SI M65 06 17 June 2018
Audio, Navigation, Inform,ation, Safety Systems Technical Service

COMPONENT PROTECTION ACTIVE. HEAD UNITS CANNOT BE SWAPPED BETWEEN VEHICLES FOR TESTING.

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

This Service Information bulletin supersedes SI M65 06 17 **dated March 2018.**

What's New:

• Title

• Additional Head Units added

• Situation, Cause, Correction, Attachments

MODEL

F54 (Cooper, Cooper S, JCW Clubman)	F55 (Cooper, Cooper S, JCW Hardtop 4 door)	F56 (Cooper, Cooper S, JCW Hardtop 2 door)	F57 (Cooper, Cooper S, JCW Convertible)
F60 (Cooper, Cooper S, JCW Countryman)			

Affects vehicles with:
SA 609 - Navigation System Professional (NBT-EVO HU-H2)
SA 6UM – MINI Navigation System (Entry Nav-EVO Entry MEDIA)
SA 6FW – Media (Entry Nav-EVO Entry MEDIA)
SA 6FP – Radio MINI Visual Boost (Entry Nav-EVO Entry MEDIA)

UPDATE! SITUATION

If either the head unit (NBT-EVO or ENTRY-NAV-EVO) or the Body Domain Controller (BDC) are swapped into a different vehicle they will cause the head unit to enter a locked mode once it recognizes a different VIN.

This will set a fault in the Head Unit, Fault Code "**B7F87A**: Burgler Actively Registered / Component Protection Active". All enable codes (FSC/SWT) in the head unit will enter a canceled status and will no longer be valid. System functions such as Navigation, Voice activation, Satellite Radio, etc will not function.

UPDATE! CAUSE

To prevent easy re-use of stolen Head units, additional features are introduced with

- 11/2015 ISTA software for NBT-EVO
- 3/2018 ISTA software for ENTRY-NAV/Media-EVO

In these head units the mechanism to ensure additional security is called "Trusted VIN"

CORRECTION

Note: **Do not swap head units or the Body Domain Controller (BDC) between vehicles for testing.**

Note: **Always program vehicles to the current I level.**

Contact Technical Support via PuMA, who will generate the required enabling codes for the head unit.

Connect the vehicle and select the initialisation for the component protection function in the Additional software tab.

Confirm the dialogue to download enabling codes.

Confirm deblocking of the component protection

If a parts swap has been performed and the head unit enters the locked mode you will need to do the following to restore operation:

1. Submit a puma case requesting generation of new head unit enable codes. The Technical Hotline will generate new enable codes to be sent to the FBM server which will then be available for download on ASAP.
2. Go to the ASAP portal and order a REPAIR KIT. Then download the repair kit enable codes to a blank USB (FAT32 format) stick.
3. Connect vehicle to ISTA 4.09.1x or a newer version.
4. Select the function ‘Initialization of head unit component protection’
5. See attached section of the release notes from ISTA 4.09.1x

WARRANTY INFORMATION

Swapping parts for diagnostic and/or programming purposes **is not recommended** for MINI vehicles.

Issues/repairs resulting from the unapproved procedure of swapping parts between like vehicles **is not a defect in materials or workmanship and is not claimable** under MINI’s limited warranties.

Posted: Wednesday, June 6, 2018

ATTACHMENTS

View PDF attachment **Release_Notes_ISTA-P_3.64.0_4.10.2x_en-GB**.

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Release Notes Programming

Passenger Cars

ISTA	4.10.2x
ISTA Service Data	4.10.21
ISTA/P	3.64.0

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1 General notes

With the launch of ISTA 4, the functionality for programming has been integrated in ISTA.

The following series can be dealt with using ISTA/P:

- E Series

The following series can be dealt with using ISTA 4:

- F, G and I Series

These Release Notes contain information for both programming systems.

