



SIB 65 03 22

2022-04-07

## RECALL 22V-XXX: AIR BAG CONTROL UNIT

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                  |
|----------|----------------------------|----------------------------------|
| I20      | iX Sports Activity Vehicle | October 14, 2021 – April 7, 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.

### SITUATION

BMW AG is conducting a Voluntary Safety Recall (effective April 7, 2022) on Model Year 2022 - 2023 BMW iX SAV vehicles that were produced between October 14, 2021 and April 7, 2022.

During supplier production, air bag control unit software may not have been programmed to specifications. As a result, the air bag warning lamp in the instrument cluster may not be illuminated when necessary. Note- air bag deployment in a crash is not affected.

The Recall Notice and Q&A have been attached for further information.

The bulletin will be updated when additional information becomes available.

**Please perform the recall regardless of remedy status. The status will be set to “remedy available” in a few days.**

### CAUSE

A software error in the air bag control module (ACSM6).

### CORRECTION

Program and code the air bag control unit.

### PROCEDURE

Program the vehicle using ISTA 4.34.4x (released April 6, 2022) or higher. Target I-Level is **1020-22-03-540** or later.

Note that ISTA will automatically reprogram and code all programmable control modules that do not have the latest software.

Always connect a BMW-approved battery charger/power supply ([SI B04 23 10](#)).

Depending upon the rework list, carry out a vehicle test and delete the fault memory if needed.

For information on programming and coding with ISTA, refer to DealerSpeed / TIS / Technical Documentation / Diagnostics and Programming / Programming Documentation.

### PARTS INFORMATION

No parts are required for this Technical Action.

## **CLAIM INFORMATION**

### **Reporting a Vehicle as Sold/Leased (RDR) AFTER this Delivery Stop Repair is Completed**

You must perform this repair before you can RDR a vehicle that is subject to this Delivery Stop Repair. Once this repair is completed, you will be required to enter the corresponding repair order (RO) number and the RO close date to complete the (RDR) process.

The RO close date for performing this repair **MUST** predate or equal the RDR date.

#### **Interim Repair Order Invoicing Procedure (Placeholder Labor Operation)**

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

**Important Note: To ensure that this Delivery Stop repair is properly closed after its completion, please do not submit a claim for this repair using the placeholder labor operation (65 99 000) or any other substitute/alternate Defect Code and labor operation information.**

Please ensure that the claim for this Delivery Stop repair is promptly submitted through DCSnet via normal claim entry once the final campaign information becomes available.

|                     |                   |     |
|---------------------|-------------------|-----|
| <b>Defect Code:</b> | <b>0065750300</b> | --- |
|---------------------|-------------------|-----|

#### **Situation One**

The Affected Vehicle is at your center and it either shows one or more other open campaign repairs that include programming, and/or, it needs a different repair which requires a programming procedure to be performed.

Perform and claim the vehicle control unit programming and encoding procedure through one of these other repairs instead.

Then, as an additional line item and in conjunction with the other repair(s), invoice the following using the Defect Code above.

| <b>Work Pkg</b> | <b>Placeholder</b> | <b>Description (Plus work)</b>  | <b>Labor Allowance</b> |
|-----------------|--------------------|---|------------------------|
| # 2             | 65 99 000          | Programming and encoding the vehicle control units was performed <b>in conjunction with another campaign/repair prior to or during this workshop visit</b> (vehicle is already at the specified Target integration level or higher, no repair is necessary) | 1 FRU                  |

**Please be sure to perform any additional before and/or after work (including attaching labels) as required by the other open campaigns on the vehicle. Close any remaining open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin.**

Or:

An affected Vehicle arrives at your center, it is already at the required integration level or higher, and no other Main work will be performed.

| <b>Work Pkg</b> | <b>Placeholder</b> | <b>Description (Main work)</b>   | <b>Labor Allowance</b> |
|-----------------|--------------------|--|------------------------|
| # 4             | 65 99 000          | Programming and encoding the vehicle control units was performed in conjunction with <b>another campaign/repair prior to this workshop visit</b> | 1 FRU                  |

|  |  |  |
|--|--|--|
|  | (vehicle is already at the specified Target integration level or higher, no repair is necessary) |  |
|--|--|--|

## Situation Two

The Affected Vehicle is not at the required integration level or higher, and it has no open campaign repair(s) which includes programming, and no other repair is being performed that requires a programming procedure.

