



This Service Information bulletin supersedes SI B00 07 09 **dated November 2009**.

**NEW** designates changes to this revision

#### SUBJECT

### 2010 Model Year New Vehicle Preparation and Maintenance Requirements

#### MODEL

2010 X3 xDrive30i (E83)

2010 X5 M (E70)

2010 X5 xDrive30i

2010 X5 xDrive35d

2010 X5 xDrive48i

2010 X6 M (E71)

2010 X6 xDrive35i

2010 X6 xDrive50i

**NEW** 2010 ActiveHybrid X6 (E72)

#### SITUATION

Model	Production Start	Comments
X3 xDrive30i	9/09	No changes in maintenance from 2009
X5 M	7/09*	M version of E70 with 555hp twin-turbocharged S63 engine.
X5 xDrive30i	10/09	No changes in maintenance from 2009
X5 xDrive35d	10/09	No changes in maintenance from 2009
X5 xDrive48i	10/09	No changes in maintenance from 2009
X6 M	7/09*	M version of E71 with 555hp twin-turbocharged S63 engine.
X6 xDrive35i	10/09	No changes in maintenance from 2009
X6 xDrive50i	10/09	No changes in maintenance from 2009
<b>NEW</b> ActiveHybrid X6	10/09*	Full hybrid based on X6 xDrive50i, with supplemental electric power and 7-speed automatic transmission. New engineering designation E72.

\* Availability approx. 2 months later

## **NEW** General Precautions regarding the High-voltage System in the ActiveHybrid X6:

The ActiveHybrid X6 utilizes modern materials and powerful electronics which require special maintenance and repair methods. There is the risk of fatal injury from the high-voltage (HV) system if repair work is performed improperly.

- **Only technicians which have successfully completed HV and hybrid technology training classes may perform repairs or maintenance on this model.**
- **Diagnosis and repair operations listed in the 3G workshop equipment must be followed precisely.**
- **Do not repair or open HV components. It is only permitted to replace the component.**

**NEW** To de-energize the HV system, refer to the section in "Operating the ActiveHybrid X6 Drive System".

## **X5 M, X6 M**

BMW is introducing new versions of the X5 and X6. Both are M (previously known as "Motorsport") models with a very high-output V8 engine, along with drivetrain and suspension enhancements. These are the first 2010 models to be produced. Production of the other 2010 Model Year (MY) models will start in 10/2009.

Some design and equipment differences to the X5 and X6 non-M versions:

- Redesigned front bumper with large air openings for additional brake cooling, radiator, and auxiliary low-temperature radiator
- Front fender side "gills" containing an auxiliary turn signal indicator and the M logo
- Rocker panel sill covers, wheel arch trim, mirror caps fully painted in body color
- Redesigned rear bumper with diffuser, painted in body color
- 10mm (0.39 in.) lower ride height
- 20" rims with M styling as standard equipment
- Servotronic power steering as standard equipment
- M seats
- Various M logos within the interior

The new S63 V8 engine in both M models is based on the same general layout as the N63 in the 2009 X6 xDrive50i. Its intake and exhaust systems are reversed from most other conventional V8 designs. The intake valves are situated along the bottom outer row within the cylinder head and fed by the intake manifold which splits the intake charge equally along both outer sides of the engine. Exhaust valves are situated along the upper row within the head (closer to the centerline of the engine). Exhaust gases leave the head into a manifold in the "valley" on top of the engine, traveling a very short distance before entering the two turbochargers (aka "turbos") that are also located on top of the engine.

After passing through the turbos, exhaust gases are directed into two catalytic converters located at the top rear of the engine. The benefit of this design is excellent throttle response; minimal turbo lag for smooth, constant acceleration and drivability; very quick catalyst heat-up time; and a compact overall powertrain.

