



This Service Information bulletin replaces SI B61 35 17 **dated August 2017**

## MODEL

|                              |                         |  |   |
|------------------------------|-------------------------|--|---|
| F30 PHEV (330e iPerformance) | F15 PHEV (X5 xDrive40e) | <b>UPDATE!</b> G12 PHEV (740e xDrive iPerformance) | <b>UPDATE!</b> G30 PHEV (530e iPerformance) |
|------------------------------|-------------------------|--|---|

## SITUATION

After programming the vehicle with ISTA 4.05.3x (I level 17-03-509) or a more recent version, the fault memories of the battery management electronics (SME) read, amongst others, the following fault codes:

21F10A- High-voltage safety switch (Service Disconnect): Evaluation implausible 21F276 - High-voltage battery unit, cell supervision circuit: Test failed between safety computer and main computer

Note: The fault occurs in the workshop, should be detected immediately after programming and therefore, should have no repercussions for the customer.

## CAUSE

One software unit of the SME is not programmed.

## CORRECTION

Reprogram the SME.

## PROCEDURE

For conditions that are similar to the situation described (specified fault codes in memory):

1. Verify the vehicle has just been programmed with ISTA 4.05.3x or a more recent version.
2. Select SME in ISTA and program again.
3. Clear the fault memory and read it out again.

### Have the fault codes returned?

**YES-** follow the instructions from the diagnosis.

**NO** - no further work is required.

## WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks or the BMW Certified Pre-Owned Program.

|                         |                         |                     |
|-------------------------|-------------------------|---------------------|
| <b>Defect Code</b>      | <b>6127050200</b>       |                     |
|                         |                         |                     |
| <b>Labor Operation:</b> | <b>Labor Allowance:</b> | <b>Description:</b> |
|                         |                         |                     |

|           |               |   |
|-----------|---------------|---|
| 00 00 006 | Refer to KSD2 | Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Main work)   |
| Or:       |               |   |
| 00 00 556 | Refer to KSD2 | Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Plus work)   |
| And:      |               |   |
| 61 21 528 | Refer to KSD2 | Connect an approved battery charger/power supply (indicated in KSD 2 as Charging battery) |
| And:      |               |   |
| 61 25 910 | Refer to KSD2 | Recharging high-voltage battery unit (to high voltage charging socket)                    |
| And:      |               |   |
| 61 00 730 | Refer to KSD2 | Programming / encoding control unit(s)  |

If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead of 00 00 006.

Refer to KSD2 for the corresponding flat rate unit (FRU) allowances.

Work time labor operation code 61 00 006 is not considered a Main labor operation; however, it does require an individual punch time and an explanation on the repair order and in the claim comments section.

### Vehicle Programming and Coding

When ISTA/P automatically reprograms and codes all the vehicle's control modules that currently do not have the latest software, and if control module failures occur during this programming procedure

- Please claim this consequential control module-related repair work under the defect code listed in this bulletin with the applicable KSD2/AIR labor operations.

### Other Repairs

Control module failures that occurred prior to this programming procedure and/or additional work is performed as a result of performing the further ISTA diagnostics and related test plans:

- When covered under an applicable limited warranty, claim the control module-related and/or other repair work using the applicable defect code and labor operations in KSD2/AIR.

Posted: Monday, October 16, 2017