

2025-05-28

<input type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
<input type="checkbox"/>	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

MODEL

E-Series	Model Description	Production Date
G26	BMW i4 Gran Coupe (Battery Electric Vehicle)	October 1, 2022 to July 31, 2023

SITUATION

The Check Control message (CCM): "You can continue driving. Drivetrain" (00029) is displayed, together with the following fault code:

- 224188 – Accelerator pedal module, pedal sensor, sensor 1, sensor 2: Signals implausible

Note: There may or may not be a drivability complaint associated with this fault.

CAUSE

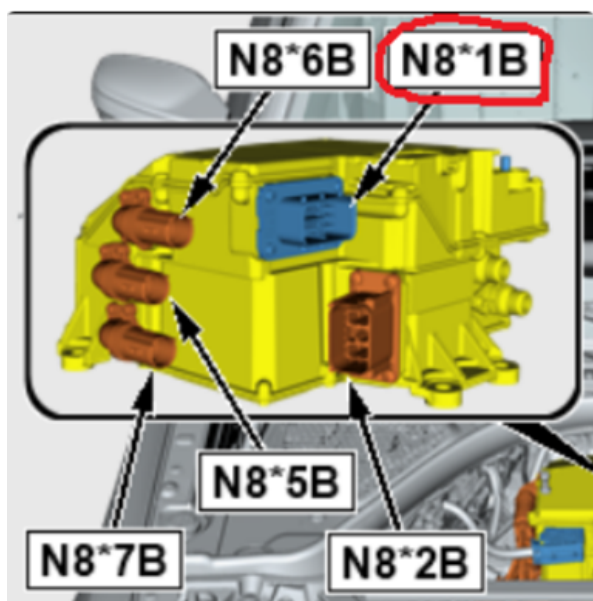
Faulty pin connections for the low-voltage (12 V) wiring harness at the plug connector (N8*1B) to the CCU results in this sporadic "signal fault."

CORRECTION

Perform a Vehicle Test. If fault code 224188 is found to be stored, then **first** visually inspect the pins in the CCU's low-voltage plug connector (N8*1B).

Replace the contact pins as necessary using the proper BMW crimping tool below (both tools are found in tool kit 61 4 320)\

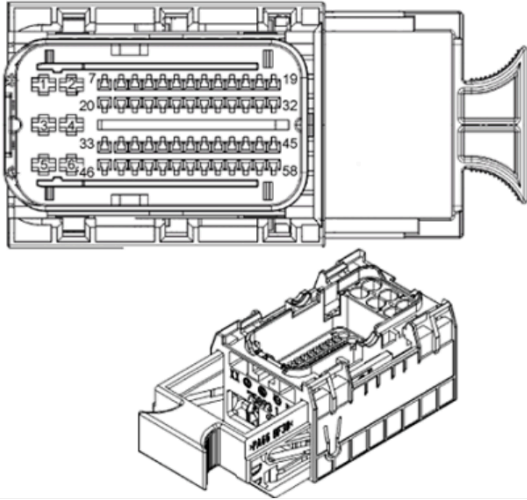
- Crimping tool Die PN 61 4 328
- Crimping Pliers PN 61 4 321



If the pins are found to be faulty, replace the following contact pins 40, 41, 42, 53, 54, 55 for the CCU low voltage (12 V) wiring harness connector (N8*1B) with pin part number 61 13 6 820 598 (bushing contact MLK 1.2 (0.50 mm²/AG.50 mm)).

After this repair, reassess the vehicle.

Note: Replacing the CCU and /or the accelerator pedal module will not eliminate this problem and is therefore not permitted.



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 HV 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 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 and 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").

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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”

PARTS INFORMATION

Use and invoice the part number at the quantity specified below.

Part Number	Description	Quantity
61 13 6 820 598	Jack MLK 1.2 (0.50 mm²/AG)	6

Additionally, other materials and small parts that are not specified above, such as fluids, lubricants, one-time use screws, nuts, and seals, which must be replaced or installed (according to the ISTA repair instructions/ETK/AIR), are to be selected from the Electronic Parts Catalog, and/or other approved BMW Group’s resources according to the respective vehicle type. Invoiced these items separately under the Repair Code listed in this bulletin.

CLAIM INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks or the BMW Certified Pre-Owned Program.

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 Recall, no other Main work will be performed/claimed during this workshop visit, identified by the “(Main work)” reference in the descriptions below

Only one Main work flat rate labor operation code can be claimed per workshop visit.

Repair Code:	6111900700	G26 BEV CC message: Drive system, stop carefully (wiring harness bushing contact)
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For all centers, below are the special flat rate labor operation code choices for this action.

Work Package	Labor Operation	Description	Labor Allowance
# 1	00 76 958	Repair low-voltage wiring harness between CCU and accelerator pedal module, includes the Vehicle Test (00 00 556, 61 21 528) (Plusposition)	As applicable
Or:			
# 2	00 76 313	Repair low-voltage wiring harness between CCU and accelerator pedal module, includes the Vehicle Test (00 00 006, 61 21 528) (Main work)	As applicable
Or:			
# 3	00 76 050	Repair low-voltage wiring harness	As applicable

	accelerator pedal module, the Vehicle Test was included and performed with another repair during the same workshop visit (Associated work)	
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Note: Labor operation codes 61 00 006 or 00 58 500 are not claimable with this repair, however, they may apply to any “Other Repairs” should additional work be necessary to be performed.

Claim Repair Comments

Reference the SIB number, the issue (briefly), and the work package (WP) number performed in the technician’s RO notes, and the claim comments (For example: B61 05 25 CCU LV Connector WP 1), unless otherwise required by State law.

Other Repairs

If other eligible and covered work is performed because of performing the ISTA diagnostics, related test plans, and/or other approved diagnosis procedures, claim this work with the applicable 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.

BMW Group’s AIR Application Resource for Flat Rate Labor Operation Codes

To obtain the corresponding flat rate unit (FRU) allowance information from the BMW Group AIR application resource, start by entering the the Chassis Number (last seven (7) characters of the VIN), and click on the “Search” icon. If the “Vehicle Selection” window displays two or more model possible vehicle choices, select the applicable Model, or enter the full VIN (17 characters) instead to proceed. Click on the “Flat Rate Units” button and enter a flat rate labor operation code number “without spaces” in the field to the right, click on the “Search” icon to display the corresponding listing of “Flat rate unit group details” that are available and their corresponding FRU allowances.

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