The Release Notes list all known faults and faults that are currently still unresolved, with possible workarounds which are important for the Retailer Organisation. Please contact Technical Support if additional faults occur on the vehicle. In particular in the following cases:

- vehicle-related programming faults / encoding faults and activation faults
- functional faults on the vehicle

With ISTA 4, it is now also possible to send feedback relating to programming directly to BMW AG. Selecting the "Feedback" symbol (envelope symbol) displays the feedback screen with input boxes.

Note for Technical Support

In the chapters "Known faults F, G, I Series" and "Known faults E series (ISTA/P)", the user may be referred to Technical Support.

This is especially the case when the retail outlet cannot solve the described problem itself as it does not have the available means to do so.

In this case, further information for the Technical Support can be found in the "Internal Notes" of the PuMA measure, under which the Release Notes were published.

Go to PuMA → Search → Measures → full text search for "Release Note" and select the desired version.

The Release Notes, including the internal notes, will be available in at least English and German as soon as the ISTA release is available in DMWF.

All other languages will follow within five working days.

If a new fault pattern is included in a release, this is indicated in the heading with *** NEW ***. This is no longer indicated in the follow-up release.

2 Overview of the I levels contained

I levels newly added or updated in this ISTA version are marked in **BOLD**.

F, G, I series (ISTA 4)

Series group	I level
F001 (F0x, RR4, RR5)	**F001-18-03-520**
F010 (F06, F1x)	**F010-18-03-520**
F020 (F2x, F3x, F80, F82, F83, F87)	**F020-18-03-520**
F025 (F15, F16, F25, F26, F85, F86)	**F025-18-03-520**
F056 (F39, F4x, F5x, F6x)	**F056-18-03-522**
S15A (G01, G02, G08, G1x, G3x, RR1x, F90)	**S15A-18-03-520**
S15C (G38)	**S15C-18-03-520**
I001 (I01, I12, I15)	**I001-18-03-520**

I levels correspond to the ISTA Service Data version on the front page.

E Series (ISTA/P)

Series group	I level
E065 (E65, E66)	E065-17-11-520
E060 (E60, E61, E63, E64)	E060-16-11-500
E070 (E70, E71, E72)	E070-16-11-500
E89x (E81, E82, E84, E87, E88, E89, E90, E91, E92, E93)	E89x-16-11-500
R056 (R55, R56, R57, R58, R59, R60, R61)	R056-17-03-504

Series group	I level
RR01 (RR1, RR2, RR3)	**RR01-18-03-510**

Info on the integration levels

PuMA measures or similar documents sometimes refer to an I level for the solution to a problem. In this case it is important to know which ISTA release contains the I level.

The name of the I level indicates, if it

1. is contained in the current ISTA release,
2. was already contained in a previous ISTA release or
3. will be provided in a future ISTA release.

Series group e.g. **F020 -** year **2017 -** month (**3, 7 or 11**) **-** version (**>= 500**)

Assuming the current release contains:	**S15A-17-03-506**
Then the following I level is not available yet:	S15A-17-07-501
Then this I level was already contained in an older ISTA release:	S15A-16-11-503
Then this I level was already contained in an older ISTA release:	S15A-17-03-505

3 Innovations

The following interesting innovations are included, amongst others.

ISTA/P

Expansion of partial programming to include E6x and E7x with KAFAS, ACC and LDM

Benefit: Partial programming in ISTA/P is now possible worldwide for E6x and E7x vehicles as well.

- R55, R56, R57, R58, R59, R60, R61, E81, E82, E84, E87, E88, E89, E90, E91, E92, E93 - worldwide
- E70, E71 with KAFAS - worldwide
- E60, E61, E63, E64 with ACC or LDM - worldwide

Partial programming is not possible for the following vehicles:

- E65, E66, E72 and BMW M Performance Automobile

ISTA 4

Process for deblocking component protection

The process for deblocking component protection now works without workarounds.

The revised procedure is documented in the “Known faults F, G, I series” chapter.

The process is transferred with ISTA 4.11.1x into the ISTA 4 user guide.

The user guide can be opened in ISTA using the “?” button.

New models can be dealt with

Benefit: The new vehicles I15, G02, G08 can be dealt with.

