



SIB 61 21 22

2022-11-03

RECALL 22V-683: REPLACING THE CELL MODULES OF THE HIGH-VOLTAGE BATTERY

This Service Information Bulletin (Revision 1) replaces SI B61 21 22 dated October 2022.

What's New (Specific text highlighted):

- Recall # added to title
- Cause, Correction, Procedure, Parts, Claim sections added

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
I01	i3 and i3 Range Extender (REx)	November 1, 2018 – May 26, 2021

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 October 5, 2022) on a small number of Model Year 2019 - 2021 BMW i3 vehicles that were produced between November 1, 2018 and May 26, 2021.

As part of the quality controls carried out on an ongoing basis at the BMW Group, it was found that, in some cases, certain high-voltage battery cells may not have been produced to specifications. In very rare cases, this could lead to a short-circuit which may cause a thermal event.

CAUSE

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

CORRECTION

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).

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 > Power train > 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.

The update will be included in ISTA version 4.38.2x, estimated available as of November 04, 2022 (pending verification).

Only one (1) HV battery cell module should be identified as needing replacement.

Note:

If the test plan is not yet available at the time of the repair or the test plan was inconclusive in identifying the affected modules, please submit a TSARA case titled “i3 Battery cell module ID process” for assistance.

2. Replace the defective high-voltage cell module per REP 61 27 621 - Replacing a cell module (High-voltage battery unit removed) (after vehicle diagnosis).

PARTS INFORMATION

Only use and invoice the applicable part listed number below.

Part Number	Description	Quantity
07 11 9 908 006	Torx screw with washer	26
61 27 8 626 650	Sealing bolt	4
61 27 7 644 532	Thread-tapping Torx screw	56
61 27 7 625 062	High voltage battery lid	1
07 12 9 907 467	Hexagon nut	4
64 53 8 375 742	Sealing ring	1
64 50 8 374 959	Sealing ring	1
61 27 7 933 747	Cell module of high-voltage battery (120AH)	1

Bulk Material (Top Up Quantity) – Sublet

Part Number	Description	Quantity	
83 1 9 2 446 563	BMW Group R-1234YF - (10 lb / 160 oz) (1 oz. unit)	Qty in sublet needed	

Additionally, other small parts that are not specified above, such as one-time use screws, nuts, O-rings, and seals, which must be replaced according to the ISTA repair instructions/ETK, must be selected from the Electronic Parts Catalogue according to the respective vehicle type and invoiced under the special defect code.

Recalled Part Retention

The parts replaced to perform and submit for this Recall repair procedure 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.

If these replaced parts are requested to be returned, a corresponding DCSnet Part Return tag will be generated.

Refer to Aftersales Business Development & Marketing Bulletin #: B-2-0719-0603 for the high-voltage battery part return information that applies to this Service Action.

Please DO NOT return the HV battery modules directly to the WPRC. Your center is responsible to follow any special rules and regulations that apply to returning these parts to BMW as instructed in the ABDM bulletin.

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

Any return requested parts that are not received by the within 60 days of the claim credit date may be subject to debit.

CLAIM INFORMATION

Reimbursement for this Recall will be via normal claim entry utilizing the applicable work package information below and the part numbers above.

Plus work (+)	Completion before the first vehicle delivery to a customer or the vehicle is already in the workshop
Main work	The vehicle arrives at your center and this Recall shows open (No other Main work will be performed or claimed during this workshop visit)

Defect Code:	0061150700	I01 Replace cell module of high-voltage battery
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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.

Work Pkg	Labor Operation	Description	Labor Allowance
# 1	00 73 615	Replacing affected high-voltage cell module (one) (Plus work) (Includes 00 00 556/61 21 519/test plan, extract, evacuate and fill the air condition system, removing and replacing the HV battery cover and 61 27 900)	45 FRU
Or:			
# 2	00 73 073	Replacing affected high-voltage cell module (one) (Main work) (Includes 00 00 006/61 21 519/test plan, extract, evacuate and fill the air condition system, removing and replacing the HV battery cover and 61 27 900)	46 FRU

Claim Repair Comments

Only reference the SIB number, the work package (Pkg) number performed, and the cell module replaced in the RO technician notes and the claim comments (For example: B61 21 22 WP 1, Cell module position 5), unless otherwise required by State law.

And:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See the sublet reimbursement calculation below	Reimbursement for the repair-related bulk material (Do not use the BMW part number for claim submission)
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Sublet reimbursement calculation for claiming the applicable repair-related bulk material (BMW part number) is at the dealer net price amount for the quantity 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.

And, if applicable:

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.

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 B612122 Recall Notice 03Nov2022.pdf](#)

[picture_as_pdf B612122_2022-MY2022-2023-I01-HV-Battery-FAQ-\(03Nov2022\).pdf](#)

SAFETY RECALL NOTICE

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

RE: Recall 22V-683: High-Voltage Battery – B61 21 22

BMW AG is conducting a Voluntary Safety Recall (effective October 5, 2022) on a small number of Model Year 2019 - 2021 BMW i3 vehicles that were produced between November 1, 2018 and May 26, 2021.

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-683
High-Voltage Battery
Model Year 2019-2021
BMW i3 BEV, i3 Rex
Issue Date: 10/05/2022**

- Q1. Which BMW Group models in the US are potentially affected by this Safety Recall?**
A small number of Model Year 2019-2021 BMW i3 BEV and i3 Rex models in the US, 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?**
Yes.
- Q6. Can I charge my vehicle?**
Yes.
- Q7. How will I be informed of this Safety Recall?**
Owners of potentially affected vehicles will be notified via First Class mail 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 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.
- Q8. How and when will my vehicle be repaired?**
When the remedy is available, the affected battery cell module will be replaced. Owners will be notified again as soon as the remedy is available.