SIB 65 05 20   2020-03-27
FAULT 930C1E IS FOUND IN THE ACSM

MODEL

E-Series	Model Description	Production Date
F91	M8 Convertible	
F92	M8 Coupe	
G12	7 Series Sedan	
G14	8 Series Convertible	From 10/2019
G15	8 Series Coupe	
G16	8 Series Gran Coupe	
G30	5 Series Sedan	

SITUATION

Vehicle comes into the workshop with the following illuminated:

- Check Engine Light
- DSC warning lamp
- Air bag warning lamps

During diagnosis, the following fault code is found stored in the ASCM (Advanced Crash Safety Module):

- **930C1E, internal ECU error**

If the fault is cleared, it returns immediately.

CAUSE

The root cause is under investigation.

CORRECTION

Perform diagnosis with ISTA.

If only the 930C1E fault is present, reprogram the vehicle.

Repeat the diagnosis with ISTA.

If the fault is still present in the ACSM after programming, replace the ACSM as outlined in the Procedure section.

PROCEDURE

If fault code 930C1E is the only air bag fault stored, program the vehicle with ISTA 4.21.2x (released mid-January 2020) or higher.

- **If the ACSM is not on list of modules to be re-programmed, manually select the ACSM to add it to the measure plan for programming.**

If the fault is still present in the ACSM after programming/coding; replace the ACSM and program the vehicle with ISTA.

Note that ISTA 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 DealerSpeed / TIS / Technical Documentation / Diagnostics and Programming / Programming Documentation.

PARTS INFORMATION

Due to an error in the current version of ETK, no parts information is provided.

To obtain a replacement ACSM, please submit an **IDS ticket to the Parts Consultant Group for Blocked Parts** (we have received feedback that ETK may be incorrect). Once approved, an order will be created for your center.

- **You MUST include the PART NUMBER of the CURRENTLY INSTALLED ACSM in the ticket.**

Part Retention

When applicable, the ACSMs replaced when performing this repair procedure in this bulletin are the property of BMW NA.

Your center is responsible for the proper identification, storage and documentation of these parts. They must be held in a secure retention area until notification of claim payment is made by BMW NA through DCSnet.

The ACSMs will be requested to be returned, a corresponding DCSnet Part Return tag will be generated.

Any return requested Recall parts that are not received by the WPRC within 60 days of the claim "credit date" may be subject to debit.

WARRANTY INFORMATION

During this workshop visit, the affected vehicle may also show one or more programming and encoding Technical Campaign repairs open, the programming and encoding procedure may only be invoiced one time.

Update the vehicle to the required I-level or higher by performing and submitting for one of the open Technical Campaigns instead. Please be sure to also perform any additional work (before and/or after) the campaign repairs require and/or close the remaining open programming and encoding Technical Campaign repairs as outlined in the corresponding Service Information Bulletin.

Only if the above situation does not apply, reprogramming the vehicle is then:

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

Defect Code:	6577060200	Control unit, airbag/safety electronics software error/internal equipment fault	
Labor Operation	**Description**		**Labor Allowance**
00 00 006	Performing vehicle test (with vehicle diagnosis system – checking faults) (Main work)		Refer to AIR
Or:			
00 00 556	Performing vehicle test (with vehicle diagnosis system – checking faults) (Plus work)		Refer to AIR
And:			
61 21 528	Connect an approved battery charger/power supply (indicated in AIR as Charging battery)		Refer to AIR
And:			

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61 00 730	Programming/encoding control unit(s)	Refer to AIR

And, additionally for the:

e-Vehicles

Labor Operation	Description	Labor Allowance
61 25 910	Recharging high-voltage battery unit (to high voltage charging socket)	Refer to AIR

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.

And additionally, if after re-programming the vehicle (either through a Technical Campaign or the standard flat rate labor operations listed above), an:

ASCM replacement was required (with a PARTS TTS TSARA case)

Labor Operation	Description	Labor Allowance
65 77 518	Replace airbag control unit	Refer to AIR
And:		
61 00 731	Additional work after 1st termination when programming/encoding control unit	Refer to AIR

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

Programming and Encoding - Vehicle Control Units (RO and Claim Comments Required)

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 (including the IRAP Control Unit Recovery procedure as required, refer to the SIB in AIR) under the defect code listed in this bulletin with the applicable AIR labor operations.

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

For control module failures that occurred prior to performing this programming procedure:

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