Retrofitting lane change assistant

Benefit: The retrofitting is available for Retailers in Austria, Poland, Spain, the Netherlands, France, Great Britain and Switzerland.

Vehicles: G11, G12, G30, G31

4 Known faults F, G, I Series

4.1 * NEW * Head Unit High 2 with fault memory 0xB7F87A - Deblock the component protection with ISTA 4

Fault description:

To protect against theft, the head unit (HU-H2) of the specified vehicles with production date as of November 2016 is paired with the Body Domain Controller (BDC).

	For the installation of a HU-H2 new part, the locking is performed automatically by ISTA 4 or ISTA/P.

If the component protection was activated, the fault memory 0xB7F87A "component protection active" is set, and the enabling codes of the HU-H2 become invalid.

In individual cases, the component protection is activated without justification for vehicles with I levels 16-11-5xx.

Model series affected:

Vehicles with HU-H2 (NBT Evo) and BDC can be deblocked again using ISTA 4.

Vehicles without BDC must still be enabled by Technical Support by means of IRAP.

Measure / Workaround:

Note:

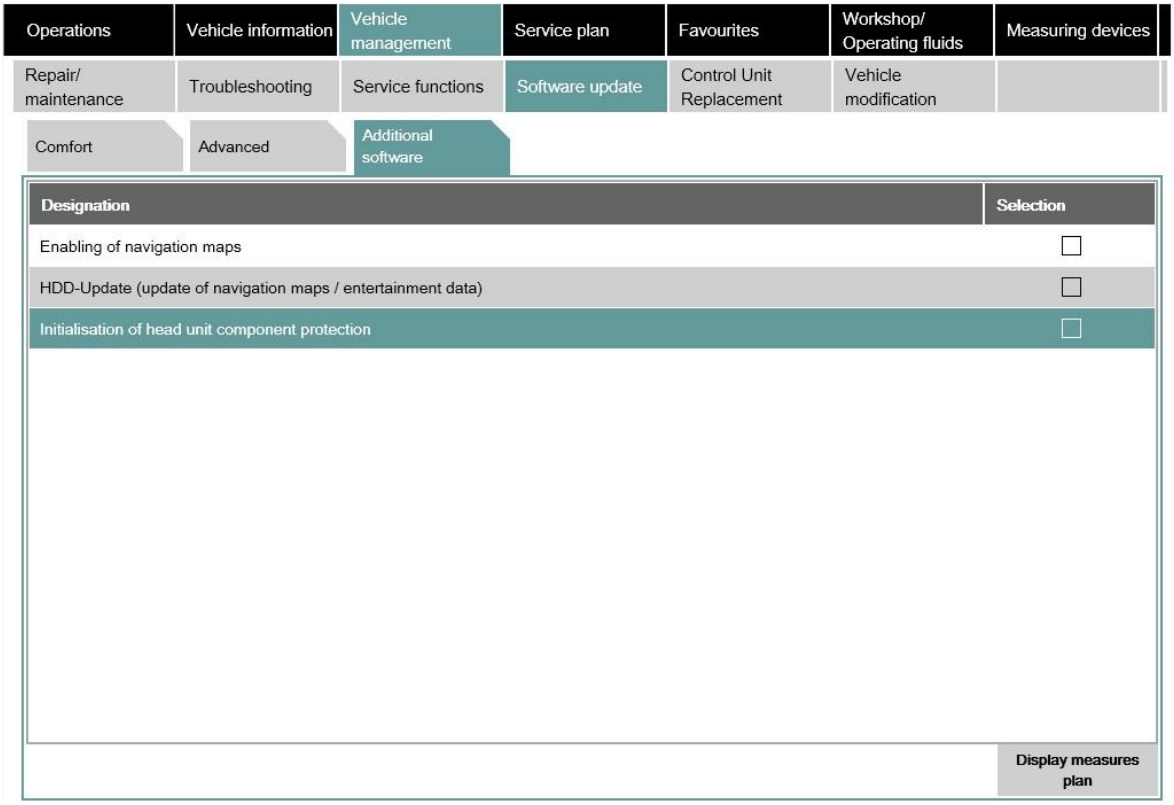
- From ISTA 4.10.2x, the session no longer needs to be interrupted to deblock the component protection.
- The enabling codes no longer need to be loaded from the Aftersales Assistance Portal.

