SI B61 35 14
General Electrical Systems

March 2015
Technical Service

This Service Information bulletin supersedes SI B61 35 14 **dated December 2014.**

NEW designates changes to this revision

SUBJECT
Displayed Range Is Lower After Programming

MODEL
I01 (i3 and i3 REx)

SITUATION
After the vehicle is programmed with ISTA/P 3.53.3 (i-level I001-14-07-503), the displayed vehicle range in the instrument cluster is lower than prior to the software update. The actual range that the vehicle is capable of achieving on a full charge has not changed.

The difference between the displayed range and actual range is always conservative, yet this difference varies based on driving profile. When driving primarily at highway speeds, the difference between displayed and actual range is within a few percent of each other. When driving primarily with a low speed/city profile, the gap may widen to as much as 20% or more.

NEW Software improvements have been made to the range algorithm to improve its accuracy in all driving scenarios. These updates are available with ISTA/P 3.55.0 (I-level I001-15-03-501). In addition, the following enhancements are integrated into this new I-level:

- The state of charge (SOC) percentage is visible in the upper left corner of the Kombi. It has been added to the board computer display in order for the customer to better manage the vehicle range.
- During vehicle charging with the doors locked, the charge port is also locked. However, now when charging commences, the charge port will be unlocked to allow for hospitality charging (charger sharing).
- REx only – if the SOC reaches 2.0% with the REx running, the message “Low Battery. Power Reduction Possible.” will appear in the Kombi.

In addition to the range display, the customer may notice that the vehicle’s range has decreased as outside temperatures have gotten colder. This is most noticeable in extreme cold climates, and when preconditioning is not used. This situation does not indicate a problem and is independent of the range display algorithm.

CAUSE
The algorithm that determines the displayed range, was changed with the 14-07-503 software level. The result of the changed algorithm is that the display is too conservative.

NEW PROCEDURE
Only properly trained personnel, who have passed all applicable technical training courses, should perform any maintenance or repairs on any Hybrid or Electric Vehicle. Work performed by unqualified persons may result in severe injury or damage to the vehicle. Additional information may be found in REP 61 00… Observe safety instructions when handling electric vehicles.

Program and code the entire vehicle using the latest version of ISTA/P (3.55.0 or higher). Target integration level I001-15-03-501 or higher.

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

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

For information on programming and coding with ISTA/P, refer to Centernet / Aftersales Portal / Service / Workshop Technology / Vehicle Programming.

If the customer believes the actual range has degraded considerably and is prior to the release of the improved software, submit a PuMA case entitled “i3 Range Display Accuracy” for further assistance.

NEW **WARRANTY INFORMATION**

Covered under the terms of the BMW New Vehicle/SAV Limited Warranty or the BMW Certified Pre-Owned Program.

Defect Code:	**62 11 31 18 00**	
Labor Operation:	**Labor Allowance:**	**Description:**
00 00 006	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)
And:		
61 25 910	Refer to KSD2	Recharging high-voltage battery unit (to high-voltage charging unit)
And:		
61 00 730	Refer to KSD2	Programming/encoding control unit (s)
And:		
61 21 528	Refer to KSD2	Connect an approved battery charger/power supply (indicated in KSD2 as “Charging battery”) (“to EME” for the i3)
Or:		
61 21 529	Refer to KSD2	Connect an approved battery charger/power supply (indicated in KSD2 as “Charging battery to EME”) (luggage compartment service cap removed)

Refer to KSD2 for the corresponding flat rate unit (FRU) allowance. Enter the Chassis Number, which consists of the last 7 digits of the Vehicle Identification Number (VIN). Click on the “Search” button, and then enter the applicable flat rate labor operation in the FR code field.

Vehicle Programming and Encoding

If a vehicle control module or component was working properly and/or had no related faults stored prior to vehicle programming and it fails to program correctly and/or requires initialization, this additional work must be claimed with separate labor operations under the defect code listed above; refer to KSD2.

Repairs to address control modules and/or components with pre-existing conditions are not eligible to be claimed under the defect code listed in this bulletin.