Some key features of the new S63 powertrain:

- First worldwide use of a pulse-tuned, cross-engine exhaust manifold combined with turbocharging (patented design). Each of the two turbos receives its gas flow from a total of four exhaust pulses that originate from opposite pairs of cylinder banks. This not only produces an efficient emptying of exhaust gases from the cylinders due to a scavenging effect, but provides a continuous exhaust gas flow to the turbo.
- Dual twin-scroll turbos, referring to two separate passages for the exhaust gases in the turbo housing (N63 utilizes two single-scroll turbos)
- New exhaust camshafts with higher lift
- Optimized engine cooling system, using a primary belt-driven mechanical pump
- New low-temperature oil cooler mounted to the lower front section of the radiator
- Larger intake charge coolers (air to liquid), driven by a dedicated, low-temperature electric coolant pump
- Separate coolant circuit for turbo bearings driven by a 50-watt electric pump
- Larger engine oil cooler
- Larger transmission fluid cooler
- The engine air intake assembly is vehicle-mounted to help meet European market pedestrian protection regulations
- The exhaust system is optimized for aggressive sound qualities, with 2 map-controlled internal flaps
- Larger-diameter exhaust pipes, with 4 exhaust tips which are characteristic of M models on BMW sedans

The X5 M and X6 M can be operated in two power modes, selected using the "vehicle settings" menu and the iDrive controller:

- Efficient - slightly reduced engine power, together with transmission shift characteristics biased for maximum fuel efficiency. This is the default setting whenever the engine is started.
- Sport - quicker engine response using full output, and transmission shifts biased for maximum power and acceleration

A comparison of various details between the new S63 engine and that of the N63 from the 2009 X6 xDrive50i:

	<b>2010 X5 M, X6 M</b>	2009 X6 xDrive50i
Engine full designation	S63B44O0	N63B44O0
Configuration	90 degree V8, dual overhead cams, 4 valves/cylinder	90 degree V8, dual overhead cams, 4 valves/cylinder
Displacement (cu. cm; cu. in.)	4395; 268	4395; 268
Bore, stroke (mm; in.)	89x88.3; 3.50x3.48	89x88.3; 3.50x3.48

Maximum output, hp	555	400 @ 5500-6400
Maximum engine speed, rpm	6800	6500
Maximum torque, lb. ft	500 lb.ft @ 1500 – 5800	450 @ 1800 - 4500
Compression ratio :1	9.3	10.0
Injection	2nd generation high-precision direct injection (HPI) with piezo injectors centrally located in the combustion chamber	high-precision direct injection (HPI) with piezo injectors centrally located in the combustion chamber
Intake	Air-to-liquid intake charge cooling. Twin turbochargers of twin-scroll design, connected to short exhaust manifolds and main catalyts.	Air-to-liquid intake charge cooling. Twin turbochargers of single-scroll design, connected to short exhaust manifolds and main catalyts.
Maximum boost pressure, bar/psi	1.2/17.4	0.8/11.6
Valvetrain	Double VANOS, with new, low-noise drive chains.	Double VANOS
Valve sizes, mm (intake/exhaust)	33/29	33/29
Engine block	Alusil aluminum alloy with honed cylinder bores	Alusil aluminum alloy with honed cylinder bores
DME engine management	Siemens VDO MSD85.1	MSD85
Emissions category	LEV2	ULEV2
Fuel Requirement	Premium unleaded gasoline, 93 AKI. Do not use unleaded gasoline lower than 91 AKI.	Premium unleaded gasoline, min. 91 AKI
Spark plugs	Bosch ZMR5TPP33	Bosch ZR5TPP332
Spark plug replacement interval, miles	30,000	60,000

Comparison of various details between the X6 M's body and chassis, compared to the 2009 X6 xDrive50i (data for the X5 M is similar):