The process for deblocking the component protection is transferred with ISTA 4.11.1x into the ISTA 4 user guide.

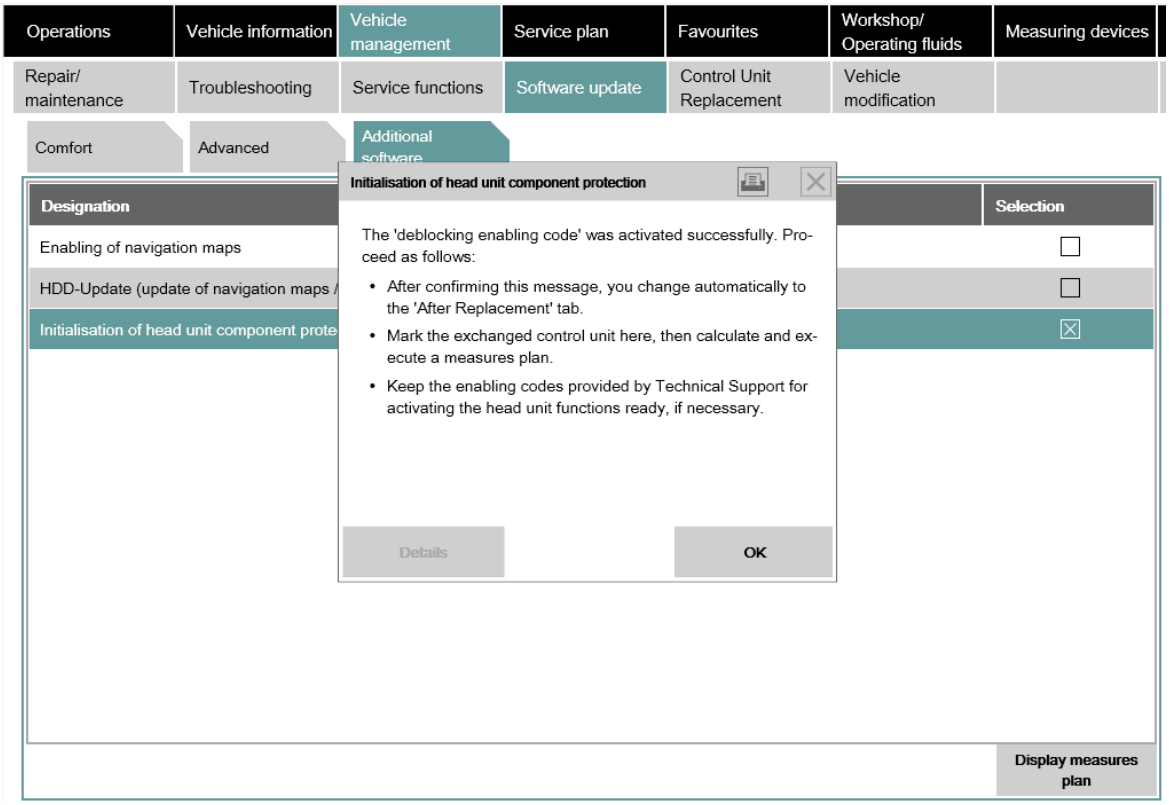
The user guide can be opened in ISTA using the “?” button.

1. Always program vehicles with I level 16-11-5xx to the current I level.

2. Contact Technical Support via PuMA, who will generate the required enabling codes for the head unit.
3. Connect the vehicle and select the initialisation for the component protection function in the Additional software tab.



