be</b> completed as per recall bulletin.

**The above cell module electrical assessment categories place different requirements on transport preparation and performing the transport.**

### b) Visual Assessment

The table is used for classification into the transport category:

Assessment Category	Green	Yellow	Red
Smoke			X
Evidence of Fire			X
Heat Development			X
Crack or opening on the housing *		X	X
Dents/bulges in the housing, deformations, changes**	X	X	
Parts/components weakened due to corrosion		X	
Slack, lose or damaged connections		X	
Serial number/Safety Instructions sticker not legible***	X		
Suspected water damage			X

\* Size of the crack determines the module transport category.

\*\* Dent/bulge up to a depth of 0.5 mm or a length of 5 cm is permitted and rated as green.

\*\*\* The serial number must be clearly identifiable. If the nameplate can no longer be read, the housing of the high-voltage battery unit must be clearly marked with the serial number.

\*\*\* The Safety Instructions sticker must be replaced if it is illegible.

The reference sample catalog must be used for any damage that cannot be assigned to this table.

### c) Result

The results of the electrical and visual assessment must be recorded and **certified** in writing by the HV certified technician! The requirements for the transport preparation and performance are derived from these results. The following table shows the recommended measures for the transport of hazardous materials in the United States depending on the assessment result. US DOT hazardous materials regulations must always be taken into account.

	Results of assessment	Explanation	Transportation Measures
Green Transport	Result of the "Green" electrical check <b>and</b> visual damage of the "Green" category <b>or</b> no visual damage present.	The cell module does not show any damage or fault. It can be considered safe.	<b>Recall</b> batteries – do NOT use original fiberboard box packaging, even if green condition! Recall batteries require special packaging provided by a 3 <sup>rd</sup> party vendor contracted by BMW NA.
Yellow Transport	Result of the electrical check "Yellow" <b>or</b> at least one visual damage of the "Yellow" category is present	The cell module shows damage or faults but it is not liable to rapidly disassemble or react dangerously when transported.	Special packaging provided by a 3 <sup>rd</sup> party vendor contracted by BMW NA
Red Transport	Result of the electrical check "Red" <b>or</b> at least one visual damage of the "Red" category is present	The cell module shows damage or faults and it is known or is suspected to be capable of rapid disassembly or dangerous reaction when transported.	Submit a TSARA case for additional instructions and procedures From BMW NA.

If there is any uncertainty regarding the condition assessment results, contact Technical Support immediately for additional guidance!

Until the uncertainties are resolved, the removed high-voltage battery unit or the cell module must be identified with warning sign 6 and cordoned off with high-voltage barrier tape.

If the high-voltage battery unit is still in the vehicle, the vehicle must be identified with warning sign 6 and cordoned off.

## BATTERY CONDITION CERTIFICATION and Packaging Request Form

- This form will be used by ITAP to determine appropriate packaging for each battery or module.
- A copy must be provided to ITAP as part of the packaging request process.
- Certification of battery condition results is required for each HV battery or module.

**IMPORTANT:** For documentation purposes, this page must be printed, filled, and archived.

Battery **Part Number** \_\_\_\_\_

**Date** of Transport Condition Assessment \_\_\_\_\_

Battery/Module **Serial Number** \_\_\_\_\_

Vehicle **VIN (last 7 digits)** \_\_\_\_\_

<b>Result of the assessment:</b>	<b>Green</b>	<b>Yellow</b>	<b>Red</b>
Electrical (check one)			
Visual Check (check one)			
Overall result of the assessment for transport (check one)			

I certify that I am qualified to conduct and that I performed the high voltage (HV) battery transport assessment according to BMW Group standards on the battery or module identified on this form. I further certify the accuracy and validity of the above assessment result for purposes of making hazardous materials transportation packaging decisions.

