



SIB 34 10 25

2025-07-14

CHECK CONTROL MESSAGE (CCM): BRAKE SYSTEM. DRIVE AT MODERATE SPEED

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

MODEL

F74 (2 Series Gran Coupe)	G05 LCI (X5 Sports Activity Vehicle)	G06 LCI (X6 Sports Activity Coupe)	G07 LCI (X7 Sports Activity Vehicle)
G09 (BMW XM)	G60 (5 Series Sedan)	G70 (7 Series Sedan)	G90 (M5 Sedan)
G99 (M5 Touring)	U10 (X2 Sports Activity Coupe)	U11 (X1 Sports Activity Vehicle)	

SITUATION

After programming from the I-Levels between ...24-03-505 and lower than ...24-03-540 to I-Level ...24-11-530 or higher, the following CCM may be displayed:

“CCM-2525: Brake system. Drive at moderate speed”

CAUSE

An imminent failure of the Integrated Braking System (IB) has been detected.

The following fault code is logged:

480B18 DSC unit: Internal position sensor linear actuator, electrical fault

CORRECTION

Replace the IB module for the currently present fault code 480B18.

PROCEDURE

Determine what is the vehicle's current I-level by either using AIR or the Key Reader/Aftersales Workplace (AWP) application.

For vehicles where the CCM appears after programming to I-Level ...24-11-530 or higher:

- Delete the fault code
- Perform a vehicle test
- Replace the IB if fault code 480B18 returns

For vehicles which are at or above I-Level ...24-11-530 or higher:

- Perform a vehicle test
- Replace the IB for currently present fault code 480B18

Note: For both situations above

REP 34 51 601 – “Replacing Hydraulic Unit” and REP 34 51 602 – “Replacing the Hydraulic Unit (Not Filled)” have been updated with a new procedure. Please make sure to review the FULL replacement procedure BEFORE beginning any work on the IB.



Do not install any part which shows visual damage as shown in the photo or has been dropped from any height.

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").

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"

PARTS INFORMATION

To determine the part number(s) that applies to the specific vehicle being repaired, enter the VIN / Chassis number into either ETK or AIR, this will consider the specific equipment and/or options that are fitted to the vehicle.

Part Number	Description	Quantity
Refer to AIR/ETK	Power brake	1

Sublet – Bulk Supply Materials

Part Number	Description	Quantity
-------------	-------------	----------

Copyright ©2025 BMW of North America, Inc.

81 22 0142156	Brake fluid DOT 4 (DN = 12 oz bottle)	Sublet as needed
Or:		
81 22 0142155	Brake fluid DOT 4 (DN = 1 Gallon)	Sublet as needed
And:		
81 22 5B43922	Brake fluid DOT 4, LV (DN = 1/10-liter billing part number, only in conjunction with dispersing from the 30-liter drum with a separate ordering part number)	Sublet as needed
83 19 5A53089	BMW Group Non-Chlorinated Brake Parts Cleaner- 3% VOC - (DN = 15 oz)	Sublet as needed
Or:		
83 19 2451315	BMW Group Non-Chlorinated Brake Parts Cleaner - 45% VOC - (DN = 15 oz)	Sublet as needed

CLAIM INFORMATION

When the replacement of IB module is required:

Always proceed first by performing the applicable open Integrated Brake (IB) module replacement technical campaign (WVI / AIR) that applies to the vehicle.

Only when the above does not apply, under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks, or the BMW Certified Pre-Owned Program, then submit a claim by following the established and applicable warranty policy and procedures (Labor/Part/Sublet) that apply.

For vehicles that do not have an open Integrated Brake (IB) module replacement technical campaign (Claim submission with the normal AIR Repair Code and Flat rate labor operation codes, only use and invoice a Power brake (WET) type unit (REP 34 51 601 – “Replacing Hydraulic Unit”).

Repair Code:	3450011500	Integrated braking system IBC / VIP control unit Permanent malfunction
---------------------	-------------------	---

As applicable, use the Repair Code above together with the corresponding flat rate labor operation codes (including the diagnosis that applies*).

Only one Main labor operation code can be claimed per repair visit.

Programming and Encoding - Vehicle Control Units (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), iob/repair
Copyright ©2025 BMW of North America, Inc.

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

