SIB 61 14 22 2023-04-12

RECALL 22V-541: HIGH-VOLTAGE BATTERY

This Service Information Bulletin (Revision 6) replaces SI B61 14 22 **dated February, 2023.**

What's New:

- Procedure: High-voltage disclaimer wording updated
- 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

☐	THIS REPAIR IS MOBILE FRIENDLY

MODEL

E-Series	Model Description	Production Date
G26 BEV	i4 Gran Coupe	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 BMW i4 Gran Coupe vehicles that were produced between November 22, 2021, and June 13, 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".

Prior to disconnecting, or the removal of any HV component, the HV system needs to be disabled and secured (by means of the HV Service Disconnect Switch and lock out) by a properly trained HV technician, who has a minimum HV Qualification level after completing the Technical Training Course "ST2324 High Voltage Drivetrain Systems" which as of 1/2023* includes ST1824 Alternative Drive Part 1.

*** Note: As of January 2023, the HV component portion of the "ST2205 Generation 5 High-voltage class" (except for the High Voltage Battery) has been merged into "ST2324 High Voltage Drivetrain Systems".**

Up to Generation 4 Vehicles: Once the vehicle's HV system is disabled (the "Blitz" - lightning bolt icon is 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.

For Generation 5 Vehicles however, the specific vehicle training is required to diagnose, remove and service any HV component and it is NOT allowed for non HV certified technicians to work on the high voltage system.

High Voltage Battery removal and rework can ONLY be performed by a High-voltage Certified Technician with a HV Battery Certification level corresponding to a specific Electric or Hybrid vehicle, for example:

To repair GEN4 HV battery of G05 PHEV a certification from Technical Training Course "ST2006 – SP44 HV Battery" or equivalent ST1825 – Alternative Drive Part 2 is required (or as of 1/2023 the equivalent "ST 2325 for High Voltage Battery Systems").
And
To repair A GEN5 HV battery the Technical Training Course "ST2205 Generation 5 High-voltage class" is required or as of 1/2023* the equivalent "ST 2325 for High Voltage Battery Systems".
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.

The steps below must be followed precisely:

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.

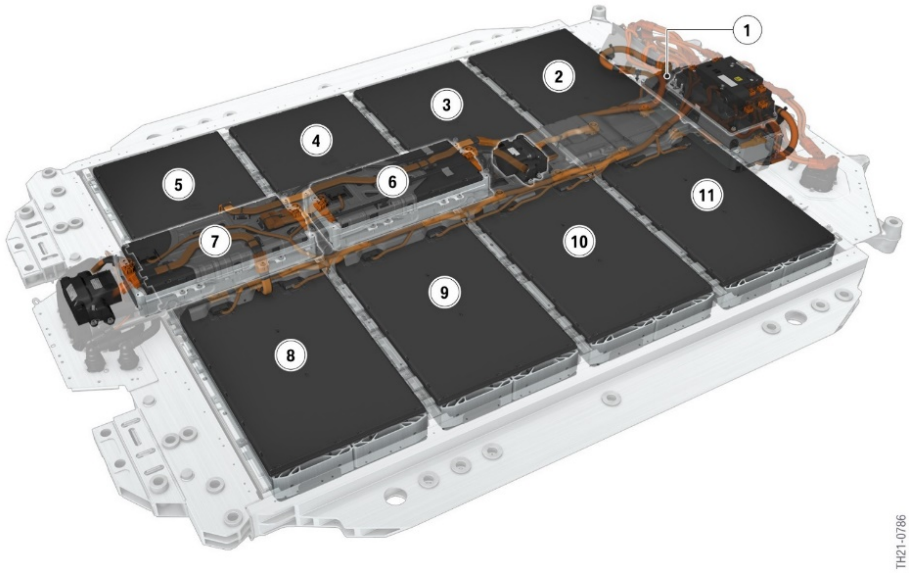
2. The high-voltage battery must be discharged prior to removal to an average **cell voltage** of 3.51V using the ISTA test plan below, **before** the high-voltage battery is opened and the defective modules are removed.

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.

G26 BEV SE27 HB Battery module locations shown below-



PARTS INFORMATION

Only use and invoice the applicable part listed number below.

G26 BEV

Part Number	Description	Quantity
61 27 9454253	Multi-purpose bolt (M12X1.5X45)	14
61 25 8833851	Hexagon bolt (M12x5x130)	2
61 25 8833846	Hexagon bolt (5x105)	6
07 14 6884435	ASA Multi-purpose bolt (M10x35)	4
33 32 6760340	Torx bolt with washer (M12x127-10.9)	4
33 30 6861221	Torx bolt (ISA M12x35- 10.9)	10
61 27 9884703	Gasket	1
07 14 8860492	Screw (M5)	82
07 14 8838288	Sealing screw (M8x28)	20
61 27 9454854	Screw	as needed (max 63)
61 27 8677639	Screw (M6x18)	as needed (max. 22)
39 10 6865725	Multi-purpose bolt	4
07 14 8835104	Multi-purpose bolt (M12x1.5x72-10.9)	4
07 14 6899140	Cage nut (M12x1.5-10- ZNS3)	4
depending on the availability		
61 27 8847350	Cell module, high-voltage battery	Up to 3
61 27 8847342	Double module for high-voltage battery	Up to 4
Or		
61 27 8847333	Cell module, high-voltage battery	Up to 3
61 27 8847327	Double module for high-voltage battery	Up to 4

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:

- **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>Batteries>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.

