



SIB 65 04 23

2023-02-10

REPLACEMENT CID IN VEHICLES WITHOUT TOUCH SCREEN
FUNCTION (SA 6UY)

<input type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
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MODEL

G05 (X5 Sports Activity Vehicle)	G06 (X6 Sports Activity Coupe)	G07 (X7 Sports Activity Vehicle)	G20 (3 Series Sedan)
G22 (4 Series Coupe)	G23 (4 Series Convertible)	G26 (4 Series Gran Coupe)	G29 (Z4 Roadster)
G42 (2 Series Coupe)			

SITUATION

Vehicles with SA 6UY - “Omission of touch function” may later have the central information display (CID) replaced with a touch function capable version.

CAUSE

Due to component-related supply issues, the central information displays (CID) in some of the Model Year 2022 vehicles listed above were produced without the integrated touch screen function.

These vehicles had the touch screen function disabled through the “Omission of touch function” (SA 6UY) being added to their vehicle order.

The lack of this touch screen functionality is **not a defect**. The condition was disclosed to customers and addressed by corresponding credit adjustments to compensate for this deficiency.

In the event of CID replacement in vehicles with SA 6UY, all replacement CIDs only can be ordered with integrated touch screen function. An additional one-time conversion will need to be performed to enable integrated touch screen function for these vehicles.

CORRECTION

If an SA 6UY vehicle requires a subsequent CID replacement due to:

1. CID malfunction or failure (including consequential), or
2. Damage/outside influences (For example: Insurance claim-related repair), or
3. A customer pay request for a hardware retrofit and conversion

Then note that all replacement CIDs automatically contain the integrated touch screen function. In SA 6UY vehicles this function must also be additionally enabled in the vehicle through a one-time conversion procedure.

Note: When the original CID is functioning properly, the SA 6UY “Omission of touch function” is correct equipment/function level for these vehicles. No CID replacement/conversion procedure or further action is necessary.

PROCEDURE

After replacing the CID, perform the “Conversion of CID Touch” using ISTA:

- Connect the battery charger to the vehicle
- Connect the programming system to the vehicle (ISTA 4)
- Select the conversion option using the following path:
 - “Vehicle Management”
 - “Vehicle Modification”

- “Conversion”
- “Conversion of CID Touch”
- Determine the measures plan
- Accept and fully work through the measures plan with the control units to be programmed/encoded and enabled
- Follow the rework list
- Depending on the rework list, carry out a vehicle test and delete the fault memory if needed

After the programming has been completed, check functionality of the touch functions of the CID.

Note: 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 ([SIB 04 23 10](#)).

Programming and Encoding the Vehicle Control Units

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.

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

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

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

PARTS INFORMATION

Obtain and confirm the part numbers for your specific vehicle by entering the chassis number in either ETK or AIR which considers specific equipment and/or options.

Part Number	Description	Quantity
Refer to ETK	Central Information Display	1

CLAIM INFORMATION

This Service Information bulletin provides technical and repair-related information.

CID Retrofits or damaged CIDs as noted above are **not covered** under the BMW limited warranties.

Eligible and Covered CID Replacements

Replacing a failed central information displays (CID) due to a defect in materials or workmanship is covered under the terms of the BMW Limited Warranty that applies.

Defect Code:	Refer to AIR/SIB	Use the Defect Code “number” that applies to the covered CID replacement repair which necessitated the additional one-time CID touch conversion procedure to be performed
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To submit a claim, please follow the established and applicable warranty policy and procedures (Labor/Parts) that apply to the repair being performed.

CID Replacement (As applicable to the repair performed)

Labor Operation	Description	Labor Allowance
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65 50 057	Removing and installing the Central Information Display (Main work)	Refer to AIR
Or:		
65 50 557	Removing and installing the Central Information Display (Plus work)	Refer to AIR
Or:		
65 50 558	Replacing central information display (Associated work after vehicle diagnosis: 00 00 006/556 and 61 21 528)	Refer to AIR

Refer to AIR for the applicable flat rate labor operation codes (including the diagnosis that applies*) and the flat rate unit (FRU) allowances.

Only one Main labor operation code can be claimed per repair visit.

Additionally, for a:

One-Time CID Conversion Procedure with performing an open Programming Technical Campaign

Labor Operation	Description	Labor Allowance
65 99 000	Perform the "Conversion of CID Touch" procedure	1 FRU

Or, for a:

One-Time Conversion Procedure without an open Programming Technical Campaign

Labor Operation	Description	Labor Allowance
61 00 730	Program/encode control unit(s), includes deleting the fault memory	Refer to AIR
And:		
65 99 000	Perform the "Conversion of CID Touch" procedure	1 FRU

Programming and Encoding – Additional Work (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.

*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.

FEEDBACK REGARDING THIS BULLETIN

Technical Feedback	To submit feedback for the technical topic 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

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Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department
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