



LANE DEPARTURE WARNING: STEERING INTERVENTION TOO STRONG

This Service Information Bulletin (Revision 3) replaces SI B66 15 19 **dated August 2020**.

What's New (Specific text highlighted):

- Model
- Cause
- Correction
- Procedure
- Claim

MODEL

F80 – M3 Sedan	F90 – M5 Sedan	F91- M8 Convertible	F92 – M8 Coupe
F93 – M8 Gran Coupe	F95 – X5 M Sports Activity Vehicle (SAV)	F96 – X6 M Sports Activity Coupe (SAC)	G01 – X3 SAV (LCI)
G02 – X4 SAC (LCI)	G05 – X5 SAV	G06 – X6 SAC	G07 – X7 SAV
G12 – 7 Series Sedan (LCI)	G14 – 8 Series Convertible	G15 – 8 Series Coupe	G16 – 8 Series Gran Coupe
G20 – 3 Series Sedan	G22 – 4 Series Coupe	G23 – 4 Series Convertible	G29 - Z4 Roadster
G30 – 5 Series Sedan (LCI)	G42 – 2 Series Coupe		

- G12 LCI produced from March 2019.
- G30 and F90 LCI produced from July 2020.
- G01 and G02 LCI produced from July 2021

Equipped with either one or more of the following option codes

5AV – Active Guard

Or

5AQ – Active Guard Plus

Or

5AS – Driving Assistant

Or

5AU – Driving Assistant Professional

SITUATION

The steering intervention for Lane Departure Warning (LDW) is too strong (severe), which can create an uncomfortable feeling for the driver.

Background: Steering intervention helps keep the vehicle in the lane if the system detects that a lane marking has been crossed. The steering intervention can be noticed on the steering wheel and can be manually overridden at any time.

CAUSE

Software error in the KAFAS (camera-based driver assistance system) control unit or the SAS (optional equipment system), if equipped.

CORRECTION

Program and encode with ISTA 4.32.3x or higher (released early November 2021).

PROCEDURE

Determine the vehicle's current I-level by either using AIR or the Key reader/ISPA NEXT application.

If I-level is S18A-21-11-500 or S15A-21-11-500 or higher, then-

- No further action on the vehicle is required
- Advise the customer of the function and range of adjustment via the iDrive. Refer to owner's manual.

If the I-level is lower (older) than S18A-21-11-500 or S15A-21-11-500, then-

- Program and encode the vehicle using ISTA 4.32.3x or higher
 - Target I-level is S18A-21-11-500, S15A-21-11-500 or higher

Always connect a BMW-approved battery charger/power supply (SI [B04 23 10](#)) when performing programming.

For information on programming and coding with ISTA, refer to CenterNet / TIS / Technical Documentation / Programming and Diagnostics / Programming Documentation

CLAIM 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, the BMW software solution is then:

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks or the BMW Certified Pre-Owned Program as described below.

Defect Code:	6138160200	Control unit, camera-based driver assistance systems Software error / internal equipment fault
Or:		
Defect Code:	3452070200	Control unit, SAS Software error / internal equipment fault (When equipped)

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

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	Support voltage of the vehicle electrical system / recharge vehicle electrical system battery	Refer to AIR
And:		
61 00 730	Programming/encoding control unit(s)	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, or exclude (including 61 21 528) when the Vehicle Test is included in another repair.

Programming and Encoding - Vehicle Control Units

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 performing the IRAP Control Unit Recovery procedure first 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).

Based on which one applies to your center, please refer to **SI B01 01 20 or B01 07 20** for the applicable procedure for documenting, claiming, and explaining, on the RO and in the claim comments, your diagnosis work time (WT), job/repair work time (WT), and the vehicle repairs your center performed, unless otherwise required by State law.

QUESTIONS REGARDING THIS BULLETIN

Technical inquiries	Submit feedback at the top of this bulletin
Warranty inquiries	Please contact the Warranty department by either using the Live Chat that's available in the Warranty Documentation Portal or through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections
Parts inquiries	Submit an IDS ticket to the Parts Department