



SI B61 03 16
General Electric

March 2016
Technical Service

SUBJECT

SME Fault Code 21F0D2 Causes Erroneous CCM

MODEL

I01 (i3)

Produced after 10/29/2015

OR where EME was replaced with PN: 12 36 8 652 053 AND vehicle has been programmed with ISTA/P 3.57.1 or 3.57.2 (I001 15-11-502 or 15-11-504).

Equipped with S-0494 (Seat heating) and S-04U7 (DC Fast Charging)

SITUATION

CCM message “Drive: Check as soon as possible” (CCM-ID 49) is displayed during or after charging session with battery heating (preconditioning) active.

Fault code “21F0D2 – High voltage connector: Main switch: stuck negative switch contactor” stored erroneously due to HV battery heating deactivation too late in the charging process.

NOTE: The following consequential faults may be stored as well, but can be ignored until the release of ISTA/P 3.59.0:

21F153 – High voltage connector: safety concept, Level 2: Switch off detected

21F2A9 – SME: Safety Concept, Level 2: Timeout request for protective opening via ACAN

CAUSE

SME software

CORRECTION

Program the complete vehicle

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.

For a customer complaint of the detailed CCM:

1. Program with ISTA/P 3.58.1 (I001 16-03-502), when available.
2. If customer has repeat issues, the vehicle can be programmed via IRAP until the proper

ISTA/P is made available.

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.

Defect Code:	61 27 05 02 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”)
Or:		
61 21 529	Refer to KSD2	Connect an approved battery charger/power supply(indicated in KSD2 as “i3) (luggage compartment service cap removed)

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

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

Work time labor operation code 61 00 006 is not considered a Main labor operation. Also, since the “work time” FRU allowance to be claimed is specified, a separate punch time is not required.

Vehicle Programming and Encoding

If a control module was working properly and it fails to program correctly or requires initialization, please claim this additional work with the applicable KSD2 labor operations under the defect code listed above.

The diagnosis and repair of vehicles “arriving” with failed control modules or stored faults which will cause them to fail during programming cannot be claimed under the defect code listed in this bulletin.

Other Repairs

If other eligible and covered work is performed “prior” to programming and coding the vehicle, claim this work with the applicable defect code and labor operations listed in KSD2.

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