



SIM 61 01 20

2020-03-02

DELIVERY STOP: SAFETY BATTERY TERMINAL CONTROL LINE

This Service Information Bulletin (Revision 1) replaces SI B61 01 20 **dated February 2020**.

What's New (Specific text highlighted):

- Entire Content (Except Affected Vehicles and Situation)

MODEL

E-Series	Model Description	Production Date
F56	Cooper SE (All-electric BEV)	March 21, 2019 – December 10, 2019

AFFECTED VEHICLES

Vehicles which require this Campaign to be completed will show it as "Open" when checked either in AIR, the "Service Menu" of DCSnet (Dealer Communication System) or with ISPA NEXT or Warranty Vehicle Inquiry.

Do not deliver to a customer, a New, Certified Pre-Owned or Used vehicle subject to a Delivery Stop, until the vehicle is repaired. Do not use or sell replacement equipment/parts subject to a Delivery Stop.

SITUATION

If the vehicle and the ignition is turned off, after 10 – 15 min the high voltage components will switch off and the engine cannot be re-started, a red Check Control Message will be displayed.

CAUSE

The power supply / control line for the safety battery terminal SBK is connected to wrong terminal connector.

CORRECTION

Extend and relocate power supply / control line for the safety battery terminal.

PROCEDURE

Follow the repair instructions outlined on the attachment procedure.

PARTS INFORMATION

Only MINIUSA vehicles are involved, but one of our company cars might stop in your shop for service.

If a vehicle arrives at your Dealership with the open campaign, please do a key read and then enter a Recall/Parts Matrix IDS Ticket request for the parts listed below.

Only use and invoice the part numbers below that apply.

Performing a part number look-up in ETK (EPC) by VIN or model in place of using/invoicing the following part numbers may result with the wrong part numbers being invoiced and installed, this could delay the payment of claim.

Part Number	Description	Quantity
61 13 2 9 232 673	Jack MCP 2.8, 0.2-0.35 mm ²	1
61 13 8 727 251	Butt connector with shrink tube 0.17-0.5 mm ²	1

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61 12 6 946 211

Cable gray, 0.35 mm²

[1](#)**Note:**

Small parts such as screws, nuts and seals, which must be replaced according to the ISTA repair instructions, must be selected from the Electronic Parts Catalogue according to the respective vehicle type and invoiced under the special defect code.

WARRANTY INFORMATION

Reimbursement for this Delivery Stop Action will be via normal claim entry utilizing the following information together with the part number specified above:

Defect Code:	0061340500	
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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	00 68 941	Relocate power supply wire	11 FRU

Or:

The vehicle arrives at your center and this Action shows open (No other Main work will be performed/claimed during this workshop visit)

Work Pkg	Labor Operation	Description (Main work)	Labor Allowance
# 2	00 68 335	Relocate power supply wire	12 FRU

Only one of the flat rate labor operation codes listed above can be used for claim submission/reimbursement purposes.

Claim Repair Comments

Only reference the SIB number and the work package (Pkg) number performed in the RO technician notes and in the claim comments (For example: M61 01 20 WP 1), unless otherwise required by State law.

Supporting Materials

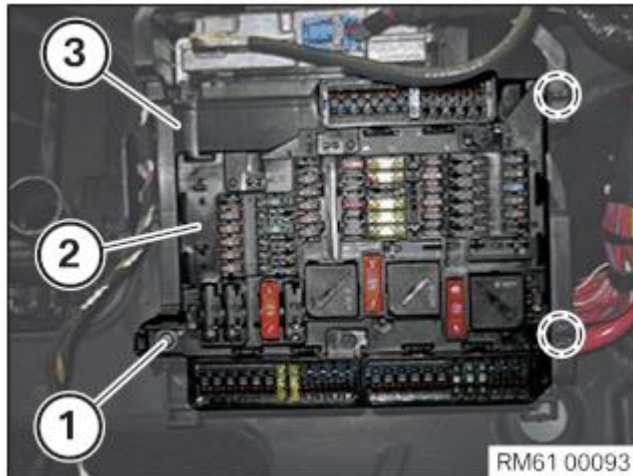
[picture_as_pdf M610120_Attachment \(Procedure\).pdf](#)