**2010 X6 M**

**2009 X6 xDrive50i**

Vehicle length (in.)	192	192
Vehicle width (in.)	78.1	78.1
Vehicle height, unloaded (in.)	66.3	66.5
Track, front (in.)	65.4	64.7
Track, rear (in.)	65.8 (more inward offset)	67.2
Transmission designation; oil pan material	6HP26S, aluminum	6HP26TU, plastic
Rear axle final drive ratio, :1	3.91	3.64
Front brakes: disc diameter x thickness (mm/inch)	395 x 36/15.6 x 1.4, vented	365 x 36/14.4 x 1.4 , vented
Front brake caliper	Brembo® M4.42 fixed aluminum monobloc, 4-piston. Painted black	Floating caliper, 1 piston
Rear brakes: disc diameter x thickness (mm/inch)	385 x 24/15.2 x 0.95, vented	345 x 24/13.6 x 0.95, vented
Rear brake caliper	Floating caliper (same as X6 xDrive50i); painted black	1 piston
Steering type/ratio	Rack & pinion with Servotronic/19.5	Rack & pinion/19.5
Turns, lock-to-lock	3.11	3.11
Rims (light alloy), in.	10J x 20 (front), 11J x 20 (rear)	9J x 19 (front & rear)
Tire size (run-flat)	275/40 R20 106W XL (front), 335/35 R20 110W XL (rear)	255/50 R19 107H XL (front & rear)
Unladen vehicle weight, lb.	5324	5269
Acceleration 0-60mph (sec.)	4.5	5.3
Acceleration 1/4 mile	12.7 sec @ 112 mph	13.7 sec. @ 102 mph
Top speed, mph	155	155
Drag coefficient (Cd)	0.38	0.37
Total aerodynamic drag (Cd x frontal area; ft <sup>2</sup> )	11.66	11.23
<b>NEW</b> EPA fuel consumption city, mpg	12	12
<b>NEW</b> EPA fuel consumption highway, mpg	17	18

## **NEW** ActiveHybrid X6

The ActiveHybrid X6 is based on the X6 xDrive50i Sport Activity Coupe (SAC) and has a new engineering designation E72. The overall drive system consists of the N63 400 hp twin-turbocharged V8 gasoline engine (refer to details above) and two electric synchronous motors rated at 91 hp and 86 hp, respectively. Since both electric motors run at voltage levels below their peak ratings, maximum drivetrain output is 480 hp and peak torque of 575 lb-ft.

The hybrid drivetrain allows 3 different operating modes, classifying it as a full hybrid:

- Fully electric (gasoline engine turned off; referred to as "eDrive")
- Gasoline engine only ("Drive")
- Combined gasoline engine and electric ("eBoost")

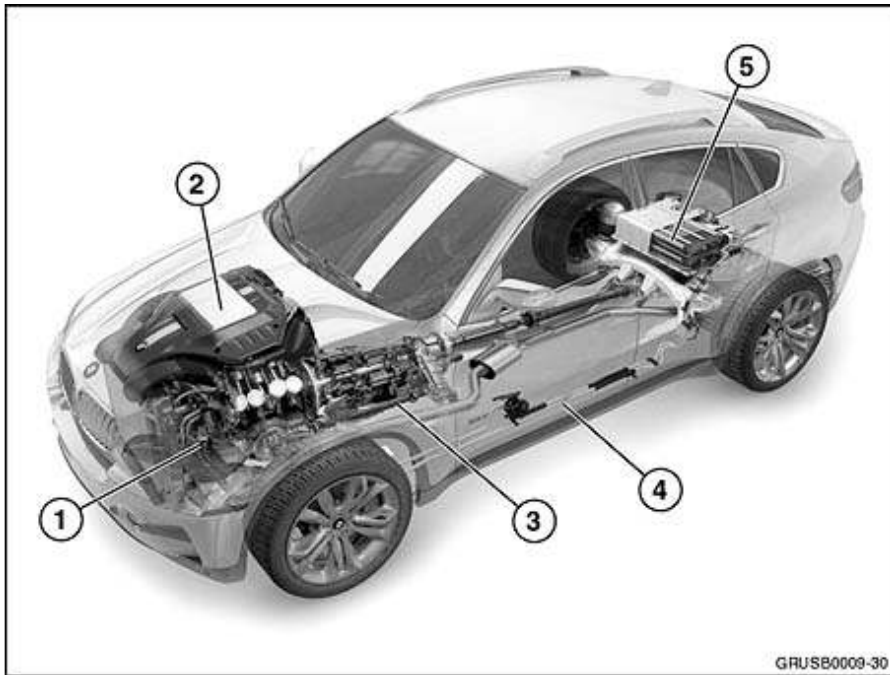
BMW ActiveHybrid technology offers a significant increase in driving dynamics, yet reduces fuel consumption by approximately 20% compared to a comparable vehicle powered by a combustion engine alone. The result is even greater driving pleasure combined with enhanced fuel economy and carbon dioxide (CO<sub>2</sub>) management.

