



SIB 09 01 18

2019-10-23

IRAP CONTROL UNIT RECOVERY

This Service Information Bulletin (Revision 1) replaces SI B09 01 18 **dated June 2018**.

What's New (Specific text highlighted):

- Correction
- Procedure
- Parts
- Warranty

MODEL

All

SITUATION

Control module failures during programming for unrelated repairs are causing control unit replacement.

CAUSE

1. Possible hardware issues
2. Possible network issues at the center
3. Possible equipment issues at center; e.g., icoms or Ethernet cables
4. Possible aftermarket battery chargers
5. Possible ISTA issues
6. Possible bus/communication issues within the vehicle

CORRECTION

Control units fail for one of two reasons:

1. While the vehicle is being re-programmed after performing a different repair.
2. The primary failure is the control unit itself. In other words the vehicle is in the workshop because a control failed.

When a control unit fails as a result of Correction reason 1, please follow the procedure below. In cases where the control unit itself failed please do not. Refer to the examples for clarity.

Situation 1: Contact IRAP

For example: A vehicle is in your workshop for a VANOS repair and the repair instructions require the vehicle to reprogram, in turn, this causes the head unit to crash during this procedure.

Please open a TSARA Case for an IRAP session to attempt recovery of the part.

Situation 2: No need to contact IRAP

For example: A vehicle is in your workshop for a head unit failure, please refer to the applicable test plan and repair as necessary.

PROCEDURE

Effective with repair order/claim repair dates on or after June 1, 2018, if you encounter Situation 1:

- Set up the vehicle for an IRAP session

- Submit a TSARA case titled **IRAP Control Unit Recovery**
 - the IRAP team will attempt to recover the failed control unit

For information on how to setup an IRAP session please refer to [SI B09 02 16](#).

If the IRAP team fails to assist in recovering the control unit, they will issue an authorization code for its replacement.

Please note that certain control modules can take a significant amount of time to recover. If possible, setup the vehicle for IRAP in an area which will not take up needed workshop space.

Also the IRAP process will take less time to complete if the vehicle is setup at the time the case is submitted. Be sure a BMW approved charger is connected to the vehicle and the ignition is on.

This procedure requirement is a significant benefit to your center as it will help reduce the number of days the vehicle is down in your workshop, help reduce AMP vehicle “Length of Loan” and ultimately, with the greater repair efficiency, it will also help increase customer satisfaction.

PARTS INFORMATION

If the control module fails to recovery procedure, obtain and confirm the replacement part number for your specific vehicle by entering the chassis number in either ETK or AIR which takes into account specific equipment and options.

Part Number	Description	Quantity
Refer to ETK or AIR	Control Module	As applicable

WARRANTY INFORMATION

Vehicle Programming and Encoding

ISTA automatically reprograms and codes all the vehicle's control modules that currently do not have the latest software and if one or more control module failures occur during this programming procedure, for:

Situation 1: Contact IRAP

When covered under an applicable limited warranty, claim this consequential control module-related repair work under the defect code for the repair that required the initial programming procedure with the applicable AIR labor operations (including diagnosis).

Defect Code:	MG SG ## ## ##	Defect Code that applies to the initial covered repair work that necessitated a vehicle programming procedure to be performed
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In conjunction with submitting an accepted TSARA Case for this repair situation, the technician administrative payment is also claimable.

Labor Operation	Description	Labor Allowance
00 58 677	TC cost flat rate	1 FRU

A separate punch time for labor operation 00 58 677 is not required.

IRAP Team Prior Authorization to replace the failed Control Units

Effective with repair order/claim repair dates on or after June 1, 2018, your center will be required to obtain prior authorization from the IRAP team to replace those control models that failed/crashed during vehicle reprogramming as a consequence of the main repair being performed.

Please document the IRAP Team Authorization Code repair on the order and in claim comment section.

Effective with repair order/claim repair dates on or after June 1, 2018, any claim for a programming procedure-related consequential replacement of control units that is submitted without a prior IRAP authorization, the claim will be subject to a refusal or debit.

Or, for:

Situation 2: No need to contact IRAP

Control module failures that occurred prior to performing a vehicle programming procedure:

When covered under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations in AIR (including diagnosis with separate punch times).