



## CHANGE TO PHEV HV BATTERY CELL MODULES


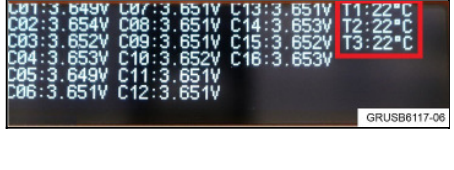

### MODEL

|                                     |                         |                 |
|-------------------------------------|-------------------------|-----------------|
| G12 PHEV (740e xDrive iPerformance) | F15 PHEV (X5 xDrive40e) | F30 PHEV (330e) |
|-------------------------------------|-------------------------|-----------------|

### INFORMATION

There has been a change to all Generation 3 PHEV high-voltage (HV) battery cell modules. The number of temperatures sensors on the cell modules has decreased from 4 sensors to 3 sensors.

This change has to be taken into account when replacing a component within the HV battery that requires the charging or discharging of a cell module with the Deutronic DBL1200HV-60 cell module charger.

|  |  |
|--|--|
| <p>When connecting the cell module to the charger the number of temperature sensors (NTC's) will need to be changed to 3 for the charger to charge the module correctly. Refer to the DBL1200HV-60 manual for more information (Attached).</p> |   |
| <p>To verify how many temperature sensors are on the cell module use the "Diagnosis" function of the DBL1200HV-60 cell module charger. The example to the right shows 3 temperature sensors.</p>   |  |
| <p>The message "ZKS not connected" will be displayed if the incorrect amount of temperature sensors (NTC's) is selected.</p>   |  |



**Note:** All vehicles produced from SOP to 7/1/16 that have a new cell module(s) with

**3 temperature sensors installed will need to be programmed with ISTA/P 3.59.0 or ISTA Next 3.56.10 (Target I-Level 16-07-501) or higher.**

### WARRANTY INFORMATION

This service information bulletin provides technical, diagnostic and/or repair-related information.

#### Eligible and Covered Work/Repairs

To submit a claim for a repair with a verified defect in materials or workmanship, please following the established and applicable warranty policy and procedures together with the using corresponding defect code and labor operations provided in the KSD2.

### Programming and Coding in conjunction with a Covered Repair

The High-Voltage Battery Unit “Control Unit/Management Electronics” (SME) software must be updated to allow recognition of the “new cell module with three (3) sensors” as noted for the above vehicles by production date.

|                         |                         |   |
|-------------------------|-------------------------|---|
| <b>Defect Code:</b>     | <b>Refer to KSD2</b>    | <b>Defect Code that applies to the repair work which necessitated the additional work procedure below to be performed</b> |
|                         |                         |   |
| <b>Labor Operation:</b> | <b>Labor Allowance:</b> | <b>Description:</b>   |
| 61 00 730               | Refer to KSD2           | Programming/encoding control unit (s)   |

Refer to KSD2 for the corresponding flat rate unit (FRU) allowance.

### Vehicle Programming and Coding

When ISTA/P automatically reprograms and codes all the vehicle’s control modules that “currently do not have” the latest software and if one or more control module failures occur “during” this programming procedure:

- Please claim this “consequential” control module-related repair work under the defect code listed in this bulletin with the applicable KSD2/AIR labor operations.

### Other Repairs

Control module failures that occurred “prior” to performing this programming procedure:

- When “covered” under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations in KSD2/AIR.

## ATTACHMENTS

View PDF attachment [DBL1200HV-60 Manual](#).

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