SIB 12 07 25 2025-07-17

EMISSIONS RECALL 25E-A04: PROGRAM CONTROL UNITS (DME)

This Service Information Bulletin (Revision 3) replaces SI B12 07 25 dated May 2025.

What's New:

- Delivery Stop upgraded to an Emissions Recall
- Situation updated
- Correction updated
- Procedure completely revised, incl. label instructions added
- Parts Information added
- Claim Information updated

MODEL

E-Series	Model Description	Production Date
G05	X5 Sports Activity Vehicle	February 23, 2023 – May 24, 2025
G06	X6 Sports Activity Coupe	February 23, 2023 – March 28, 2025
G07	X7 Sports Activity Vehicle	July 1, 2022 – March 26, 2024

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 23, 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 22, 2025) on certain Model Year 2023 - 2026 BMW vehicles that were produced between July 1, 2022, and May 24, 2025.

As of July 11, 2025, this Delivery Stop has been upgraded to an Emissions Recall.

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 Recall.

A quality check revealed that the DME in these vehicles has a programming error. This results in a deviation of the fuel-air mixture in the internal combustion engine.

CAUSE

Software error.

CORRECTION

Program the control units.

PROCEDURE

It must be checked whether the customer has already downloaded the required software in the vehicle via Remote Software Upgrade **(RSU)** but has not yet installed it. In this case, programming must be carried out via **RSU** as described under **point A**. A detailed description of the procedure can be found in the dealer portal **(COMPASS article 80383)**.

Note:
Countries in which RSU is not available can start with **point B** and use the ISTA programming system.

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A. Check whether programming via RSU is possible

If the requirements listed below are met, the processing of the technical campaign must be carried out via RSU.

Check the available RSU offering either via ConnectedDrive Dealer Cockpit or directly in the vehicle in the app.

I. Check the available RSU offering in the vehicle app

1. Open the System Settings vehicle app and select Remote Software Upgrade.
2. The version of the software that is currently installed in the vehicle is shown in the upper area. The version of the software that will be installed in the vehicle via Remote Software Upgrade is also displayed.
3. If the **software version to be installed is 03/2025.63** or higher, start the RSU installation in the vehicle and follow the instructions in the vehicle. If the software version to be installed is lower, proceed with point B “Programming via ISTA”.
4. After approx. 30 minutes, you must check in the vehicle whether the RSU installation has been carried out successfully and that at least **software version 03/2025.63** has been installed.
5. Activate the drive-ready state. To do this, actuate the Start/Stop knob while applying the brake pedal.

1. Check the available RSU offering via the ConnectedDrive Dealer Cockpit

1. Select the vehicle in the ConnectedDrive Dealer Cockpit by entering the vehicle identification number.
2. In the **Standard Connectivity** menu, select the Remote Software Upgrade item (scroll through the menu if necessary).
3. Open Remote Software Upgrade.
4. Select the Current Upgrade tab.
5. Check whether the available I-level corresponds to the I levels specified under point B or higher I levels.
6. Check whether this I-level is ready for installation.
7. If the I-level to be installed is correct, start the RSU installation in the vehicle and follow the instructions in the vehicle. If the I-level to be installed is lower, proceed with point B “Programming via ISTA.
8. Exit and lock the vehicle.
9. After approx. 30 minutes, you must check in the vehicle whether the RSU installation has been carried out successfully and that at least **software version 03/2025.63** has been installed.
10. Activate the drive-ready state.