**Printed Name**

**Signature**

**Date**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## ITAP Support Role and Contact Information

### 2. Packaging Request Process

- a. IT Asset Partners (ITAP) will function as both the battery recycling services provider and the battery packaging provider for this HV battery recall.
- b. Contact information is provided below for ITAP. Dealers must coordinate their requests for battery packaging with ITAP once battery transport assessments are completed
- c. ITAP will select packaging based on the transport assessment provided for each battery.
- d. Depending on part number, dealers can expect to receive either a **reusable** Solid Plastic Box or a Wooden Crate for each battery. **Limited inventory is available, and it will be rotated as it becomes available.**
- e. Dealers will also receive instructions for proper use and closure of each packaging supplied.
- f. Please contact ITAP directly for questions or issues regarding packaging and transport of recalled HV batteries.

### ITAP Contact Information

IT Asset Partners will assist dealers with successful completion of their return shipments. The points of contact listed below can assist with scheduling battery pickups, proper packaging techniques or packaging assembly procedures, and/or answering general questions related to the process of returning batteries to ITAP.

#### Contact info:

Merry Robbins

Email: [bmwdealerproject2021@goitap.com](mailto:bmwdealerproject2021@goitap.com)

Phone: 323-685-4827

ITAP, Inc.

Bulletin #: C-2-0322-0301		<input checked="" type="checkbox"/> Take Note	<input checked="" type="checkbox"/> Take Action
<input type="checkbox"/> Retail Operator	<input type="checkbox"/> Sales Pre-Owned	<input type="checkbox"/> Business Manager	<input checked="" type="checkbox"/> Parts & Accessories
<input type="checkbox"/> General Manager	<input type="checkbox"/> Sales New Car	<input checked="" type="checkbox"/> Service	<input type="checkbox"/> Administration
Name: Cesar Ortiz		Phone Number: 201-571-5143	
Title: Hazardous Materials Training for HV Battery Recall		Source: Aftersales Business Development & Technical Service	
Date: 03.8.2022		Supersedes: B-2-0321-0301	



# HAZARDOUS MATERIALS TRAINING FOR HV BATTERY RECALLS

## TAKE NOTE

- RECALL 20V-601, (B61 23 20) & (B61 21 20) and RECALL 20V-490 (B61 17 20); HIGH-VOLTAGE BATTERY RECALL will be referred to in this document as HV Battery Recalls. HV Battery Recalls require Centers to ship dangerous goods/hazardous materials (DG/HM).
- Center employees preparing shipments of recalled battery modules must be trained in accordance with US DOT Hazardous Materials Regulations (HMR).
- Training materials are attached to DCS Message & will be hosted in CenterNet after DCS expires. For DGIS subscribers, the materials can also be accessed on the DGIS Homepage. Training content includes general, safety and security awareness as well as function-specific material that references battery modules and packaging applicable to HV Battery Recalls.
- A training acknowledgement letter will be used to communicate to BMW the names of the employee(s) who complete this training. **ITAP**, the HV recall battery recovery services provider, will request a copy of this letter before arranging Center shipments.
- **Recalled parts that are removed from BMW vehicles cannot be used for resale! The recalled parts are the property of BMW NA.** Your Center is responsible for the proper identification, storage, and documentation of these parts. They must be held in a secure retention area until notification of claim payment is made by BMW NA through DCSnet.

## TAKE ACTION

- Have designated DG/HM employee(s) review training materials and complete included test.
- Using included answer key, grade test(s) to confirm employee understands how to perform the functions outlined in training materials.
- Complete one training acknowledgement letter with the names of each employee who successfully completed training and return to the BMW Dealer Services Group via IDS Parts Logistics US>Returns/Claims/Quality>Other prior to initiating recall shipments.

## DETAILS

### RECALL:

High voltage battery modules are classified as damaged, defective, or recalled (DDR) lithium-ion batteries. Shipments of recalled batteries require special packaging, and employees preparing packages must have applicable regulatory compliance training.

### KEY REMINDERS:

Acknowledgement letter must be returned to BMW before battery shipments can be initiated.

