SIB 16 01 25   2025-03-31
DELIVERY STOP: INTEGRATED FUEL MODULE
This Service Information Bulletin (Revision 2) replaces SI B16 01 25 **dated February 2025.**

☒	THIS REPAIR IS MOBILE FRIENDLY
☒	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

What's New:
- Remote Software Upgrade available
- Production Range expanded

MODEL

E-Series	Model Description	Production Date
G20	3 Series Sedan	October 27, 2023 – March 28, 2025
G22	4 Series Coupe	June 14, 2023 – March 12, 2025
G23	4 Series Convertible	May 30, 2023 – March 12, 2025
G26	4 Series Gran Coupe	June 28, 2024 – March 12, 2025

AFFECTED VEHICLES

Vehicles which require this campaign to be completed will show it as "Open" when checked either in AIR, AWP, Campaign Summary or Warranty Vehicle Inquiry.

Please make sure you check your dealer inventory as soon as possible. As of February 15, 2025, you can see a list of affected vehicles in Inventory Campaign Details (ICD) under ROSS.

SITUATION

BMW AG has decided on a service campaign for certain vehicles from the G2x series.

Please have the Integrated Fuel Module control unit (IFM) programmed in the vehicles concerned (according to the vehicle identification number selection), if possible, before vehicle delivery.

If vehicles have already been delivered, have the measure carried out the next time the vehicles enter the workshop.

CAUSE

1. A diagnostic software error in the IFM control unit could cause the Service Engine Soon (MIL) to illuminate even if a fault is not present.

Or,

2. An OBD scan tool is used to clear the faults, but the fault stays stored in permanent fault memory (MIL goes out but fault does not clear).

CORRECTION

Update the vehicle software via Remote Software Upgrade or ISTA programming.
- Required I-Level: **S18A-25-03-530**
- No parts are needed for this repair

PROCEDURE

Remote Software Update (RSU) is the preferred method of vehicle software update for this Delivery Stop/ Service Action.

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To carry out the procedure via Remote Software Update follow the instructions in SIB B09 01 25
If RSU software upgrade method is not available for this vehicle, then the vehicle software needs to be
updated via ISTA.

Programming via ISTA

If RSU software is not currently downloaded in the vehicle OR the RSU software currently downloaded is
lower than **03/2025.30**, then the vehicle software will need to be updated to **S18A-24-07-535** or higher via
ISTA.
Determine what is the vehicle's current I-level by either using AIR or the Key Reader/Aftersales Workplace
(AWP) application.

Programming via ISTA-
- Connect the battery charger to the vehicle
- Connect the vehicle to ISTA.
- Determine the measures plan
- Accept or work through the entire measures plan with the control units to be
  programmed/encoded and, if necessary, activated
- Follow the rework list.
- Depending on the rework list, carry out a vehicle test and delete the fault memory, if required

Notice: No further system change is required after the integration of the programming in ISTA 4. Please
check the rework list accordingly!

ISTA 4.51.1x with installed service data package is required for the programming/encoding.

The solution is included from the following I-level versions:
• I-level **S18A-25-03-530** or later (available from **ISTA 4.52.15** SDP, planned for release on February 25,
2025)

**Important Note: It is imperative that programming is carried out with the above- mentioned, or a
more recent I-level!**

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

Please note the programming information in the workshop system and the corresponding notes in the user
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.

**Select this open Technical Campaigns to perform and submit for updating the vehicle to the required I-level or
higher instead when applicable (This includes 00 00 006 or 00 00 556, 61 21 528, and 61 00 730).**

**Please be sure to also perform any additional before and/or after work (including attaching labels) as required by
the other 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 Action will be via normal claim entry by selecting and
submitting for the work package information below that applies.

Plusposition (+)	Completion before the first vehicle delivery to a customer (New in-stock/No in-service date), or the vehicle is already in the workshop for another reason and/or repair, identified by the **"(Plusposition)"** reference in the descriptions below.

Main work	The vehicle arrives for this Action, no other Main work will be performed/claimed during this workshop visit, identified by the **"(Main work)"** reference in the descriptions below.

Below are the special flat rate labor operation code choices for this action.

Repair Code:	0016890200	G2x B48P B58N Program control units (electric fuel pump)

Remote Software Upgrade (RSU) Status - Ready to be Installed.

Work Package	Labor Operation	Description	Labor Allowance
# 5	00 78 586	Remote Software Upgrade performed **(Plusposition)**	2 FRU
Or:			
# 6	00 78 073	Remote Software Upgrade performed **(Main work)**	3 FRU

Or:

Vehicle Programming and Encoding

Work Package	Labor Operation	Description	Labor Allowance
# 1	00 78 537	Programming and encoding the vehicle control units, includes Carrying out vehicle test **(00 00 556/61 21 528) (Plusposition)**	8 FRU
Or:			
# 2	00 78 033	Programming and encoding the vehicle control units, includes Carrying out vehicle test **(00 00 006/61 21 528) (Main work)**	10 FRU

Or the:

Vehicle is already at the Specified Target Integration Level or Higher

Work Package	Labor Operation	Description	Labor Allowance
# 3	00 78 538	Either in conjunction with **another campaign/repair prior to or during this workshop visit (The RSU is excluded),** the vehicle is already at the specified Target integration level or higher, no repair is necessary **(Plusposition)**	1 FRU
Or:			
# 4	00 78 034	Either in conjunction with **another campaign/repair prior to or during this workshop visit (The RSU is excluded),** the vehicle is already at the specified Target integration level or	1 FRU

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		higher, no repair is necessary **(Main work)**	

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.

Claim Repair Comments

Only reference the SIB number and the work package (Pkg) number performed in the technician's RO notes and in the claim comments (For example: B16 01 25 WP 1), unless otherwise required by State law.

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 Repair Code in this bulletin together with the corresponding labor operation codes and their flat rate unit (FRU) allowance(s), including the diagnosis* that applies.

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 addresses preexisting control module failures that occurred prior to performing this repair-related programming and encoding procedure, claim this work with the Repair Code listed in AIR together with the corresponding labor operation codes and their flat rate unit (FRU) allowance(s), including the diagnosis* that applies.

(*) 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

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