Some design and equipment differences to the X6 xDrive50i:

- Powerdome hood
- Unique emblems on the front door/fender, liftgate and door sill trim plates
- 20" Aero alloy wheels
- Electric/gasoline operating mode display in lower part of tachometer
- Hybrid category in the Central Information Display (CID; within "Vehicle Info" menu) and energy flow diagrams
- Two 70Ah Activated Glass Mat (AGM; aka "gel" cell) 12V batteries for on-board systems
- Power Electronic Box (PEB) and Auxiliary Power Module (APM), both mounted on top of the N63 engine
- Electric Power Steering (EPS)
- Electric Air Conditioning Compressor (EKK), allowing A/C operation even when the engine is turned off
- Stainless-steel, pressure-resistant fuel tank which is automatically sealed off when driving in full electric mode to prevent any hydrocarbon emissions
- Remote button for unlocking the fuel filler flap
- No traditional electric starter for the engine

Note: Because the spare tire well is utilized for various HV components, the ActiveHybrid X6 cannot be equipped with a spare tire.

The following illustration shows the general location of the main components for the drivetrain and high-voltage systems. Some components are explained in further detail below:



1 N63 engine

2 PEB and APM (both located beneath the acoustic cover)

3 Transmission

4 HV lines

5 HV battery pack

Note: The engine coolant reservoir, engine oil fill and remote battery terminal are in the same locations as on the X6 xDrive50i.

Comparison of various details between the ActiveHybrid X6's drivetrain and body, compared to the 2010 X6 xDrive50i:

	<b>2010 ActiveHybrid X6</b>	2010 X6 xDrive50i
Vehicle length (in.)	192	same
Vehicle width (in.)	78.1	same
Vehicle height, unloaded (in.)	66.8	66.5
Track, front (in.)	64.7	same
Track, rear (in.)	67.2	same
Transmission designation	GA7AHSCD	6HP26TU
Rear axle final drive ratio, :1	3.64	same
Maximum powertrain output, hp	480 @ 5500-6400	400 @ 5500-6400
Maximum engine speed, rpm	6500	same

Maximum powertrain torque, lb. ft	575	450 @ 1800 - 4500
Front brakes: disc diameter x thickness (mm/inch)	385 x 36/15.2 x 1.4, vented	365 x 36/14.4 x 1.4, vented
Rear brakes: disc diameter x thickness (mm/inch)	345 x 24/13.6 x 0.95, vented	same
Steering type/ratio	Rack & pinion/19.5	same
Turns, lock-to-lock	3.11	same
Rims (light alloy), in.	9J x 19 (front & rear)	same
Tire size (run-flat)	255/50 R19 107V XL (front & rear)	255/50 R19 107H XL (front & rear)
Unladen vehicle weight, lb.	5688	5269
Trunk capacity per SAE J1100, cu. ft.	59.7	same
Acceleration 0-60mph (sec.)	5.4	5.3
Top speed, mph	130	155
Drag coefficient (Cd)	0.36	0.37
Total aerodynamic drag (Cd x frontal area; ft <sup>2</sup> )	11.1	11.23
EPA fuel consumption city, mpg	17	13
EPA fuel consumption highway, mpg	19	18

### **Transmission:**

The transmission housing contains both electric motors, three planetary gear sets, and four multi-plate clutches. It does not utilize a torque converter typically found in conventional automatic transmissions.

From a standstill and at low speeds, only one of the two electric motors is activated. As soon as the driver requires more power or increased speed, the second electric motor automatically starts the combustion engine. The second electric motor then serves as a generator to provide a supply of electric power to the vehicle systems. When driving steadily at a higher speed, most of the power required is delivered by the combustion engine in a largely mechanical process. At the same time, the engine drives one of the two electric motors so that it serves as a generator.

### **HV Battery Pack:**

The electric motors receive their energy from a high-voltage (HV) nickel-metal hydride (NiMH) battery pack positioned beneath the floor of the luggage compartment ("spare tire" well). It consists of 260 single cells with a total output of 312 volts. The battery pack's total capacity is 2.4 kWh, with 1.4 kWh available nominally. Maximum output is 57 kW.

