



DME FC 20E120 IS STORED AND THE MIL IS ILLUMINATED

New information provided by this revision is preceded by this symbol  .

This Service Information bulletin replaces SI B12 18 18 dated **May 2018**

What's New:

- CORRECTION: updated ISTA version
- PROCEDURE: revised steps and software version
- PARTS INFORMATION- added

MODEL

G12 PHEV (740e xDrive iPerformance)

SITUATION

The Malfunction Indicator Lamp (MIL) is illuminated and the following fault code is stored in the Digital Motor Electronics (DME).

- **20E120** - Crankcase ventilation, ventilation hose: not connected/defect

CAUSE

A software error in the Digital Motor Electronics (DME).



CORRECTION



Update the vehicle with **ISTA 4.12.3x** or higher



Prior to the release of **ISTA 4.12.3x**, follow procedure below.

PROCEDURE

For conditions that are similar to the situation described:

1. Perform diagnosis with the latest version of ISTA Next.

Were additional faults observed in the DME?

YES- diagnose additional faults and work through the test module before going on to next step.

NO - go to next step.

2. Check current ISTA release level.

Has ISTA 4.12.3x been released?

YES- go to step 5

NO – go to next step.

3. Update the vehicle using **ISTA 4.11.2x** or higher to the appropriate I level shown below:

Model	I-Level
G12 PHEV (740e xDrive iPerformance)	SA15A-18-03-500 or higher

(see **Programming Notes** below)

4. Complete the following steps to prevent reoccurrence of the fault:
- A . Open the driver door and do not latch the driver seatbelt
 - B. Switch the vehicle to “Drive Ready”
 - C. Engage the parking brake
 - D. While depressing the brake pedal, switch the gear selector (GWS) to Drive, then Sport mode, to start the engine
 - E. Switch vehicle back to Park (P) then release the brake pedal
 - F. Allow vehicle to idle and warm up to 194°F (90°C)
 - G. Once at operating temperature, allow the vehicle to Idle for approximately 10 minutes
 - H. Submit a PuMA case for IRAP titled "G12 PHEV 20E120 Check"
 - I. Connect to IRAP Next client immediately upon submitting the PuMA case
 - J. The IRAP specialist will respond when completed
 - K. Shut off the engine



Note: This procedure activates an adaptation which prevents an erroneous fault from being entered in the DME fault memory.

5. Update the vehicle using **ISTA 4.12.3x** to the appropriate I level shown below:

Model	Target I-Level
G12 PHEV (740e xDrive iPerformance)	SA15A-18-07-531 or higher

Programming Notes:

Note that ISTA Next 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, refer to CenterNet / TIS / Technical Documentation /

Programming and Diagnostics / Programming Documentation.



PARTS INFORMATION

Parts replacement will not provide a solution to this situation.

WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

This repair is also covered by the terms of the Federal Emission Warranty for all affected vehicles, and when applicable, concurrently by the State-specific Emissions Warranty (dependent on the vehicle's model year, state of registration and its inclusion on the "model-specific" list of covered components).

Afterwards, it is then covered under the terms of any active and remaining BMW Certified Pre-Owned Program coverage that applies to the BMW vehicle.

Defect Code:	1042315900	
Labor Operation:	Labor Allowance:	Description:
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 KSD2 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)

Prior to the release of **ISTA 4.12.3x**:

Labor Operation	Labor Allowance:	Description:
61 00 006	Work time (WT)	Preparing the vehicle to idle procedure

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/AIR for the corresponding flat rate unit (FRU) allowances.

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. However, it still requires an

explanation on the repair order and in the claim comments section.

During the same workshop visit, if a vehicle also requires another Technical Campaign or repair that also includes programming and encoding the control units, the programming procedure may only be invoiced one time.

Vehicle Programming and Encoding

- A. The programming procedure automatically reprograms and encodes all vehicle control modules which do not have the latest software i-level. If one or more 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.

Please explain this additional work (The why and what) on the repair order and in the claim comments section.

- B. For control module failures that occurred “prior” to performing this programming procedure:

- When “covered” under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations (including diagnosis) in KSD2/AIR.

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