4. Confirm the dialogue to download enabling codes.
5. Confirm deblocking of the component protection.

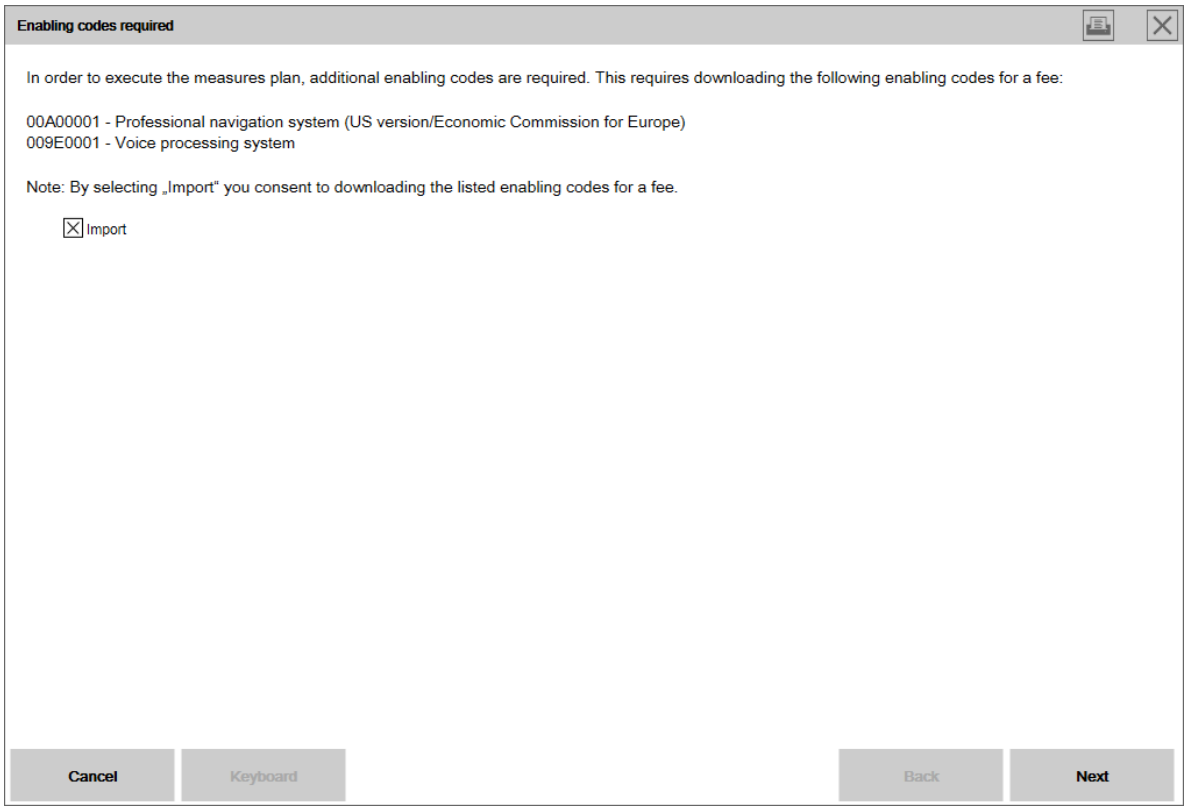


6. Select the exchanged control unit (BDC or head unit).

	If none of the control units were replaced, the head unit should be selected anyway.

7. Calculate measures plan and carry it out.

8. Select the "Import" checkbox in the dialogue for downloading enabling codes. Then confirm the dialogue.



9. Confirm preparation for vehicle programming. The measures plan is then worked through.

Affected application:

ISTA 4

4.2 F01, F02, F10, F11 - x50d - execution stop

Fault description:

At the start of the programming session an execution stop occurs with a reference to the Release Notes.

Causes are problems in the software of the I levels F001/F010.

Model series affected:

Vehicles F01, F02, F10, F11 with engine version x50d.

Measure / Workaround:

Carry out conversions or retrofitting later.

Fault corrected by:

The execution stop is deactivated (online) as soon as the release for the software in $F001/F010-18-03-520$ has been submitted.

Affected application:

ISTA 4

4.3 F0x - programming not possible, control units are requested for installation

Fault description:

ISTA 4 instructs one or several of the specified control units for installation, although they are already fitted in the vehicle.