The HV battery pack is housed in a rugged, reinforced steel casing. The charge status of the battery pack is constantly supervised by integrated safety electronics. It immediately informs the driver of any malfunction and, if necessary, the entire system can be automatically discharged and deactivated. In the event of a vehicle crash, the system is switched off automatically within a fraction of a second. The central safety electronics



determine the severity of the accident and ensure a safe operating mode if possible.

The Auxiliary Power Module (APM) is the interface between the HV hybrid circuit and the vehicle on-board system, stepping down voltage levels to the 12 volt range.

The BMW ActiveHybrid X6 may run on electric power alone regardless of the ambient temperature, as long as minimum operating temperatures are reached for the engine coolant, transmission fluid and high-voltage battery. Top speed in the electric mode is 37 mph, and maximum range is 1.6 miles. Driving in reverse utilizes only the electric mode.

**Power Electronics Box**, mounted on top of the engine:

- Cooled by the N63 engine's coolant circuit
- Distributes energy between high-voltage components
- Controls and activates the two electric motors within the transmission
- Evaluates the high-voltage interlock circuit
- Performs diagnostic functions

**Braking:**

The BMW ActiveHybrid X6 features Brake Energy Regeneration. When in overrun mode or braking gently, either one or both electric motors act as generators which feed electric power back into the battery pack. This process recaptures energy which would otherwise be lost in conventional vehicles in the form of heat escaping through the brakes. It is also possible that the gasoline engine automatically turns off during regeneration, even before the vehicle comes to a complete stop.

An electric vacuum pump ensures brake power assist when driving in the all-electric mode. A mechanical failsafe function guarantees full operation of the brake system in the event of a failure or a fault in the electrical system. In this case, the stopping power required is generated by the hydraulic system alone, like on a conventional vehicle.

**HV system safety-related components:**

- HV cables have orange-colored jacketed insulation (uniform color used by all hybrid vehicle manufacturers).
- HV components have yellow-colored warning labels shared by all hybrid vehicle manufacturers.
- Terminal ends on HV components have touch-proof recessed connectors.
- HV cables and many HV components do not utilize the body shell as a ground path to reduce the risk of short-circuiting due to component damage.
- Short-circuit monitoring with automatic shut-down among the HV components (HV contact monitoring, aka "HV interlock")
- HV safety fuse, integrated into the safety release on the HV battery pack
- Sensors in the airbag system detect an accident, disabling the HV system via the Battery Safety Terminal (BST).

Also refer to the section below, "General Precautions regarding the High-voltage System".

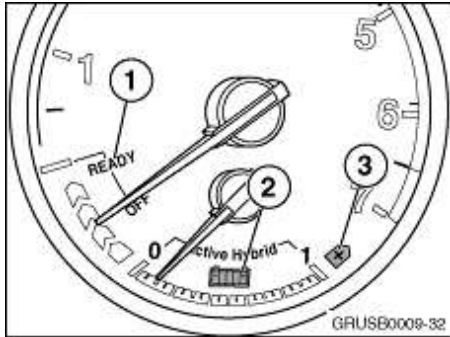
### Operating the ActiveHybrid X6 Drive System:

"Accessories" or "Radio" position:

- Insert the key/remote control fully into the key slot in the instrument panel. When using Comfort Access mode on vehicles so equipped, press the Start/Stop button with your foot OFF the brake pedal.

"Ignition on" position:

- Push the Start/Stop button with your foot OFF the brake pedal.

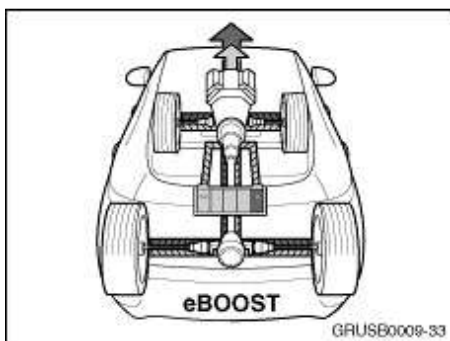


1. "Run" position (also known as "Drive Readiness"): Push the Start/Stop button while your foot is pressing on the brake pedal.
2. HV battery state-of-charge
3. Energy recovery/regenerative indicator

- Ensure that the driver's door is closed.
- Press the "unlock" button at the left side of the transmission selector lever, then move the lever to the desired direction (D for forward, R for reverse).
- Release the parking brake.
- Step on the accelerator pedal to drive off.

