

From: [Broadcast Messaging System](#)
To: [DL-BMS Message Monitors](#)
Subject: MINI Delivery Stop: High-Voltage Battery - Update
Date: Friday, August 14, 2020 5:22:06 PM

Publish Date: August 14, 2020
From: Technical Service
Expiration Date: August 28, 2020

DCSnet Message
Urgent



Subject: MINI Delivery Stop: High-Voltage Battery - Update

BMW AG has issued a Delivery Stop (effective August 11, 2020) on a small number of Model Year 2020 MINI Countryman (PHEV) vehicles that were produced between June 19, 2020 and June 22, 2020.

As of August 14, 2020, this Delivery Stop has been upgraded to a Recall. Please re-check your dealer inventory as the VIN list has changed.

The vehicle's high-voltage battery is not to be charged until you've completed the test plan and confirmed that a prior charge has exceeded 80%.

Please see attached for the bulletin, test procedure, Recall Notice and Q&A.

The bulletin will be updated when additional information becomes available.

Sincerely,
Technical Service

Attachments: [M610420_Recall_Notice\[820faa1f\].pdf](#)
 [M610420\[820faa1e\].pdf](#)
 [M610420_Procedure\[820f92c0\].pdf](#)
 [M610420_2020-BMW-MINI-MY2020-2021-PHEV-Fxx-G0x-HV-Battery-FAQ-\(13Aug2020\)\[820f92bf\].pdf](#) [M610420_Recall_Notice\[820faa1f\].pdf](#)
 [M610420\[820faa1e\].pdf](#)
 [M610420_Procedure\[820f92c0\].pdf](#)
 [M610420_2020-BMW-MINI-MY2020-2021-PHEV-Fxx-G0x-HV-Battery-FAQ-\(13Aug2020\)\[820f92bf\].pdf](#)

Recipients: MINI Passenger Cars, CC-MiniManagers
MINI Passenger Cars, All Offerings, All Regions, All Areas, All Departments, All Personnel



SIM 61 04 20

2020-08-14

DELIVERY STOP: HIGH-VOLTAGE BATTERY

This Service Information Bulletin (Revision 1) replaces SI M61 04 20 **dated August 2020**.

What's New:

- Entire Bulletin
- This Delivery Stop has been upgraded to a Recall

Please perform the procedure outlined in this Service Information on all affected vehicles before customer delivery. In the event the customer has already taken delivery of the vehicle, please perform the procedure the next time the vehicle is in the shop.

MODEL

E-Series	Model Description	Production Date
F60	MINI Countryman SE ALL4 (PHEV)	June 19, 2020 – June 22, 2020

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.

SITUATION

BMW AG has issued a Delivery Stop (effective August 11, 2020) on a small number of Model Year 2020 MINI Countryman (PHEV) vehicles that were produced between June 19, 2020 and June 22, 2020.

As of August 14, 2020, this Delivery Stop has been upgraded to a Recall. Please re-check your dealer inventory as the VIN list has changed.

The vehicle's high-voltage battery is not to be charged until you've completed the test plan and confirmed that a prior charge has exceeded 80%.

The Recall Notice has been attached for further information.

The bulletin will be updated when additional information becomes available.

CAUSE

On Plug-in Hybrid Electric Vehicle (PHEV) models, the high-voltage battery may not have been produced to specifications. When charging the battery to near its full state of charge, this could lead to a short-circuit and, in rare cases a thermal event.

CORRECTION

The vehicle will be inspected and, if necessary, HV module(s) will be replaced.

PROCEDURE

Refer to the attachment.

PARTS INFORMATION

The Bulletin is being published with the inspection procedure as parts may not be required. The Bulletin will be updated with the parts list once parts become available.

Please refer to the Parts Matrix for the ordering procedure.

WARRANTY INFORMATION

Only Vehicles that Passed Recall/Delivery Stop Inspection Procedure should be retailed.

You will need to have the repair order (RO) number and the RO close date to retail (RDR) an affected vehicle that **passed** the inspection.

M61 04 20: Flat Rate Labor Operation Codes – Current Status

The special flat rate labor operation codes (Main and Plus) for this Recall repair will be available shortly.

Temporary labor operation code 61 25 000 (below) is a repair order line item place holder for invoicing the **inspection, no repair is necessary** work procedure only.

Please DO NOT USE labor operation code 61 25 000 with Defect Code 00 61 53 05 00 (below) to submit for this Recall's inspection procedure.