Model series affected:

Vehicles F01, F02, F03, F04, F07 with production date until March 2011 and the following control units:

- TEL-ULF260, TEL-ULF2HI, TEL-E15GSM
- MMC-01, MMC-01-FIRMAWARE
- AMP-HIFI01, AMP-TOP70
- SDARS-01
- LRR-01

Measure / Workaround:

The vehicle can be dealt with using ISTA/P.

AN IBAC activate code is required for this. This can be requested from technical support.

Fault corrected by:

Currently open

Affected application:

ISTA 4

4.4 ISTA/P - Note about switching off F, G, I series group

Designation:

With the launch of ISTA 4, the functionality for programming the F, G, I series has been integrated in ISTA.

Model series affected:

Vehicles of the F-, G-, I series can no longer be dealt with using ISTA/P.

Action:

Install ISTA 4 with vehicle software service data package.

Use ISTA 4 for programming the F, G and I series.

Affected application:

ISTA/P

Note:

E series are still dealt with using ISTA/P.

4.5 LEM-01 - coding not possible

Fault description:

Coding of the LEM-01 failed repeatedly.

Model series affected:

Vehicles G1x, G3x.

Measure / Workaround:

Contact Technical Support.

Fault corrected by:

Currently still open.

Affected application:

ISTA 4

4.6 HU-B (HU-B2) - Coding not possible

Fault description:

Coding of the HU-B failed repeatedly.

Model series affected:

Vehicles with the control units HU-B (EntryEvo).

Measure / Workaround:

Assign the HU-B manually in ISTA for programming.

If this does not work, please contact technical support.

Fault corrected by:

Currently still open.

Affected application:

ISTA 4

4.7 ISTA 4 - Information on BDC exchange or programming cancellation gateway control units

	The exchange of the BDC is again supported with ISTA 4.09.1x.

Fault description:

When carrying out the special measures plan in the event of a BDC exchange, or due to a programming abort of the gateway control unit, the following pop-ups appear repeatedly:

- Requesting that the ignition be switched on
- SYS-0012 Identification Error
- Connection to control unit Unknown interrupted

Model series affected:

Vehicles with the control units FEM or BDC.

Measure / Workaround:

Confirm pop-ups until the special measures plan has been carried out.

Fault corrected by:

Currently still open.

Affected application:

ISTA 4

4.8 HU-H HU-H2 - No programming possible (firewall, virus protection)

Fault description:

The Head Unit High cannot be programmed, even after several attempts.

	This fault pattern occurs very often for some Retailers, but not at all for others.

It is therefore assumed to be related to virus protection/firewalls that are also installed.

Model series affected:

Vehicles with HU-H NBT.

Measure / Workaround:

The IT administrator should check the following virus protection and firewall settings and adjust them where applicable.

- Please ensure that antivirus programs and firewall software, especially Microsoft Essentials, F-Secure products, Kaspersky products and Symantec Endpoint Protection are configured in such a way that ISTA can communicate with the vehicle interface:
- The following ports must be enabled in the firewall for communication with the vehicle:

ISPI Next application	Name of the firewall rule	ISPI Next device	Report	Destination PortRange	Source PortRange	Incoming	Outgoing
ISTA	ISTA_5	ISID, ISSS	TCP	12300 - 12333	1 - 65535	x	x

- It is recommended that all devices of the workshop network can access the following *.exe files. The corresponding configuration of the Windows firewall takes place automatically when ISTA is installed. You may have to configure other firewall software yourself. If you filter incoming communication for the source IP address of the vehicle interface, you should not check for source ports.
  “C:\Program Files (x86)\BMW\ISPI\TRIC\ISTA\TesterGUI\bin\Release\ISTAGUI.exe"
  "C:\Program Files (x86)\BMW\ISPI\TRIC\ISTA\TesterGUI\bin\Release\IstaServicesHost.exe"
  "C:\Program Files (x86)\BMW\ISPI\TRIC\ISTA\TesterGUI\bin\Release\IstaOperation.exe"

"C:\Program Files (x86)\BMW\ISPI\TRIC\ISTA\PSdZ\host\PsdzServiceHost.exe"
"C:\Program Files (x86)\BMW\ISPI\TRIC\ISTA\FSCValidHost\FscValidationHost.exe”

- Verify that your network is still protected from outside access. If in doubt, consult an IT administrator. Disabling the firewall and antivirus software may leave the device unprotected against network attacks.
- Please restart the affected device and try to program the vehicle again.