DELIVERY STOP: SAFETY BATTERY TERMINAL CONTROL LINE

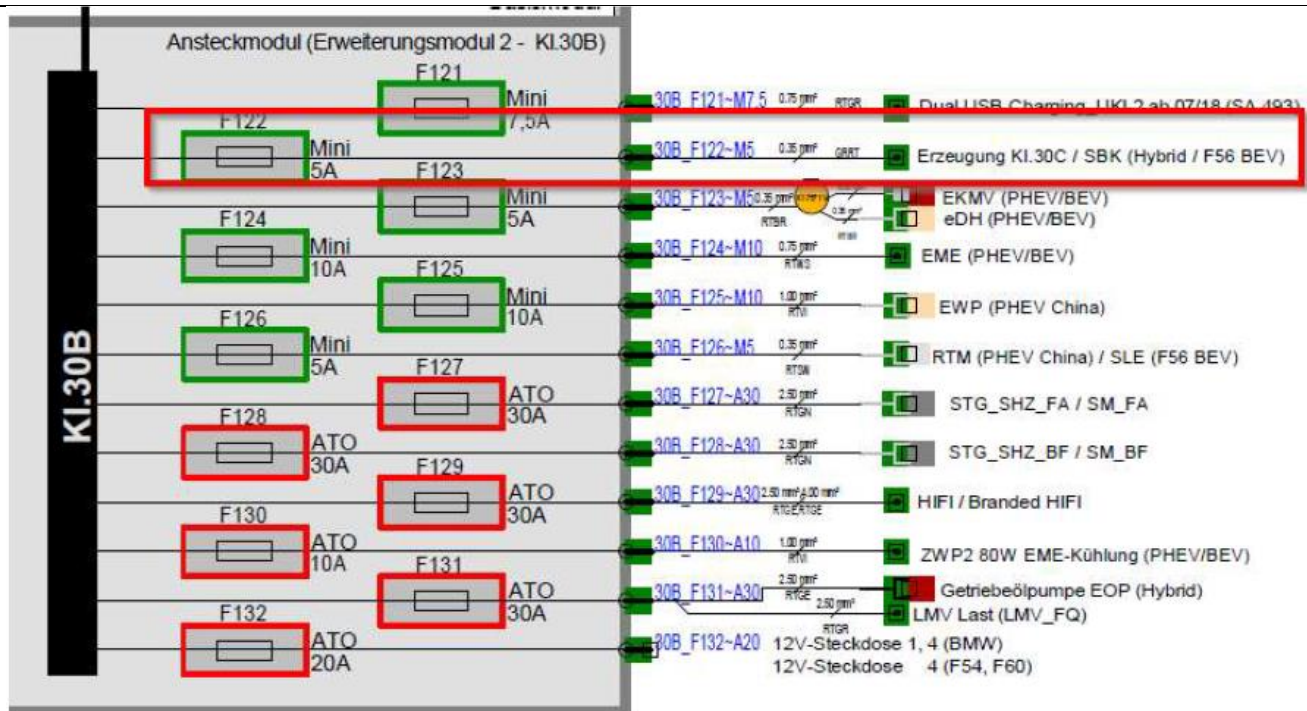
Repair Procedure

 	High-voltage system. The high-voltage system operates on the basis of hazardous, electrical voltage and high currents. Mortal hazard through electric shock! • All work on the high-voltage system may only be carried out by specially trained and technically experienced personnel. • For additional information see: 61 00 ... Safety instructions on handling hybrid cars (which can be found in AIR) • For additional information see: 61 25 ... Notes on repair of high-voltage battery unit (which can be found in AIR) Damaged high-voltage cables, high-voltage connectors and high-voltage components. Mortal hazard through electric shock! • Do not repair but always replace damaged high-voltage cables, high-voltage connectors and high-voltage components completely. • Contact Technical Support immediately if high-voltage cables, high-voltage connectors and high-voltage components are damaged so that the tap protection is no longer intact.
Re-pinning instruction - safety battery terminal SBK from 30B to 30F	
Attention: Before starting work, the high-voltage system must be switched off and the 12V battery disconnected. Existing repair instructions for this must be observed. Attention: Work on the high-voltage system may only be carried out by specially trained, competent persons. <u>Please note the following points:</u> 1. Only a high-voltage certified technician is allowed to carry out the high-voltage disconnect and reactivation. 2. MINI high-voltage technicians must be (at a minimum) certified in F60 PHEV – Gen 3 to be allowed to disconnecting high-voltage (service disconnect). 3. The disconnection of the HV system is only permitted within the scope of this technical action, meaning certification for F56 BEV is required for later work on the HV system. 4. The high-voltage technician must carry out the work steps (high-voltage disconnect, testing, high-voltage reactivation) according to the current repair instructions.	

