



SIB 61 05 23

2023-03-09

**SERVICE ACTION: COMBINED CHARGING UNIT**

This Service Information Bulletin (Revision 1) replaces SI B61 05 23 dated March 7, 2023.

**What's New:**

- Updated HV safety qualification caution
- I-Level information update

Please perform the procedure outlined in this Service Information on all affected vehicles before customer delivery. In the event the customer has already taken delivery of the vehicle, please perform the procedure the next time the vehicle is in the shop.

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

**MODEL**

| E-Series | Model Description   | Production Date              |
|----------|---|------------------------------|
| G09      | BMW XM Sports Activity Vehicle Plug-in Hybrid Electric Vehicle (PHEV) | Dec. 3, 2022 – Feb. 25, 2023 |
| G70      | i7 xDrive60 Sedan Battery Electric Vehicle (BEV)                      | Nov 24, 2022                 |

**SITUATION**

The Combined Charging Unit (CCU) may contain an error in the software.

In very rare cases, this can result in a direct restart not being possible after the vehicle has been parked.

**CAUSE**

In the event of a fault, a CC message is displayed to the customer. Furthermore, the faults can result in degradation, breakdown, or loss of traction.

**CORRECTION**

Program the CCU.

**Important Warning for Working on the High-Voltage (HV) systems on BMW Group vehicles:**

**Only properly trained personnel, who passed all applicable HV Technical Training Courses, should perform repairs which require disconnecting, or removal of High Voltage battery components on any Hybrid or Electric Vehicle. Work performed on High Voltage systems by unqualified persons may result in severe injury or damage to the vehicle. Additional safety information is found in Repair Instruction 61 00... "Observe safety instructions when handling electric vehicles".**

**Prior to disconnecting, or the removal of any HV component, the HV system needs to be disabled and secured (by means of the HV Service Disconnect Switch and lock out) by a properly trained technician, who has a minimum HV Qualification level after completing the Technical Training Course "ST2324 High Voltage Drivetrain Systems" which as of 1/2023\* includes ST1824 Alternative Drive Part 1.**

**\* Note: As of January 2023, the HV component portion of the "ST2205 Generation 5 High-voltage class" (except for the High Voltage Battery) has been merged into "ST2324 High Voltage Drivetrain Systems".**

**Up to Generation 4 Vehicles: Once the vehicle's HV system is disabled (the "Blitz" - lightning bolt icon is displayed in instrument cluster, see below), a technician without HV Certification may**

remove a HV component (e.g., EH Heater, EKK Compressor, EME Control Unit, et.), except for the High Voltage Battery.

For Generation 5 Vehicles however, the specific vehicle training is required to diagnose, remove and service any HV component. It is NOT allowed for non-HV certified technicians to work on the high voltage system.



High Voltage Battery removal and rework can ONLY be performed by a High-voltage Certified Technician with a HV Battery Certification level corresponding to a specific Electric or Hybrid vehicle, for example:

To repair GEN4 HV battery of G05 PHEV a certification from Technical Training Course “ST2006 – SP44 HV Battery” or equivalent ST1825 – Alternative Drive Part 2 is required (or as of 1/2023 the equivalent “ST 2325 for High Voltage Battery Systems”).

And

To repair A GEN5 HV battery the Technical Training Course “ST2205 Generation 5 High-voltage class” is required or as of 1/2023\* the equivalent “ST 2325 for High Voltage Battery Systems”.

\*Note: As of January 2023, the “ST2205 Generation 5 High-voltage stand-alone class” has been merged into “ST2324 for High Voltage Drivetrain Systems” and “ST2325 for High Voltage Battery Systems”

## PROCEDURE

Program the complete vehicle using ISTA 4.40.2x (released early March 2023) to I-level **S18A-23-03-530 (G09)** and **G070-23-03-530 (G70)** respectively, or higher.

**Note that ISTA will automatically reprogram and code all programmable control modules that do not have the latest software.**

- Do NOT plug in the high-voltage battery charger
- Disconnect the high-voltage system via the HV Service Disconnect located in rear power distribution box (right rear panel of the cargo area) per AIR 61 25 900
- **Always connect a BMW-approved 12 Volt 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
- Follow the Measures Plan and program the complete vehicle
- Depending on the rework list, carry out a vehicle test and delete the fault memory, if required
- Disconnect the 12 Volt battery charger/power supply
- Reconnect the high-voltage system via the HV Service Disconnect per AIR 61 25 900

## PARTS INFORMATION

None required

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## 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.

**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.**

As determined by the above, reimbursement for this Service Action will be via normal claim entry utilizing the work package information below that applies.

|                     |                   |  |
|---------------------|-------------------|--|
| <b>Defect Code:</b> | <b>0061500700</b> | <b>G09 G70 Program PHEV control unit (CCU)</b> |
|---------------------|-------------------|--|

**Completion before the first vehicle delivery to a customer or the vehicle is already in the workshop**

| Work Pkg | Labor Operation | Description (Plus work)   | Labor Allowance |
|----------|-----------------|---|-----------------|
| # 1      | 00 73 870       | Programming and encoding the vehicle control units, includes Carrying out vehicle test <b>(00 00 556/61 21 528)</b>   | 8 FRU           |
| Or:      |                 |   |                 |
| # 2      | 00 73 871       | Programming and encoding the vehicle control units was performed in conjunction with <b>another campaign/repair prior to or during this workshop visit</b> (vehicle is already at the specified Target integration level or higher, no repair is necessary) | 1 FRU           |

Or:

**The vehicle arrives at your center and this Service Action shows open (No other Main work will be performed or claimed during this workshop visit)**

| Work Pkg | Labor Operation | Description (Main work)   | Labor Allowance              |
|----------|-----------------|---|------------------------------|
| # 3      | 00 73 283       | Programming and encoding the vehicle control units, includes Carrying out vehicle test <b>(00 00 006/61 21 528)</b>   | 10 FRU (G09);<br>9 FRU (G70) |
| Or:      |                 |   |                              |
| # 4      | 00 73 284       | Programming and encoding the vehicle control units was performed in conjunction with <b>another campaign/repair prior to this workshop visit</b> (vehicle is already at the specified Target integration level or higher, no repair is necessary) | 1 FRU                        |

Only one of the flat rate labor operation codes listed above can be used for claim submission/reimbursement purposes. Also, only one Main work flat rate labor operation code can be claimed per workshop visit.

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## Claim Repair Comments

Only reference the SIB number and the work package (Pkg) number performed in the RO technician notes and the claim comments (For example: B61 05 23 WP 1), 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.

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

