



SIB 61 23 22

2022-11-21

DELIVERY STOP: COMBINED CHARGING UNIT

This Service Information Bulletin (Revision 1) replaces SI B61 23 22 dated October 14, 2022.

What's New:

- Affected Vehicles & Situation changed
- Cause, Correction, Procedure, Parts, Claims sections added

MODEL

E-Series	Model Description	Production Date
I20	iX Sports Activity Vehicle	July 6, 2022 – July 21, 2022

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), ISPA Next or Warranty Vehicle Inquiry.

BMW AG has issued a Delivery Stop (effective October 14, 2022) on a small number of Model Year 2023 BMW iX SAV vehicles that were produced between July 6, 2022 and July 21, 2022.

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

The Combined Charging Unit (CCU) may be affected by a manufacturing defect.

CAUSE

The Combined Charging Unit (CCU) may be affected by a manufacturing defect.

In the event of a fault, a CC message is displayed to the customer. Furthermore, the faults can result in degradation, breakdown, or loss of traction.

CORRECTION

Replace the Combined Charging Unit (CCU).

PROCEDURE

Replace the Combined Charging Unit (CCU), see **REP 61 42 501**.

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).

Therefore, to perform this SIB 61 23 22 a GEN5 battery Certification is required from Technical Training Course “ST2205 Generation 5 High-voltage” class).

PARTS INFORMATION

Please monitor the Parts Matrix for important updates to the parts ordering procedure. **Only use and invoice the applicable part listed number below.**

Part Number	Description	Quantity
61 44 5A5CA28	Combined Charging Unit (CCU)	1
12 90 9884545	Hexagon Bolt	4

Part Retention

The parts replaced to perform and submit for this 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 generate.

Any requested parts that are not received by the WPRC in accordance with Section 6 of the Warranty Policy and Procedure Manual may be subject to debit.

CLAIM INFORMATION

During this workshop visit, the affected vehicle may also show one or more programming and encoding Technical Campaign repairs open, the programming and encoding procedure may only be invoiced one time.

After replacing the CCU module, then select one of the open Technical Campaigns to perform and submit for updating the vehicle to the required I-level or higher

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

As determined by the above, reimbursement for this Action will be via normal claim entry utilizing the work package information below that applies.

--	--

Defect Code:	0061170700	I20 Replacing the Combined Charging Unit (CCU)
---------------------	-------------------	---

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 73 658	Replace the CCU module with programming and encoding the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528)	36 FRU
Or:			
# 2	00 73 659	Replace the CCU module (Programming and encoding the vehicle control units was performed in conjunction with another campaign/repair during the same workshop visit)	29 FRU

Or:

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

Work Pkg	Labor Operation	Description (Main work)	Labor Allowance
# 3	00 73 106	Replace the CCU module with programming and encoding the vehicle control units, includes Carrying out vehicle test (00 00 006/61 21 528)	37 FRU

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.

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: B61 23 22 WP 1), unless otherwise required by State law.

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	Up to \$25.00	Reimbursement for the repair-related bulk material (Do not use the BMW part number for claim submission)
----------------------	---------------	--

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.

BMW Antifreeze/Coolant: Claim the corresponding sublet dollar amount for the quantity needed to replace what was drained. The one-gallon concentrate part number quantity for a 50/50 coolant/water solution.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Alternative Mobility Solution (AMS) for Vehicle Owners (RO and Claim Comments Required)

This Action 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.

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 the diagnosis that applies*) 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.

[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