| Work Pkg | Placeholder | Description  | Labor Allowance |
|----------|-------------|--|-----------------|
| # 1      | 65 99 000   | Programming and encoding the vehicle control units (includes providing support voltage for the vehicle electrical system and performing a vehicle test) <b>(Plus work)</b> | 9 FRU           |
| Or:      |             |  |                 |
| # 3      | 65 99 000   | Programming and encoding the vehicle control units (includes providing support voltage for the vehicle electrical system and performing a vehicle test) <b>(Main work)</b> | 11 FRU          |

## 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: B65 03 22 WP 1), unless otherwise required by State law.

### Programming and Encoding - Vehicle Control Units (RO and Claim Comments Required)

This procedure automatically reprograms and encodes any vehicle control modules that do not have the latest software I-level.

If one or more control modules fail during the reprogramming procedure, claim the required consequential repair work procedures to address this issue (including performing the IRAP Control Unit Recovery first as required, refer to the SIB in AIR) under the Defect Code in this bulletin with the labor operations in AIR that apply.

Please explain the additional work procedures that were performed (The why and the what) on the repair order and in the claim comments.

For covered repairs that address control module failures that occurred prior to performing this reprogramming procedure, claim this work with the Defect Code and labor operations (including diagnosis) in AIR that apply.

Based on which one applies to your center, please refer to **SI B01 01 20** or **B01 07 20** for the applicable procedure for documenting, claiming, and explaining, on the RO and in the claim comments, your diagnosis work time (WT), job/repair work time (WT), and the vehicle repairs your center performed, unless otherwise required by State law.

## QUESTIONS REGARDING THIS BULLETIN

|                     |   |
|---------------------|---|
| Technical inquiries | Submit feedback at the top of this bulletin   |
| Warranty inquiries  | Please contact the Warranty department by either using the Live Chat that's available in the Warranty Documentation Portal or through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections |

### Supporting Materials

[picture\\_as\\_pdf B650322 Recall Notice.pdf](#)

[picture\\_as\\_pdf B650322\\_22V-xyz-FAQ-\(07Apr2022\).pdf](#)

## **SAFETY RECALL NOTICE**

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

RE: Recall 22V-xxx: Air Bag Control Unit – B65 03 22

BMW AG is conducting a Voluntary Safety Recall (effective April 7, 2022) on Model Year 2022 - 2023 BMW iX SAV vehicles that were produced between October 14, 2021 and April 7, 2022.

**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**  
**22V-xyz**  
**Air Bag Control Unit**  
**Model Year 2022-2023**  
**BMW iX**  
**Issue Date: 04/07/2022**

- Q1. Which BMW Group models in the US are potentially affected by this Safety Recall?**  
Model Year 2022-2023 BMW iX models in the US are potentially affected.
- Q2. What is the specific issue?**  
During supplier production, air bag control unit software may not have been programmed to specifications. As a result, the air bag warning lamp in the instrument cluster may not be illuminated when necessary. Note, air bag deployment in a crash is **\*not\*** affected.
- Q3. Why are other models / vehicles not included in this Safety Recall?**  
Other models have different air bag control units with software programmed to specifications.
- Q4. Can I continue to drive my vehicle?**  
Yes. However, when you are notified by BMW of this Safety Recall, please contact an authorized BMW center to schedule an appointment as soon as possible. For the latest updates to this Safety Recall, please visit [bmwusa.com/recall](https://www.bmwusa.com/recall). **If you are not the only driver of this vehicle, please advise all other drivers of this important information.**
- Q5. How did BMW Group become aware of the issue?**  
BMW Group became aware of the issue through its quality control procedures.
- Q6. How will I be informed of this Safety Recall?**  
Owners of potentially affected vehicles will be notified via First Class mail in June about this Safety Recall and requested to schedule an appointment with an authorized BMW center to have the remedy performed. Owners can locate their nearest authorized BMW center at [bmwusa.com/dealer](https://www.bmwusa.com/dealer).
- To ensure BMW has your recent contact and vehicle information, owners should visit [bmwusa.com/recall](https://www.bmwusa.com/recall) and click on “**Manage recall notices and contact information**”.
- Q7. How will my vehicle be remedied?**  
The air bag control unit will be reprogrammed for free and will take approximately one hour.
- Q8. Do I have to wait for BMW to contact me to have the remedy performed?**  
No. Please schedule an appointment with an authorized BMW center to have this Safety Recall performed as soon as possible. For the latest updates to this Safety Recall, please visit [bmwusa.com/recall](https://www.bmwusa.com/recall).