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PHEV XB1A, XB1N, XB1T – DRIVABILITY COMPLAINTS (ELECTRIC AND HYBRID DRIVING)

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

G05 LCI (X5 Sports Activity Vehicle)	G09 (XM Sports Activity Vehicle)	G45 (X3 Sports Activity Vehicle)	G60 (5 Series Sedan)
G70 (7 Series Sedan)	G90 (M5 Sedan)	G99 (M5 Touring; available Q1 2025)	

**SITUATION**

Electric driving:

- A power reduction while electric driving
- Electric driving is not possible even though the high voltage (HV) battery is sufficiently charged

Starting of the internal combustion engine (ICE):

- There is a noticeable cutting in of the ICE when it starts
- The cutting in of the ICE is slower
- Check Control Message (#2390): "Engine is starting... Please wait."
- The possibility of the electric drive not starting the ICE

Hybrid Driving:

- Reduced acceleration
- Jolts during upshifts
- Delays during downshifts

Possible stored fault codes-

EGS-EME:

- 039A2A – EGS-EME, temperature sensor, coolant: Excess temperature
- 039A2B – EGS-EME: Excess temperature
- BA0842 – EGS-EME, temperature sensor, coolant circuit: upper threshold value exceeded
- BA0845 – EGS-EME, temperature sensor, coolant circuit: Gradient implausible

DME:

- 034D5C – Cooling failed: Inverter

NOTE: Driving may resume after the EME/electric drive cools down (@ ~20 minutes). Continuous driving after cooldown with the ICE permanently engaged (SPORT

**CAUSE**

One possible cause is a fault in the low-temperature coolant circuit:

- Coolant level of the low-temperature coolant circuit is too low. NOTE: The expansion tank of the low-temperature coolant circuit does not have a coolant I
- The cooler fins of the low-temperature coolant radiator are contaminated (leaves, flower pollen, etc.)
- The coolant duct in the CCU is obstructed
- The coolant hose (feed or return) to the CCU is obstructed due to foreign objects or pinching

**CORRECTION**

Follow the checking instructions in the PROCEDURE section that apply.

**PROCEDURE****STEP 1**

- Check the low temperature cooling system for proper level and correct and repair as needed
- Check for leaks and also check the fins for the low temp radiator for damage/debris
- Repair as necessary
- Re-evaluate the vehicle/faults after repairs
- If the vehicle is still exhibiting the same issue/faults, or there was no observed condition with the coolant level or obstructions, proceed to the Step 2

**STEP 2**

- Remove the CCU: see Repair Instructions **61 42 000 Removing and installing Combined Charging Unit (CCU)**
- Check the coolant duct in the CCU for obstruction/flow rate using compressed air or water
- Also check the coolant hoses (feed and return) to the CCU for obstructions using manual pressure
- If an obstruction or a reduced flow rate is detected, the faulty component must be replaced
- Refit any parts removed from the vehicle
- If no fault has been detected during the checks described in step 2:
  - Continue diagnosis.
  - If a fault has been detected during the checks described in step 2: Reassess the vehicle after repair

**PARTS INFORMATION**

When applicable, to determine the part numbers that applies to the specific vehicle being repaired, enter the VIN/chassis number into either ETK or AIR, this will consist of and/or options that are fitted to the vehicle.

**CLAIM INFORMATION**

This Service Information Bulletin provides technical, diagnosis, and repair-related information.

Damage and/or vehicle operational issues caused by outside influences/direct, indirect, and ancillary obstructions are not covered under the BMW limited warranties.

**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