Information as in ISPI Dealer Self Support entry 57231.

Fault corrected by:

Expected in 4.11.1x

Affected application:

ISTA 4

4.9 All control units are assigned for exchange

Fault description:

The programming system assigns all control units for exchange.

If the fault memory entry with code 0xB7F33C is present in the control unit ATM-01, then the control unit is faulty.

Model series affected:

Vehicles with ATM-01 and fault memory entry 0xB7F33C.

Measure / Workaround:

Exchange of the ATM-01

Fault corrected by:

Currently still open

Affected application:

ISTA/P

ISTA 4

4.10 Incorrect pop-up on invalid IP address during programming

IMPORTANT!

During vehicle management with ISTA/P an incorrect pop-up with notice of an invalid IP address can appear. If an incorrect pop-up is displayed, it can be ignored and the session may be continued.

The pop-up only appears correctly for the following series:

F20, F21, F22, F23, F30, F31, F32, F33, F34, F35

with multimedia platform (CHAMP2) or with Car Information Computer (CIC)

Affected application:

ISTA/P

4.11 Programming aborts due to antivirus software and firewall

IMPORTANT!

In individual cases, installed security software (antivirus software or firewall) causes programming aborts of different head units.

Model series affected:

F Series, I01, I12
With G11, G12, this can additionally affect the following Ethernet control units: ATM, FRR, SAS, ICAM, KAFAS, RSE, KOMBI
(BMW-internal locations are not affected by the fault)

Measure / Workaround:

For more details, see Dealer Self Support entry 50714 and 57231.

Affected application:

ISTA/P

ISTA 4

4.12 Vehicle order import fails due to antivirus software and firewall

IMPORTANT!

In individual cases, the vehicle order-import fails because of installed security software (antivirus software or firewall). After the session starts, the vehicle identification with ISTA/P fails. (BMW-internal locations are not affected by the fault)

Measure / Workaround:

For more details, see ISPI Dealer Self Support entry 51219.

Affected application:

ISTA/P

4.13 Invalid IP address for BN2020Ethernet control units

Fault description:

During vehicle management, one of the following Ethernet-capable control units should be programmed:HU-H, RSE, ATM, KOMBI, ACC, ICAM, KAFAS

At the start of the session, a note appears indicating that the IP address is invalid. The Ethernet programming can fail if the following steps are not followed:

Model series affected:

All F, G, I Series

Measure / Workaround:

1. Finish ISTA(P) session
2. Carry out a battery reset
3. Restart the session
4. If fault message still appears: Check the Ethernet wiring in the vehicle using the wiring diagram in ISTA
5. If fault message still appears: Contact Technical Support

Fault corrected by:

Currently still open

Affected application:

ISTA/P

ISTA 4

4.14 Terminal 15 switches off during vehicle treatment

Fault description:

During the treatment with ISTA/P, terminal 15 switches off sporadically.

Model series affected:

F20, F21, F22, F23, F25, F26, F30 (HEV, PHEV), F31, F32, F33, F34, F35, F36, F80, F82, F83, F87

Measure / Workaround:

1. Insert driver's seat belt
2. Switch terminal 15
3. Then attach ICOM
4. Start programming

Fault corrected by:

Currently still open

Affected application:

ISTA/P

ISTA 4

4.15 ICOM connection fault is displayed during programming

Fault description:

It is possible that a ICOM connection fault will be displayed during programming, especially when programming the Head Unit High.

Model series affected:

All vehicles.

Measure / Workaround:

The message can be ignored.

Fault corrected by:

Currently still open.

Affected application:

ISTA 4

5 Known faults E Series (ISTA/P)