

2025-05-29

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.

This Service Information Bulletin (Revision 1) replaces SI B61 08 25 **dated May 2025**.

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

What's New:

- Situation updated
- Cause added
- Correction added
- Procedure added
- Claim Information added

MODEL

E-Series	Model Description	Production Date
G60	i5 Sedan Battery Electric Vehicle	February 18, 2025 – March 27, 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 May 17, 2025, you can see a list of affected vehicles in Inventory Campaign Details (ICD) under ROSS.

SITUATION

BMW AG has issued a Service Action (effective May 16, 2025) on certain Model Year 2026 BMW vehicles that were produced between February 18, 2025, and March 27, 2025.

Do not deliver to a customer, a New, Certified Pre-Owned or Used vehicle subject to a Delivery Stop, until the vehicle is repaired. Do not use or sell replacement equipment/parts subject to a Delivery Stop.

The operating time value was written too high in the Storage Management Electronics (SME) during the high-voltage battery “End Of Line” (EOL) test.

The excessive operating hours input results in a significant limitation in the charging capacity when vehicle is be charged with DC.

CAUSE

The SME operating time (OT) value was written too high.

CORRECTION

Correct the operating hours counter in the SME.

PROCEDURE

Start an IRAP session for the vehicle and submit a TSARA Hotline case titled “SERVICE ACTION: CONTROL UNIT (SME)”; further instructions will be provided.

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 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 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”).

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”

CLAIM INFORMATION

Reimbursement for this Service Action will be via normal claim entry utilizing the applicable work package information below.

Repair Code:	0061200900	---
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Below are the special flat rate labor operation code choices for this action
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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.

Work Pkg	Labor Operation	Description (Plusposition)	Labor Allowance
# 1	00 78 669	Correct operating hour counter in battery management electronics	8 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
# 2	00 78 139	Correct operating hour counter in battery management electronics	9 FRU

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

Claim Repair Comments

Reference the SIB number, the issue (briefly), and the work package (WP) number performed in the technician’s RO notes, and in the claim comments (For example: B61 08 25 Correct SME OT Value WP 1), 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