- Viewing the online web courses for MINI F56 BEV high-voltage components (OL153a) and HV battery (OL153b) is strongly recommended. These online web courses are a pre-requisite to MINI F56 BEV certification and are therefore already available in TMSI (BMW Group Talent Management System).



- Remove the front power distribution box as described in **'REP 61 14 ... R&I front power distribution box'** which can be found in AIR.



Power supply for the SBK is currently connected to fuse F122 (KL30B)

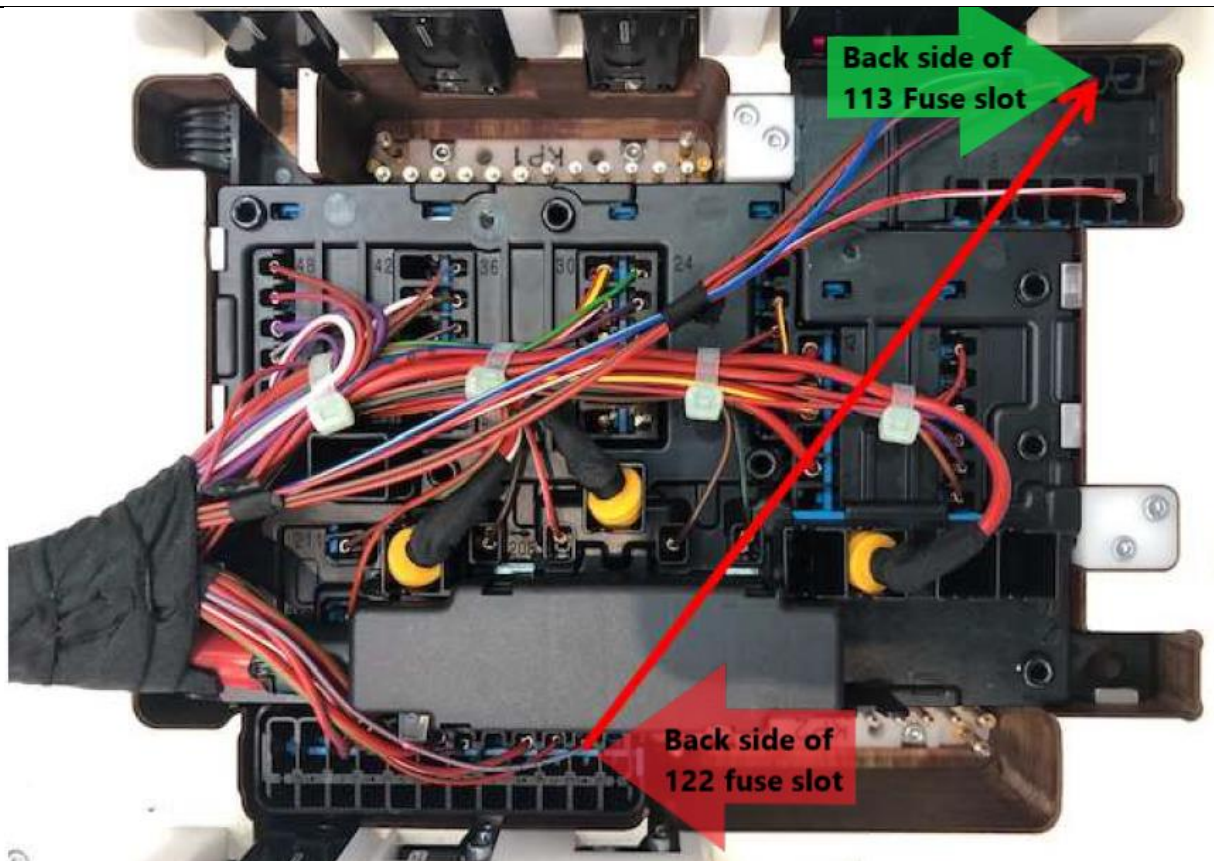
Note:

SBK power supply line needs to be extended and relocated to F113 (KL30F)

-SV top view-



1. On connector Z7*9B pin 11 remove the GRRT (grey-red) wire.
 2. Remove fuse F122 (fuse will be placed later into slot F113)
- Cut connector off.



4. Secure newly routed wire with electrical tape to the existing wire harness as illustrated on the picture.
5. Arrow points current location (Fuse 122) to where the wire must be relocated (Fuse 113).