The special Defect Code and the corresponding special flat rate labor operation codes, when they become available, **must** be used for this Recall claim submission.

Repair order invoicing for the pending claim submission: Utilize the following information for the work package that applies.

Defect Code:	0061530500
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Completion before the first vehicle delivery to a customer or the vehicle is already in the workshop

Work Pkg	Labor Operation	Description (Plus work)	Labor Allowance
# 1	61 25 000	Check the charge status of the high-voltage battery (No repair is necessary)	4 FRU

Or:

The vehicle arrives at your center and this Recall shows open (No other main work will be performed or claimed during this workshop visit)

Work Pkg	Labor Operation	Description (Main work)	Labor Allowance
# 2	61 25 000	Check the charge status of the high-voltage battery (No repair is necessary)	6 FRU

Only one Main work flat rate labor operation code can be claimed per workshop visit.

Claim Repair Comments

Only reference the SIB number and the work package (Pkg) number performed in the RO technician notes and the claim comments (For example: M61 04 20 WP 1), unless otherwise required by State law.

QUESTIONS REGARDING THIS BULLETIN

Technical inquiries	Submit feedback at the top of this bulletin
Warranty inquiries	Submit an IDS ticket to the Warranty Department
Parts inquiries	Submit an IDS ticket to the Parts Department

Supporting Materials

[picture_as_pdf M610420_2020-BMW-MINI-MY2020-2021-PHEV-Fxx-G0x-HV-Battery-FAQ-\(13Aug2020\).pdf](#)

[picture_as_pdf M610420 Recall Notice.pdf](#)

[picture_as_pdf M610420_Procedure.pdf](#)

SAFETY RECALL NOTICE

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

RE: Recall 20V-xxx: High-Voltage Battery –M61 04 20

BMW AG has issued a Delivery Stop (effective August 11, 2020) on a small number of Model Year 2020 MINI Countryman (PHEV) vehicles that were produced between June 19, 2020 and June 22, 2020. As of August 14, 2020, this Delivery Stop has been upgraded to a Recall.

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.

**Safety Recall 20V-xyz
High-Voltage Battery
Plug-In Hybrid-Electric Vehicle (PHEV)
Model Year 2020-2021
BMW 3 Series, X3 SAV, X5 SAV
MINI Countryman
Issue Date: 08/14/2020
Last Update: 08/14/2020**

Q1. Which BMW Group models in the US are potentially affected by this Safety Recall?
Certain Plug-In Hybrid-Electric Vehicles (PHEV), specifically Model Year 2020-2021 BMW 3 Series, X3 SAV, X5 SAV, and MINI Countryman models in the US, produced between March and August 2020, are potentially affected.

Q2. What is the specific issue?
On PHEV models, the high-voltage battery may not have been produced to specifications. When charging the battery to near its full state of charge, this could lead to a short-circuit and, in rare cases a thermal event.

Q3. Why are other models / vehicles not included in this Safety Recall?
Other models have been produced with a High-Voltage battery that has been produced to specifications.

Q4. Can I continue to drive my vehicle?
Yes. However, drive in standard mode only, **do not use sport mode**.
If you are not the only driver of this vehicle, please advise all other drivers of this important information.

Q5. Can I charge my vehicle?
No.

Q6. How did BMW Group become aware of the issue?
BMW Group became aware of the issue through our quality control procedures.

Q7. How will I be informed of this Safety Recall?
Potentially affected customers are being contacted by phone, 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 the BMW Group has your most recent contact and vehicle information, please register your BMW vehicle at www.bmwusa.com/myBMW. Registration is free, and will give you access to factory-initiated campaigns and other information specific to your vehicle.

Q8. How will my vehicle be repaired?
Your vehicle will be checked, and if necessary, HV battery module(s) will be replaced.

Attachment Procedure to SI M61 04 20

DO NOT ATTEMPT TO CHARGE VEHICLE!

Connect a vehicle to ISTA diagnostic. After Short Test is completed, follow the path:

1. Service Function
2. Hybrid Vehicle
3. High Voltage Battery unit
4. Charging of High Voltage Battery
5. Read History of last charging procedures
6. State of Charge of the High Voltage Battery at the of Charging Procedure (selection #2)
7. Statistics of All Charging Procedures (selection #5)
8. Read out the State of Charge from the displayed histogram (see the last picture below). The SOC ranges are displayed, with a number of occurrences when a particular SOC level was achieved shown above the bar graph (e.g. SOC above 80% was reached 13 times in our example, column #6)
9. In case the SOC above 80% was reached at least once, NO FURTHER ACTION is required, and vehicle can be released to a customer, with the Campaign Recall closed.
10. In case State Of Charge did not reach 80%, vehicle **SHOULD NOT BE RELEASED**. More information on how to repair HV Battery will be available shortly. Make sure that customer is offered a loaner vehicle.