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.

Plus work (+)	The vehicle is already in the workshop
Main work	The vehicle arrives for this Recall, no other Main work will be performed/ claimed during this workshop visit

Defect Code:	**0061970600**	**G26 BEV Replacing high-voltage battery cell module**

A. Refer to the below for the corresponding flat rate unit (FRU) allowances.

Work Pkg	Labor Operation	Description	Labor Allowance
#1	00 72 880	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) **(Plus work)**	109 FRU
Or:			
#2	00 72 299	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) (**Main work)**	111 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.

B. 00 72 300: Additional Work with Labor Operation 00 72 880 (WP 1) or 00 72 299 (WP 2)

Note: Claim labor operation 00 72 300 one-time only for the applicable total FRU allowance that applies. Itemize the total work time (WT) FRU allowanced claimed on the RO and in the claim comments.

Work time labor operation code 00 72 300 is not considered a Main labor operation.

Labor Operation	Labor Description	Labor Allowance
00 72 300	**Only when the test module "High-voltage battery unit: Read out stored serial numbers" is not available:** Please submit a TSARA case titled "Gen 5 HV Battery cell module ID process" for assistance. Perform a Vehicle Test (Includes 00 00 556/61 21 528) and run the HV battery discharge procedure	6 FRU

Then, after the test module becomes available

Labor Operation	Labor Description	Labor Allowance
00 72 300	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	6 FRU

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

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

C. 00 72 300 – Replacing Single Cell Modules 6 or/and 7

Labor Description	**Labor Allowance**
Replacing cell module 6	14 FRU
Or/and:	
Replacing cell module 7	14 FRU
Total	**28 FRU**

Or:

D. 00 72 300 – Prework for Cell Module Access (1, 2/11, 3/10, 4/9, 5/8)

Labor Description	**Labor Allowance**
Remove and install intermediate level (For access to cell module 1, minus 61 27 010/501 and 61 27 900 that is included in 00 72 299/00 72 800)	11 FRU

And”

E. 00 72 300 – Replacing Single Cell Module 1

Labor Description	**Labor Allowance**
Replacing cell module 1	12 FRU
Total with D	**23 FRU**

Or:

F. 00 72 300 – Replacing Single Cell Modules (6 and/or 7 and 1)

Labor Description	**Labor Allowance**
C (14 FRU), D and E for 2 cell modules (6 or 7 and 1)	37 FRU
C (28 FRU), D and E for 3 cell modules (6 and 7 and 1)	51 FRU

Or:

G. 00 72 300 – Replacing Dual-Cell Modules 2/11, 3/10, 4/9, 5/8 (Includes cell modules 6 and 7)

Only One (1) Dual-Cell Module (with E when applicable)

Labor Description	**Labor Allowance with D (Plus 11 FRU is included below)**	**With Cell Module 1 (E)**
Replacing dual-cell module 2 (Includes cell 11)	26 FRU	38 FRU
Or:		
Replacing dual-cell module 3 (Includes cell 10)	24 FRU	36 FRU
Or:		

Or:		
Replacing dual-cell module 5 (Includes cell 8)	22 FRU	34 FRU

Or:

H. Only Two (2) Dual-Cell Modules (with E when applicable)

Dual-cell modules	**2/3 (2)**	**2/4 (2)**	**2/5 (2)**	**3/4 (2)**	**3/5 (2)**	**4/5 (2)**
Pre-work (D)	11 FRU	11 FRU	11 FRU	11 FRU	11 FRU	11 FRU
2 (Includes cell 11)	15 FRU	15 FRU	15 FRU			
3 (Includes cell 10)	13 FRU			13 FRU	13 FRU	
4 (Includes cell 9)		13 FRU		13 FRU		13 FRU
5 (Includes cell 8)			11 FRU		11 FRU	11 FRU
Totals	**39 FRU**	**39 FRU**	**37 FRU**	**37 FRU**	**35 FRU**	**35 FRU**
Cell module 1 (E)	12 FRU	12 FRU	12 FRU	12 FRU	12 FRU	12 FRU
Totals	**51 FRU**	**51 FRU**	**49 FRU**	**49 FRU**	**47 FRU**	**47 FRU**

Or:

