



SIB 24 01 25

2025-06-06

**DELIVERY STOP: ELECTRONIC TRANSMISSION CONTROL UNIT**

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 if the campaigns have a status of remedy available. Otherwise, please release the vehicle.

This Service Information Bulletin (Revision 1) replaces SI B24 01 24 **dated June 2025**.

**What's New** (Specific text highlighted):

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

<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
G06	X6 Sports Activity Coupe	March 10, 2025 – May 6, 2025
G07	X7 Sports Activity Vehicle	March 20, 2025 – May 7, 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 29, 2025, you can see a list of affected vehicles in Inventory Campaign Details (ICD) under ROSS.

**SITUATION**

BMW AG has issued a Delivery Stop (effective May 28, 2025) on certain Model Year 2026 BMW vehicles that were produced between March 10, 2025, and May 7, 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.**

A software error in the transmission control unit (EGS) will prevent OBD/emissions related information from being read out with a “scan tool”.

**CORRECTION**

Update the vehicle software via Remote Software Upgrade or ISTA programming.

- Required I-Level: **S18A-25-03-565** (supported by ISTA 4.53.4x, est. availability early June 2025 pending verification)

**PROCEDURE**

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

To carry out the procedure via RSU, follow the instructions in **SI 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 **07/2025.36**, then the vehicle software will need to be updated to **S18A-25-03-565** 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-25-03-565** or later (available from **ISTA 4.53.4x** SDP, planned for release on June 6, 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 open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin.**

Reimbursement for this Action will be via normal claim entry, as determined by the above, by selecting and submitting for the work package information below that applies.

<b>Plusposition (+)</b>	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 “ <b>(Plusposition)</b> ” reference in the descriptions below.
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<b>Main work</b>	The vehicle arrives for this Action, no other Main work will be performed/claimed during this workshop visit, identified by the “ <b>(Main work)</b> ” reference in the descriptions below.
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Below are the special flat rate labor operation code choices for this action.

<b>Repair Code:</b>	<b>0024780100</b>	---
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**Remote Software Upgrade (RSU) Status - Ready to be Installed.**

<b>Work Package</b>	<b>Labor Operation</b>	<b>Description</b>	<b>Labor Allowance</b>
# 1	00 78 688	Remote Software Upgrade performed <b>(Plusposition)</b>	2 FRU
Or:			
# 2	00 78 157	Remote Software Upgrade performed <b>(Main work)</b>	3 FRU

Or:

**Vehicle Programming and Encoding**

<b>Work Package</b>	<b>Labor Operation</b>	<b>Description</b>	<b>Labor Allowance</b>
# 3	00 78 687	Programming and encoding the vehicle control units, includes Carrying out vehicle test <b>(00 00 556/61 21 528)</b> <b>(Plusposition)</b>	8 FRU
Or:			
# 4	00 78 156	Programming and encoding the vehicle control units, includes Carrying out vehicle test <b>(00 00 006/61 21 528)</b> <b>(Main work)</b>	10 FRU

Or the:

**Vehicle is already at the Specified Target Integration Level or Higher**

<b>Work Package</b>	<b>Labor Operation</b>	<b>Description</b>	<b>Labor Allowance</b>
# 5	00 78 689	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 <b>(Plusposition)</b>	1 FRU
Or:			
# 6	00 78 158	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	1 FRU

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	higher, no repair is necessary ( <b>Main work</b> )	
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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: B24 01 25 Transmission SW Update 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 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