Service Functions

Power train / Hybrid car / High-voltage battery unit / Charging the high-voltage battery / Read out history of last charging procedures Collapse all

- Power train
 - + Engine electronics MEVD
 - + Engine start
 - Hybrid car
 - + Electrical machine electronics
 - High-voltage battery unit
 - Charging the high-voltage battery
 - Read out history of last charging procedures
 - High-voltage battery unit, traceability: Documenting the serial numbers of the cell modules
 - High-voltage battery unit: read serial numbers stored on SME
 - Portability of the high-voltage battery unit: Electrical analysis
 - Starting up the high-voltage battery unit
- + High-voltage system
- + Hybrid pressure refuelling electronic control unit
- + Transfer box transmission control unit
- + Transmission control unit 8PG3
- OBD scan tool
- + Permanent SAE fault codes

- + Chassis and suspension
- + Body

Procedure

Statistics for all charging procedures

Number of charging procedures: [370](#)

State of charge of the high-voltage battery before the start of the charging procedure

State of charge of the high-voltage battery at the end of the charging procedure

Reason for stopping of charging procedure

Current state of charge of the high-voltage battery

To previous selection

 **Notice!**

The number of charging procedures is incremented each time a charging connector is plugged in.

 **Notice!**

Statistics for all charging procedures are reset after replacement of the EME.

Procedure

Current state of charge: [35.90 %](#)

Current settings:

- Standard charging cable - [Current level: Maximum](#)

Selection:

Active or last charging process

Charging procedure before last

Third-last charging procedure

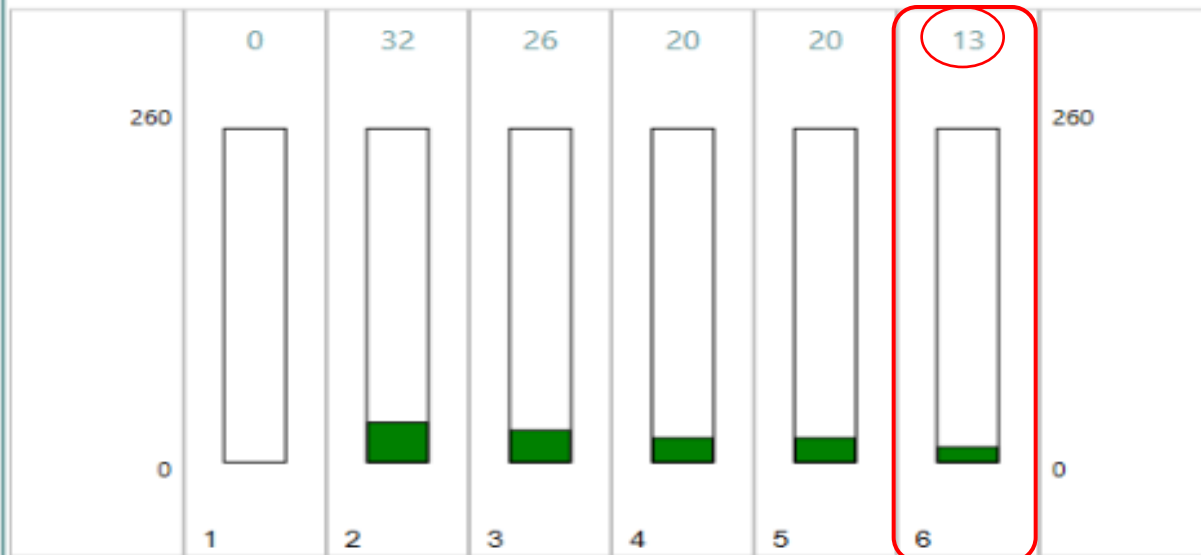
Fourth-last charging procedure

Statistics for all charging procedures

End service function


Select menu item and then continue to detailed information.

Procedure



State of charge of the high-voltage battery at the end of the charging procedure. Frequency in the range:

- 1: less than or equal to 35 %
- 2: between 36 % and 50 %
- 3: between 51 % and 60 %
- 4: between 61 % and 70 %
- 5: between 71 % and 80 %
- 6: greater than 80 %

 Notice!

The older the high-voltage battery is, the lower is the maximum possible real charge level.