The gasoline engine will operate under the following conditions:

- Drivetrain has not yet reached operating temperature
- Hybrid system detects high operating temperatures
- Insufficient HV battery state-of-charge
- And modes shown in the following table



The driver can select a menu in the CID to show the immediate energy flow, found in the "Vehicle info" section.

Mode	System	Tachometer	CID energy flow colors	CID phrase
eDrive	Electric	At "Ready"	blue	eDRIVE
Drive	Gasoline only	Engine speed	red	DRIVE
eBoost	Gasoline and electric	Engine speed	blue and red	eBOOST
Regenerative	Gasoline and electric	Engine speed or at "Ready"	blue and red	CHARGE

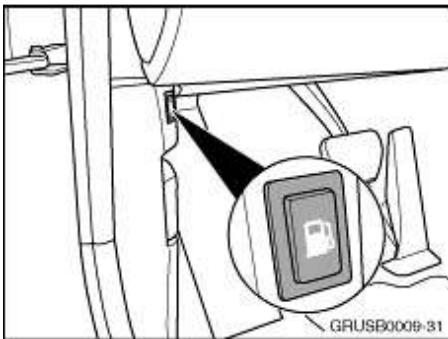
When performing the required Road Test for QC1 at lower vehicles speeds in which the vehicle is in the fully electric mode, remember that due to the total lack of engine noise, pedestrians or other traffic participants (e.g., bicyclists) may not be aware of your approach. Use the vehicle horn per your discretion to provide an audible warning of your approach.

Shutting off the drive system:

- With the vehicle stationary and the brake pedal pressed, move the transmission selector lever to "P".
- Press the Start/Stop button.

After shutting off the vehicle, you may hear sounds from the hybrid system such as the separate cooling system for the HV battery. This is considered normal.

**Fuel flap unlock button:** Prior to opening the fuel filler cap, the fuel system must be de-pressurized.



- Press the unlock button just above the hood release handle. The system vents automatically and will unlock the fuel filler flap when complete.
- Watch for the "gas pump" symbol in the instrument panel, or the message "Refuelling possible" in the top of the CID.
- Open fuel filler flap, unlock the filler cap and proceed with dispensing fuel.

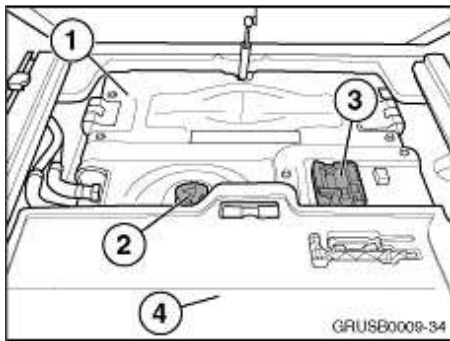
### General Precautions regarding the High-voltage System

The ActiveHybrid X6 utilizes modern materials and powerful electronics which require special maintenance and repair methods. There is the risk of fatal injury from the high-voltage system if repair work is performed improperly.

- Only technicians which have successfully completed high-voltage and hybrid technology training classes may perform repairs or maintenance on this model.
- Diagnosis and repair operations listed in the 3G workshop equipment must be followed precisely.

- Do not repair or open HV components. It is only permitted to replace the component.

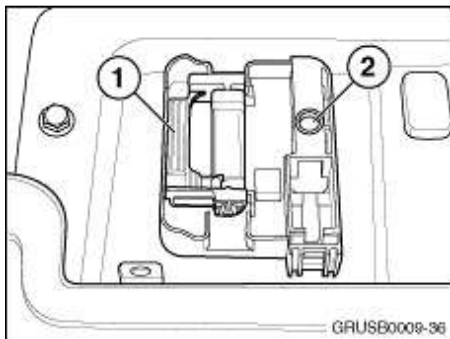
To de-energize the HV system, refer to the section in "Operating the ActiveHybrid X6 Drive System".