Example: ConnectedDrive Dealer Cockpit

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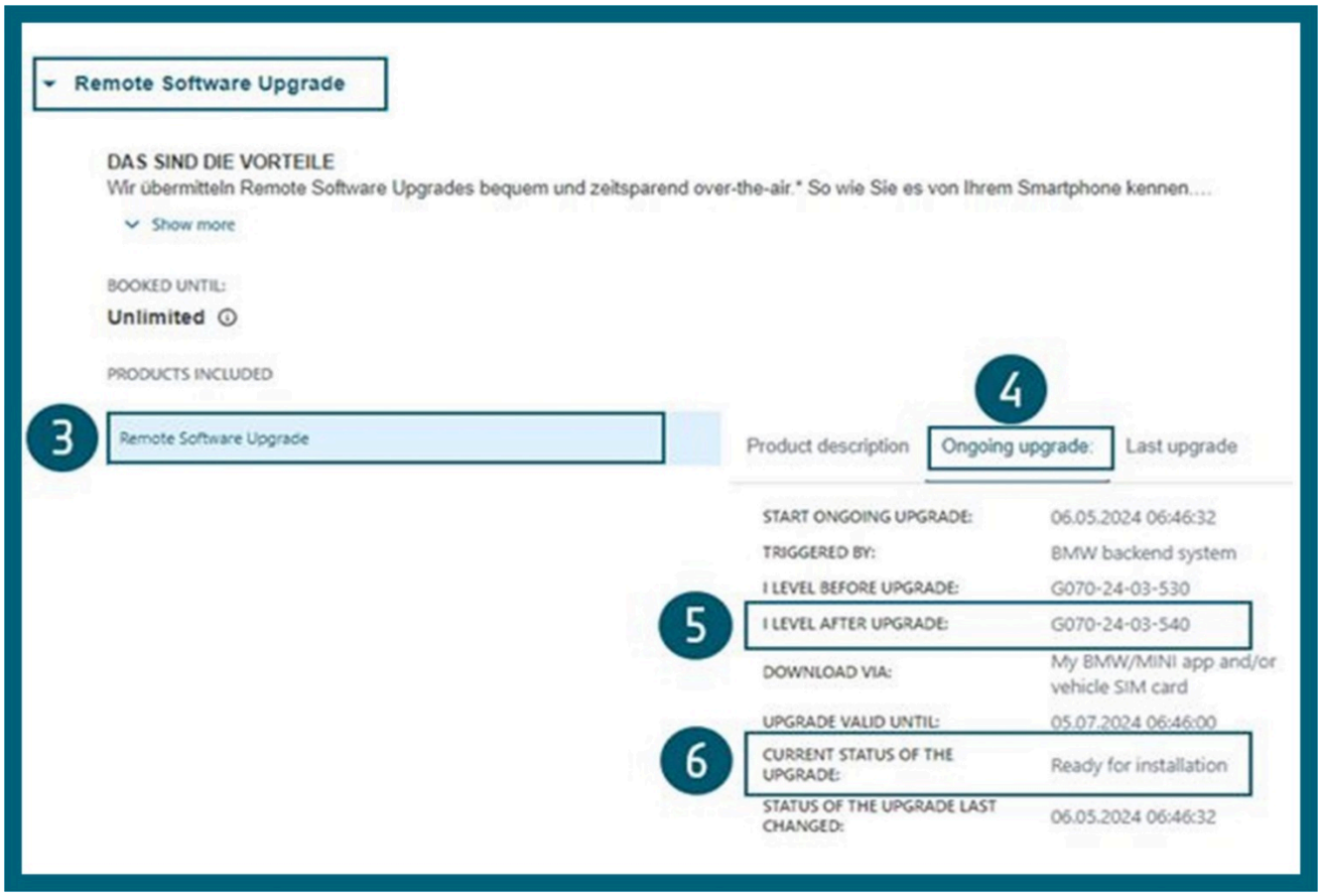

Note:
If Check Control messages (CCM) are displayed in the vehicle after successful installation, let the vehicle go to sleep and then check whether the specified I-level or a higher I-level has been installed.
It is recommended to exit and lock the vehicle during installation. Make sure that no device is connected to the on-board diagnosis connector (e.g. ICOM). No further interaction is required during installation.

The vehicle requires no connectivity as the software has already been downloaded. This means that the vehicle can also be parked in an underground car park.

B. Programming with ISTA

Attention! With ISTA 4.53.3x, the I-level S18A-25-03-563 is expected to be activated online from May 23, 2025 and offered for download within the programming session.

Attention! If the vehicle is already at (G05 PHEV S18A-25-03-550; all other models S18A-25-03-547) the automatic prompt will not appear. You must manually select the DME for programming. After you accept “perform action plan” you will be prompted to activate the online integration level. See screen shot below.

