



RECALL 22V-240: AIR BAG CONTROL UNIT

This Service Information Bulletin (Revision 1) replaces SI B65 06 22 **dated July 2022**.

What's New (Specific text highlighted):

- Cause, Correction, Procedure, Claim information added

MODEL

E-Series	Model Description	Production Date
I20	iX Sports Activity Vehicle	October 14, 2021 – July 1, 2022

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 July 5, 2022) on certain Model Year 2022 - 2023 BMW iX SAV vehicles that were produced between October 14, 2021 and July 1, 2022.

In April, BMW Group decided to conduct a voluntary safety recall but due to an issue with the current remedy (software update), those vehicles will need to return to a BMW center to receive a further update.

In addition, this action expands the potentially affected vehicle population.

During supplier production, air bag control unit software may not have been programmed to specifications. As a result, the air bag warning lamp in the instrument cluster may not be illuminated when necessary. Note, air bag deployment in a crash is **not** affected.

The Recall Notice and Q&A have been attached for further information.

CAUSE

Software error in the air bag control unit (ACSM6).

CORRECTION

Program the vehicle.

PROCEDURE

1. Determine the vehicle's current I-level by either using AIR or the ISPA NEXT application. If needed, use the latest ISTA to work through test modules.

2. Is the current vehicle integration level:

Model	Integration level
I20	Lower than I020-22-07-520

YES: Proceed to Step 3

NO: No further action necessary

3. Program the vehicle using ISTA 4.36.3 or higher (estimated release July 28, 2022, pending verification).

Model	Target integration level
I20	I020-22-07-520 or higher

4. Did the vehicle program correctly the first time?

YES: No further action necessary

NO: Program the vehicle a 2nd time and claim WP #2 or #5.

Note that ISTA will automatically reprogram and code all programmable control modules that do not have the latest software.

Depending on the rework list, carry out a vehicle test and delete the fault memory, if required.

Always connect a BMW-approved battery charger/power supply (SI B04 23 10).

The following are known issues that might occur during programming:

1. Fault code “7E0503 UCAP, secure Ethernet communication: No connection established with MPAD” cannot be deleted.
 - The fault can be deleted after a vehicle sleep cycle
2. When programming vehicles with ADCAM low (without SA 5AU) the Automatic control unit validation might fail.
 - Follow the attached procedure “ADCAM Low Validation Procedure”.
 - **Note:** INFO123825 will show open on your VIN if it has ADCAM Low. It may still show open up to a week after you’ve done the procedure.
3. Automatic Secure Token (LCS) – Download not possible or failed message appears.
 - Go to “Vehicle modifications” > “immediate measures” > select: “Activate customer functions”. This retries the Activation (SFA) Tokens and synchronizes them.
 - If this does not work, follow the instructions to download and request the token manually and send them to Technical Support for a response token generation.

For information on programming and coding with ISTA, refer to DealerSpeed / TIS / Technical Documentation / Diagnostics and Programming / Programming Documentation.

PARTS INFORMATION

Parts replacement will not provide a solution.

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.

When the above applies and the vehicle must be programmed second time per the measures plan, then submit for Work Package # 2 or # 5 below as applicable 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 Recall will be via normal claim entry utilizing the work package information below that applies.

Defect Code:

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 72 820	Programming and encoding (One-time) the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528)	9 FRU
Or, when required:			
# 2	00 72 832	Programming and encoding (Two times per the measures plan) the vehicle control units. includes Carrying out vehicle test (00 00 556/61 21 528)	13 FRU
Or:			

# 3	00 72 821	Programming and encoding the vehicle control units was performed in conjunction with another campaign/repair prior to or during this workshop visit (vehicle is already at the specified Target integration level or higher, no repair is necessary)	1 FRU
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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
# 4	00 72 241	Programming and encoding (One-time) the vehicle control units, includes Carrying out vehicle test (00 00 006/61 21 528)	11 FRU
Or, when required:			
# 5	00 72 253	Programming and encoding (Two times per the measures plan) the vehicle control units. includes Carrying out vehicle test (00 00 006/61 21 528)	14 FRU
Or:			
# 6	00 72 242	Programming and encoding the vehicle control units was performed in conjunction with another campaign/repair prior to this workshop visit (vehicle is already at the specified Target integration level or higher, no repair is necessary)	1 FRU

Only one of the flat rate labor operation codes listed above can be used for claim submission/reimbursement purposes. 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: B65 06 22 WP 1), unless otherwise required by State law.

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.

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.

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 B650622_22V-240-FAQ-\(05Jul2022\).pdf](#)

[picture as pdf B650622 Recall Notice.pdf](#)

[picture as pdf B650622 ADCAM Low Validation Procedure.pdf](#)