### LEGAL REQUIREMENTS:

Certain legal requirements must be fulfilled to tender hazardous materials for transportation. These requirements include, but are not limited to:

- Centers must have *at least* one hazmat employee trained according to US DOT regulations ([49 CFR, Part 172, Subpart H](#)) to prepare recalled battery shipments.
- Lithium ion batteries must be packaged, marked, labeled, and documented in accordance with applicable requirements of [49CFR, Parts 100-185, the Hazardous Materials Regulations](#). This information can be found in above referenced training and supplemented by instructional documents provided by ITAP.
- A separate communication will provide packaging and reverse logistics details. ITAP will provide module packaging kits and guidance for assembling and closing the packages. ITAP will also coordinate reverse logistics to their recovery location.
- ITAP will provide hazmat shipping papers to Centers once modules are packaged and prepared for shipment.
  - **DO NOT USE DGIS** to create hazmat shipping papers.
  - US DOT regulations require all **hazmat shipping papers** (e.g. bills of lading/BOLs) to be **retained** and accessible **for two years** after the date of shipment (49 CFR 172.201(e)).
- Emergency response phone number and information will also be provided by ITAP for module shipments.
- The Center is exclusively responsible for ensuring compliance with all current US DOT hazardous materials transportation regulations (49CFR, Parts 100-185).
- The Center will be responsible for all fines or penalties resulting from improper shipment of hazardous material to ITAP.

### PREREQUISITE FOR HV BATTERY RECALL SHIPMENTS:

- Centers are required to submit acknowledgement of completion of DDR lithium battery training to BMW before shipping any recalled modules.
- **Acknowledgement letter** must be scanned and sent to the Dealer Services Group via **IDS Parts Logistics US>Returns/Claims/Quality>Other**
- Centers are required to submit their training acknowledgement form to ITAP when scheduling their first pickup.

## MORE QUESTIONS?

Training files are hosted in CenterNet Via:

Menu>BMW>Aftersales>Business Development & Marketing Portal>Batteries>HV Training Module

**Aftersales Business Development Contacts:**

Name	Phone	Email	Title
Cesar Ortiz	201-571-5143	<a href="mailto:Cesar.S.Ortiz@bmwna.com">Cesar.S.Ortiz@bmwna.com</a>	Chemical & Battery Program Manager
Jimmy Cox	201-307-4324	<a href="mailto:James.JC.Cox@bmwna.com">James.JC.Cox@bmwna.com</a>	Chemical, Battery & Oil Program Sales Manager
Joachim Pusch	201-546-4635	<a href="mailto:Joachim.Pusch@bmwna.com">Joachim.Pusch@bmwna.com</a>	Aftersales Business Development Manager – Service and Parts

**Safety Recall 22V-541  
High-Voltage Battery  
Model Year 2022-2023  
BMW iX, i4  
Issue Date: 07/21/2022**

- Q1. Which BMW Group models in the US are potentially affected by this Safety Recall?**  
A small number of Model Year 2022-2023 BMW iX and i4 models in the US, produced between November 2021 and June 2022, are potentially affected.
- Q2. What is the specific issue?**  
The high-voltage battery manufacturer may not have produced the battery to specifications. As a result, a short-circuit could occur and lead to a thermal event.
- Q3. Why are other models / vehicles not included in this Safety Recall?**  
Other models have been manufactured with a high-voltage battery that has been produced to specifications.
- Q4. How did BMW Group become aware of the issue?**  
BMW Group became aware of the issue through our quality control procedures.
- Q5. Can I continue to drive my vehicle?**  
No, please do not drive your vehicle until it is repaired.
- Q6. Can I charge my vehicle?**  
No, please do not charge your vehicle until it is repaired.
- Q7. Should I park my vehicle outside and away from structures?**  
Yes, please park your vehicle outside and away from structures.
- Q8. How will I be informed of this Safety Recall?**  
**Potentially affected customers are being contacted by phone and email**, and arrangements are being made for the Safety Recall to be performed. Alternate transportation will be accommodated. You can locate your nearest authorized BMW center at [www.bmwusa.com/dealer](http://www.bmwusa.com/dealer)
- To ensure BMW has the most up-to-date contact and vehicle information, owners should register their vehicle at [www.bmwusa.com/myBMW](http://www.bmwusa.com/myBMW). Registration is free and will give them access to other information specific for their BMW vehicle.
- Q9. How and when will my vehicle be repaired?**  
The affected battery cell modules will be replaced. Owners will be notified again as soon as the remedy is available.