I. Only Three (3) Dual-Cell Modules (with E when applicable)

Dual-cell modules (C)	**2/3/4 (3)**	**2/3/5 (3)**	**3/4/5 (3)**	**2/4/5 (3)**	**All (4)**
Pre-work (D)	11 FRU	11 FRU	11 FRU	11 FRU	11 FRU
2 (Includes cell 11)	15 FRU	15 FRU		15 FRU	15 FRU
3 (Includes cell 10)	13 FRU	13 FRU	13 FRU		13 FRU
4 (Includes cell 9)	13 FRU		13 FRU	13 FRU	13 FRU
5 (Includes cell 8)		11 FRU	11 FRU	11 FRU	11 FRU
Totals	**52 FRU**	**50 FRU**	**48 FRU**	**50 FRU**	**63 FRU**
Cell module 1 (E)	12 FRU	12 FRU	12 FRU	12 FRU	12 FRU
Totals	**64 FRU**	**62 FRU**	**60 FRU**	**62 FRU**	**75 FRU**

Or:

J. 00 72 300 – All Single Cell (3) and Dual-Cell (4) Modules

Labor Description	**Labor Allowance**
Replacing all cell modules	99 FRU

And, with any of the above:

Labor Description	**Labor Allowance**
Additional work with pressure test cooling system high-voltage battery unit Associated work (coolant drained) (to high-voltage battery unit)	4 FRU

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 14 22 WP 1, Cell modules 2, 4, 5), unless otherwise required by State law.

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	Up to $100.00	Reimbursement for the repair-related bulk materials (Do not use the BMW part numbers for claim submission)

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) Supplemental 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) (BCC) for each previously Recall replaced HV battery cell will be via normal claim entry as outlined below.

Supplemental Repair Order/Claim Submission Procedure

- 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.

Defect Code:	**85800110NA**	**One-Time Gen 5 Battery Condition Certification for Previously Recalled Replaced/Pending Return HV Cell Modules**

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.

Work Pkg	Labor Operation	Description	Labor Allowance
#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 ceil 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 14 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 B611422_C-2-0323-0606 Gen 5 HV Battery Recall Return Process.pdf
picture_as_pdf B611422 Recall Notice(04Oct2022) (1).pdf
picture_as_pdf B611422 C_2_0322_0301_HV_Battery_Recall_Training.pdf
picture_as_pdf B611422_2022-MY2022-2023-G26BEV-i20-HV-Battery-FAQ-(04Oct2022).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 14 22

BMW AG is conducting a Voluntary Safety Recall (effective July 21, 2022) on a small number of Model Year 2022 BMW i4 Gran Coupe vehicles that were produced between November 22, 2021 and June 13, 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	☒ Take Note ☒ Take Action
☐ Retail Operator ☐ Sales Pre-Owned	☐ Business Manager ☒ Parts & Accessories
☐ General Manager ☐ Sales New Car	☒ Service ☐ 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

The Ultimate Driving Machine®

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 Phone: 323-685-4827

Aftersales Business Development Contacts:

Name	Phone	Email	Title
Cesar Ortiz	201-571-5143	Cesar.S.Ortiz@bmwna.com	Chemical & Battery Program Manager
Jimmy Cox	201-307-4324	James.JC.Cox@bmwna.com	Chemical, Battery & Oil Program Sales Manager
Joachim Pusch	201-546-4635	Joachim.Pusch@bmwna.com	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 storedaccording 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 **or** "critical" according to the diagnosis **or** no assessment possible via the diagnosis, steps 1 and 2 **can't be** 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 **and** visual damage of the "Green" category **or** no visual damage present.	The cell module does not show any damage or fault. It can be considered safe.	**Recall** batteries – do NOT use original fiberboard box packaging, even if green condition! Recall batteries require special packaging provided by a 3rd party vendor contracted by BMW NA.
Yellow Transport	Result of the electrical check "Yellow" **or** 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 3rd party vendor contracted by BMW NA
Red Transport	Result of the electrical check "Red" **or** 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)** _____

Result of the assessment:	**Green**	**Yellow**	**Red**
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**
_____	_____	_____

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
Phone: 323-685-4827
ITAP, Inc.

Bulletin #: C-2-0322-0301	☒ Take Note ☒ Take Action
☐ Retail Operator ☐ Sales Pre-Owned	☐ Business Manager ☒ Parts & Accessories
☐ General Manager ☐ Sales New Car	☒ Service ☐ 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

The Ultimate Driving Machine®

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	Cesar.S.Ortiz@bmwna.com	Chemical & Battery Program Manager
Jimmy Cox	201-307-4324	James.JC.Cox@bmwna.com	Chemical, Battery & Oil Program Sales Manager
Joachim Pusch	201-546-4635	Joachim.Pusch@bmwna.com	Aftersales Business Development Manager – Service and Parts

Safety Recall 22V-541
High-Voltage Battery
Model Year 2022-2023
BMW iX, i4
Issue Date: 10/04/2022

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

To ensure BMW has the most up-to-date contact and vehicle information, owners should register their vehicle at 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.