

**SIB 33 01 20**

2022-08-10

REAR AXLE SHUDDER AT SLOW SPEEDS

This Service Information Bulletin (Revision 2) replaces SI B33 01 20 **dated April 2022**.

What's New (Specific text highlighted):

- Procedure updated
- Claim Information updated

MODEL

G14 (8 Series Convertible)	G15 (8 Series Coupe)	G16 (8 Series Gran Coupe)
Vehicles with S-02T4 M Sport differential (rear axle differential with lock)		

SITUATION

There is a shudder or jerking feeling coming from the rear of the vehicle at low speeds and low engine loads while turning

CAUSE

Incorrect actuating pressure in the M-differential clutch plates.

CORRECTION

New software calibration.

PROCEDURE

Confirm that the shudder is coming from the rear M-differential and not some other driveline component. Determine the vehicle's current I-level by either using AIR or the ISPA NEXT application, program the vehicle using ISTA 4.36.2x or higher (released July 2022) **only** if the vehicle is not at the minimum I-level as described above.

Model	Target Integration level
G14/15/16	S18A-22-07-500 or higher

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](#)) when performing programming.

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

CLAIM INFORMATION

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

Select one of these open Technical Campaigns to perform and submit for updating the vehicle's software to the required I-level or higher.

Please be sure to perform any additional before and/or after work (including attaching labels) as required by the open campaigns on the vehicle. Close any remaining open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin.

Only if the above situation does not apply, the BMW software solution (when available) 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:	3310023900	Grating noise from final drive unit when cornering (limited-slip differential) Unpleasant noises
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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, as needed:		
33 99 000*	Work time (WT) to confirm the shudder is coming from the vehicle's rear M-differential and not some other driveline component (Vehicle is already in the workshop)	WT
Or:		
00 58 500*	Diagnosis Worktime Flat Rate (See below)	2 FRU
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.

Work time labor operation codes 33 99 000 and 00 58 500 are not considered a Main labor operations.

*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.

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

This procedure automatically reprograms and encodes any vehicle control modules that do not have the latest software I-level.

If one or more control modules fail during the reprogramming procedure, claim the required consequential repair work procedures to address this issue (including performing the IRAP Control Unit Recovery first as required, refer to the SIB in AIR) under the Defect Code in this bulletin with the labor operations in AIR that apply.

Please explain the additional work procedures that were performed (The why and the what) on the repair order and in the claim comments.

For covered repairs that address control module failures that occurred prior to performing this reprogramming procedure, claim this work with the Defect Code and labor operations (including the diagnosis that applies*) in AIR that apply.

Other Repairs

If other eligible and covered work is performed because of performing the ISTA diagnosis, related test plans and/or component inspection, claim this work with the applicable Defect Code and the labor operations listed in AIR (including the diagnosis that applies*).

FEEDBACK REGARDING THIS BULLETIN

Technical Feedback	To submit feedback for the technical topics of this bulletin: Submit your feedback in the rating box at the top of this bulletin
Warranty Feedback	To submit feedback for the CLAIMS section of this bulletin: Submit an IDS ticket to the Warranty Department, or use the chat available in the Warranty Documentation Portal
Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department