



SIB 12 01 25

2025-06-06

## EMISSIONS RECALL 25E-A03: PROGRAM CONTROL UNITS (DME)

This Service Information Bulletin (Revision 2) replaces SI B12 01 25 **dated April 2025**.

**What's New:**

- This Service Action has been upgraded to an Emissions Recall
- Situation updated
- Procedure updated
- Parts Information added
- Claim Information updated

<input checked="" 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
F97	X3 M Sports Activity Vehicle	November 1, 2021 – July 25, 2024
F98	X4 M Sports Activity Coupe	November 1, 2021 – January 27, 2025
G80	M3 Sedan	November 2, 2021 – January 23, 2025
G82	M4 Coupe	November 2, 2021 – January 17, 2025
G83	M4 Convertible	November 2, 2021 – January 20, 2025
G87	M2 Coupe	January 28, 2022 – January 29, 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 April 25, 2025, you can see a list of affected vehicles in Inventory Campaign Details (ICD) under ROSS.

**SITUATION**

BMW AG has upgraded this delivery stop to a recall for certain vehicles from the F9x and G8x series.

As of June 6, 2025, this Delivery Stop has been upgraded to an Emissions Recall.

BMW AG has issued a Delivery Stop (effective April 24, 2025) on certain Model Year 2022 - 2025 BMW vehicles that were produced between November 1, 2021, and January 29, 2025.

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

Please have the control unit (DME) 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**

DME software error. MIL (malfunction indicator lamp) is not activated by the OBD monitor when fault code P15A3 is stored.

**CORRECTION**

DME software update.

## **PROCEDURE**

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-24-11-550 or later (available from ISTA 4.51.1x, released since 01/17/2025)
- I-level S15A-24-11-550 or later (available from ISTA 4.51.1x)

**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.

## **LABEL INSTRUCTIONS**

After the vehicle has been checked and corrected, obtain a label (SD 92-435) and with the indelible marker provided, legibly print the Recall name, Recall number, and dealer code (5 digits) on the "Emissions Recall Campaign Completed Label" (see illustration). Peel the label from its backing and affix it to the right (passenger) rear side of the hood in the engine compartment, close to windshield.

EMISSIONS RECALL CAMPAIGN COMPLETED

RECALL

CAMPAIGN NO.

DEALER CODE NO.

BMW of North America, LLC  
Woodcliff Lake, N.J. 07677

SD 92-435

GRUSB1212-01

For California centers only: It is required by the California Code of Regulations that an executed orange "Vehicle Emission Recall - Proof of Correction" certificate (SD92-084, see illustration) be provided to each customer (for vehicles registered in the state of California), once the Recall on his or her vehicle has been completed.

Vehicle Emission Recall - Proof of Correction

License Number	Make	Year/Model	Body Type	Vehicle Identification Number
Manufacturer		Recall Number		
The above described vehicle has been repaired, modified and/or equipped with the emission control devices to meet applicable California Emission Control laws.				
Dealer's Name		Address, City, State and Zip		
Date	Dealership's Authorized Signature			
Return this certificate to DMV only when required - otherwise retain for your records.				

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PARTS INFORMATION

Refer to SI B10 02 15 for label ordering information.

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 Campaign 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 remaining open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin.

Reimbursement for this Recall will be via normal claim entry, as determined by the above, 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 Recall, 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:	0012320600	F9x G8x Program control units (DME)
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Remote Software Upgrade (RSU) Status - Ready to be Installed.

Work Package	Labor Operation	Description	Labor Allowance
# 1	00 78 503	Remote Software Upgrade performed (Plusposition)	2 FRU
Or:			
# 2	00 78 003	Remote Software Upgrade performed (Main work)	3 FRU

Or:

Vehicle Programming and Encoding

Work Package	Labor Operation	Description	Labor Allowance
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# 3	00 78 502	Programming and encoding the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528) (Plusposition)	8 FRU
Or:			
# 4	00 78 002	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
# 5	00 78 504	Either in conjunction with <b>another campaign/repair prior to or during this workshop visit (The RSU is excluded)</b> , the vehicle is already at the specified Target integration level or higher, no repair is necessary (Plusposition)	1 FRU
Or:			
# 6	00 78 004	Either in conjunction with <b>another campaign/repair prior to or during this workshop visit (The RSU is excluded)</b> , the vehicle is already at the specified Target integration level or higher, no repair is necessary (Main work)	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.

#### 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: B12 01 25 DME Software updated WP 3), 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

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(\*) 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