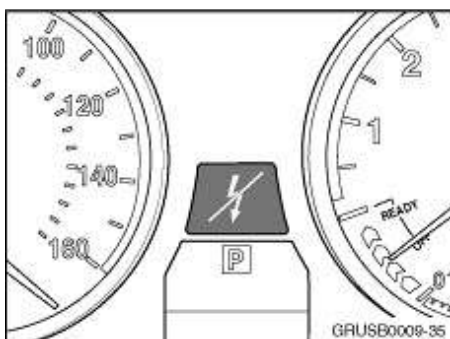
1. Disconnect (aka de-energize) the high-voltage battery unit from the HV lines within the vehicle by unplugging the manual safety release (3) at the HV battery pack (1).

The two 12V AGM batteries are located beneath the cover (4).

- Pull handle (1) upright.
- Pull handle towards the rear of the vehicle to expose the Phillips screw.
- Use the tool kit screwdriver to unfasten the screw.
- Pull the entire release upwards and off the cover.
- Turn the release upside down and insert it into the cover.
- For further information, refer to Technical Training Course ST920 "BMW ActiveHybrid Technology".



2. Secure the safety release from being inadvertently reconnected while repairs are still being performed by using a conventional padlock. The technician must keep the key on his person during repairs.



3. Monitor the Check Control display in the instrument cluster for the "low voltage" indicator, signaling that there is no more high voltage being carried in the system outside of the battery pack.

### Quality Certification I (QCI)

**NEW** All models: New QCI forms have been developed for all 2010 SAVs: SD92-394, which also pertains to the ActiveHybrid X6. A copy of this form is attached to this SI. Refer to the Parts Information section of this bulletin for ordering information.

**X5 M, X6 M:** The engine oil level is checked from the instrument cluster display. There is no engine oil dipstick.

During the Road Test portion of the QC1, as well as any driving up to the first 1200 miles:

- do not exceed 4500 rpm
- avoid full-throttle acceleration

Engine warm-up:

While the engine is warming up, it will have a slightly rougher running condition and a higher idle speed than on the 2009 X6 xDrive50i. The exhaust system may also have a slightly "metallic" tone. These characteristics are normal.

Engine turned off:

When the engine has reached operating temperature and is subsequently turned off (i.e., after the Road Test portion of QC1), the coolant pump remains activated for a few minutes, which may be audible. This system circulates coolant to the turbocharger bearings.

The spare tire has been deleted on all X5 versions as standard equipment, but is still available as an option.

**NEW** ActiveHybrid X6:

TeleService Report is a new service supplementing the existing services in order to transfer technical data on a regular basis from customer vehicles to the BMW development and technical support areas. Although it is standard equipment on the ActiveHybrid X6, it must be activated during QC1 using the iDrive controller by selecting the following in the CID:

- Main menu
- BMW Assist
- Available Services
- Service Request
- Start Service

**"Car Wash" mode**, enabling the vehicle to roll along an automated conveyor:

- The key/remote control is in the ignition lock (also applies to vehicles equipped with Comfort Access).
- Press brake pedal
- The transmission selector lever is in position "N" (neutral).
- Release the parking brake
- With your foot off the brake pedal, press the Start/Stop button once to take the ignition out of the "run" position, and into the "ignition on" position.
- Keep driver's door fully closed

**Battery maintenance during vehicle storage:** Every 4 weeks the HV battery must be charged. Utilize the four-week charging cycle described in [SI B61 18 08](#). It is not sufficient to merely check voltages. To charge the HV battery, simply start the engine and let idle until the state of charge indicator shows at least half charged.

Do not remove the 12V service batteries from the vehicle to charge them remotely. They can remain in place within the vehicle.

### Service Maintenance, X5 M; X6 M

- Performing a Short Test as part of the Standard Operations (aka "standard scope") is no longer needed.
- Neither model requires a 1200 Mile Service.
- Microfilter replacement schedule:
  - 7/09 and 8/09 production: At every engine oil service
  - 9/09 and later: At every brake fluid change
- Spark plug replacement interval: 30,000 mi.
- The body inspection for rust perforation, performed at every Vehicle Check, is no longer needed.

