

# Service Information Bulletin

General Electrical Systems

February 22, 2024

B61 04 24

## RECALL 24V-135: REPLACING THE CELL MODULE OF HIGH-VOLTAGE BATTERY

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
G26	i4 xDrive40
G60	i5 eDrive40

### AFFECTED VEHICLES

Vehicles which require this Recall 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 has issued a Delivery Stop (effective February 14, 2024) on small number of Model Year 2024 BMW vehicles that were produced between September 23, 2023, and February 5, 2024.

As of February 19, 2024, this Delivery Stop has been upgraded to a Safety Recall.

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.

The Recall Notice and FAQ have been attached for additional information.

### CAUSE

A manufacturing defect in the high-voltage battery can interrupt the electrical contact between the high-voltage cell terminal and the cell contacting system.

### CORRECTION

Replacement of the affected cell module.

### 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".**

**Prior to disconnecting, or the removal of any HV component, the HV system needs to be disabled and secured (by means of the HV Service Disconnect Switch and lock out) by a properly trained HV technician, who has a minimum HV Qualification level after completing the**

Technical Training Course “ST2324 High Voltage Drivetrain Systems” which as of 1/2023\* includes ST1824 Alternative Drive Part 1.

\* Note: As of January 2023, the HV component portion of the “ST2205 Generation 5 High-voltage class” (except for the High Voltage Battery) has been merged into “ST2324 High Voltage Drivetrain Systems”.

Up to Generation 4 Vehicles: Once the vehicle’s HV system is disabled (the “Blitz” - lightning bolt icon is 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.

For Generation 5 Vehicles however, the specific vehicle training is required to diagnose, remove and service any HV component and it is NOT allowed for non HV certified technicians to work on the high voltage system.



High Voltage Battery removal and rework can ONLY be performed by a High-voltage Certified Technician with a HV Battery Certification level corresponding to a specific Electric or Hybrid vehicle, for example:

To repair GEN4 HV battery of G05 PHEV a certification from Technical Training Course “ST2006 – SP44 HV Battery” or equivalent ST1825 – Alternative Drive Part 2 is required (or as of 1/2023 the equivalent “ST 2325 for High Voltage Battery Systems”).

And

To repair A GEN5 HV battery the Technical Training Course “ST2205 Generation 5 High-voltage class” is required or as of 1/2023\* the equivalent “ST 2325 for High Voltage Battery Systems”.

\*Note: As of January 2023, the “ST2205 Generation 5 High-voltage stand-alone class” has been merged into “ST2324 for High Voltage Drivetrain Systems” and “ST2325 for High Voltage Battery Systems”

Replace high-voltage battery cell module position 6 per REP 61 27 721 - Replacing cell module 6 (After vehicle diagnosis) (Cover for high-voltage battery unit removed).

Module ID	Module ID ISTA	Position
T588634480123B22930000762515271	8863448 01 62515271 17.08.23 00007	6

## PARTS INFORMATION

Please enter a Recall IDS Ticket and the parts listed below will be ordered for you.

### G26

Part number	Description	Quantity
61 27 8 832 708	Pad	12
61 27 9 454 253	Multi-purpose bolt	14
61 25 8 833 846	Hexagon bolt	10
61 25 8 833 851	Hexagon bolt	4

07 14 6 899 140	Cage nut	4
39 10 6 865 725	Multi-purpose bolt	4
07 11 9 905 399	Hexagon screw with washer	4
33 30 6 861 221	Torx bolt	10
61 27 8 863 448	Cell module, high-voltage battery	1
61 27 9 454 854	Screw	20
61 27 8 677 639	Screw	6
61 27 9 884 703	Gasket	1
07 14 8 838 288	Sealing bolt	20
07 14 8 860 492	Screw	82

## **G60**

<b>Part number</b>	<b>Description</b>	<b>Quantity</b>
61 27 8 832 708	Pad	12
61 27 9 454 253	Multi-purpose bolt	14
61 25 8 833 846	Hexagon bolt	10
61 25 8 833 851	Hexagon bolt	4
07 14 6 899 140	Cage nut	4
39 10 6 865 725	Multi-purpose bolt	4
07 11 9 905 399	Hexagon screw with washer	4
33 30 6 861 221	Torx bolt	10
61 27 8 863 448	Cell module, high-voltage battery	1
61 27 9 454 854	Screw	20
61 27 8 677 639	Screw	6
61 27 9 884 703	Gasket	1
07 14 8 838 288	Sealing bolt	20
07 14 8 860 492	Screw	82
07 14 6 884 435	Multi-purpose bolt ASA	2
07 11 9 908 280	Hexagon bolt	4
07 14 7 283 812	Speed nut	2
31 11 6 899 302	Multi-purpose bolt	8

## **Bulk Material - Sublet**

<b>Part Number</b>	<b>Description</b>	<b>Quantity</b>
83 19 2 468 442	BMW Antifreeze/Coolant (1 gallon concentrate) - HT-12	Sublet as needed
Or:		
83 19 5 A32 851	HT-12 Antifreeze RTU (Bulk 1/10 Liter) (Pre-mix)	Sublet as 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.

## **Part Retention**

The parts replaced to perform and submit for this Service Action 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 to replace **Cell Module Position Six (6)** will be via normal claim entry utilizing the applicable work package information below and the part numbers listed above that apply.

<b>Repair Code:</b>	<b>0061360800</b>	---
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Below are the special flat rate labor operation code choices for this action.

**Completion before the first vehicle delivery to a customer or the vehicle is already in the workshop.**

Work Pkg	Labor Operation	Description (Plusposition work)	Labor Allowance
# 1	00 75 877*	Removing and installing high-voltage battery, including removing and installing lid	101 FRU (G60); 105 FRU (G26)
And:	00 75 879*	Replace identified high-voltage cell module ( <b>module position 6</b> )	19 FRU

Or:

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

Work Pkg	Labor Operation	Description (Main work)	Labor Allowance
# 2	00 75 289*	Removing and installing high-voltage battery, including removing and installing lid	103 FRU (G60) 107 FRU (G26)
And:	00 75 879*	Replace identified high-voltage cell module ( <b>module position 6</b> )	19 FRU

Only one Main work flat rate labor operation code can be claimed per workshop visit.

(\*) Also included in the special flat rate operation codes provided above:

- 61 27 700 Charging cell module (Associated work, cell module removed)

- 61 27 900 Performing EoS test for high-voltage battery unit (Associated work, (after having repaired the high-voltage battery unit)
- 61 27 901 Additional work with pressure test cooling system high-voltage battery unit

**Claim Repair Comments**

Only reference the SIB number and the work package (Pkg) number performed in the technician’s RO notes and in the claim comments (For example: B61 04 24 WP 1), unless otherwise required by State law.

And:

**Sublet – Bulk Materials (RO and Claim Comments Required)**

<b>Sublet Code</b> 4	Up to \$100.00	Reimbursement for the repair-related bulk materials (Do not use the BMW part numbers 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 proportional 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 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 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 should receive a reimbursement request from a customer for a repair that may qualify because it addressed the issue described in this bulletin, and it was performed **prior** to the notification of Recall, 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 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