### X3

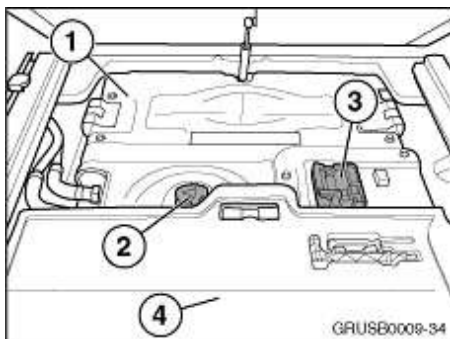
Use the 2009 X3 Service Maintenance Checklist SD92-379.

- The spark plug replacement interval for the N52K engine has been reduced from 100,000 miles to 60,000 miles. This coincides with every second Inspection II.

### All Models:

As of 9/09 and later production, the microfilter replacement has been extended to coincide with every brake fluid change.

### **NEW** ActiveHybrid X6



At every vehicle check, the fluid level (2) in the separate coolant system for the high voltage battery pack must be checked. In case it needs to be topped up, use the same coolant (refer to BMW Operating Fluids) and mixture concentration as the engine coolant/main radiator.

### General Notes

Service and Warranty Information booklet:

X3 xDrive30i

SD92-385

X5 M, X6 M	SD92-391
X5 xDrive30i, X5 xDrive48i, X6 xDrive35i, X6 xDrive50i	SD92-384
X5 xDrive35d	SD92-388
<b>NEW</b> ActiveHybrid X6	SD92-390

**PARTS INFORMATION**

Under separate cover, one pack of the QC1 form and the Service Maintenance Checklist for the 2010 BMW SAVs will be sent to each SAV center's Service Manager. Additional copies of the checklists for 2010 model SAVs may be ordered as listed below.

Item	Description	Qty	Price
SD92-394	Quality Certification 1 forms (all 2010 SAVs)	1 pack (=25 forms)	\$4.50

These items are available online at BMW TIS under Materials Ordering. Refer to [SI B10 02 02](#) for instructions on how to place an order.

**WARRANTY INFORMATION**

Reimbursement of the BMW Pre-Delivery Inspection (Quality Certification 1) on 2010 SAVs is via submission of a warranty claim when the work is completed.

- If the Display and Delivery portions of the inspection are performed separately, individual claims should be submitted when those operations are performed.
- If the entire QC1 delivery inspection is performed at the same time, submit one claim for "Spot Delivery". This is an important difference from the prior process, and claims must not reflect Display and Delivery if only the Spot Delivery was actually performed.
- All SAVs are only eligible for either the Display and Delivery Inspection, or the Spot Delivery Inspection.
- If a BMW SAV center performs the Display Inspection and the vehicle is traded, then the second center may only perform and claim the Delivery Inspection. Check CenterNet to determine whether a claim for this work had been submitted by another SAV center.
- If a BMW SAV center receives a vehicle, does nothing to it and then trades it to another center, then the second center may perform the Display and Delivery Inspection or the Spot Delivery Inspection, whichever is relevant. Check the DCS Vehicle History Report to determine if a claim for this work had been submitted by another SAV center.

**BMW X3, X5 or X6 Company Vehicles**

Reimbursement for performing the QCI on 2010 BMW X3, X5 or X6 company vehicles must still be requested by submitting a claim through DCS, using the Spot Delivery codes as listed below:

<b>Defect Code:</b>	<b>11 99 99 77 BV</b>
Labor Operation:	00 00 012
Flat Rate Units:	Refer to KSD

Note: X5 and X6 may receive the QCI at the factory in Spartanburg, SC. This should be evident upon arrival at

your center by the following:

- The absence of the usual protective seat and door panel covers, and the battery main-disconnect cable
- The service windshield wipers already having been installed
- The Monroney label not being affixed to the window, etc.

Please verify that the QC1 has already been performed on a specific vehicle by contacting your regional Distribution Manager with the chassis number.

**IMPORTANT:**

As with all work that is reimbursed by BMW, the repair order, time recording and record keeping requirements outlined in the Warranty Policy and Procedures Manual must be strictly observed.

Quality Certification I payments are subject to audit.

**ATTACHMENTS**

view PDF attachment [SD92-394](#).

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