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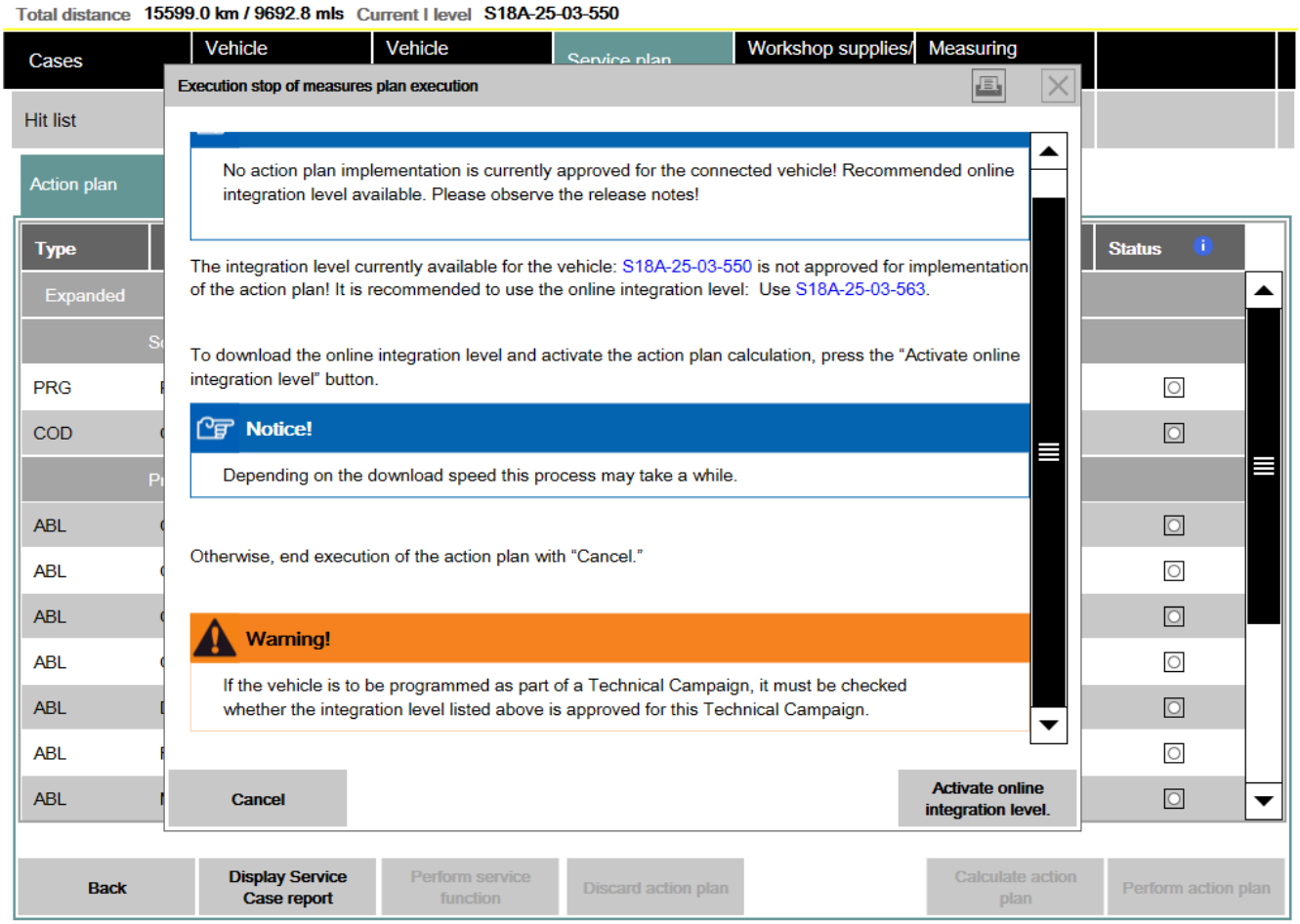

Attention! After downloading online I-level you will see target I-level change to S18A-25-03-563. See screen shot below.

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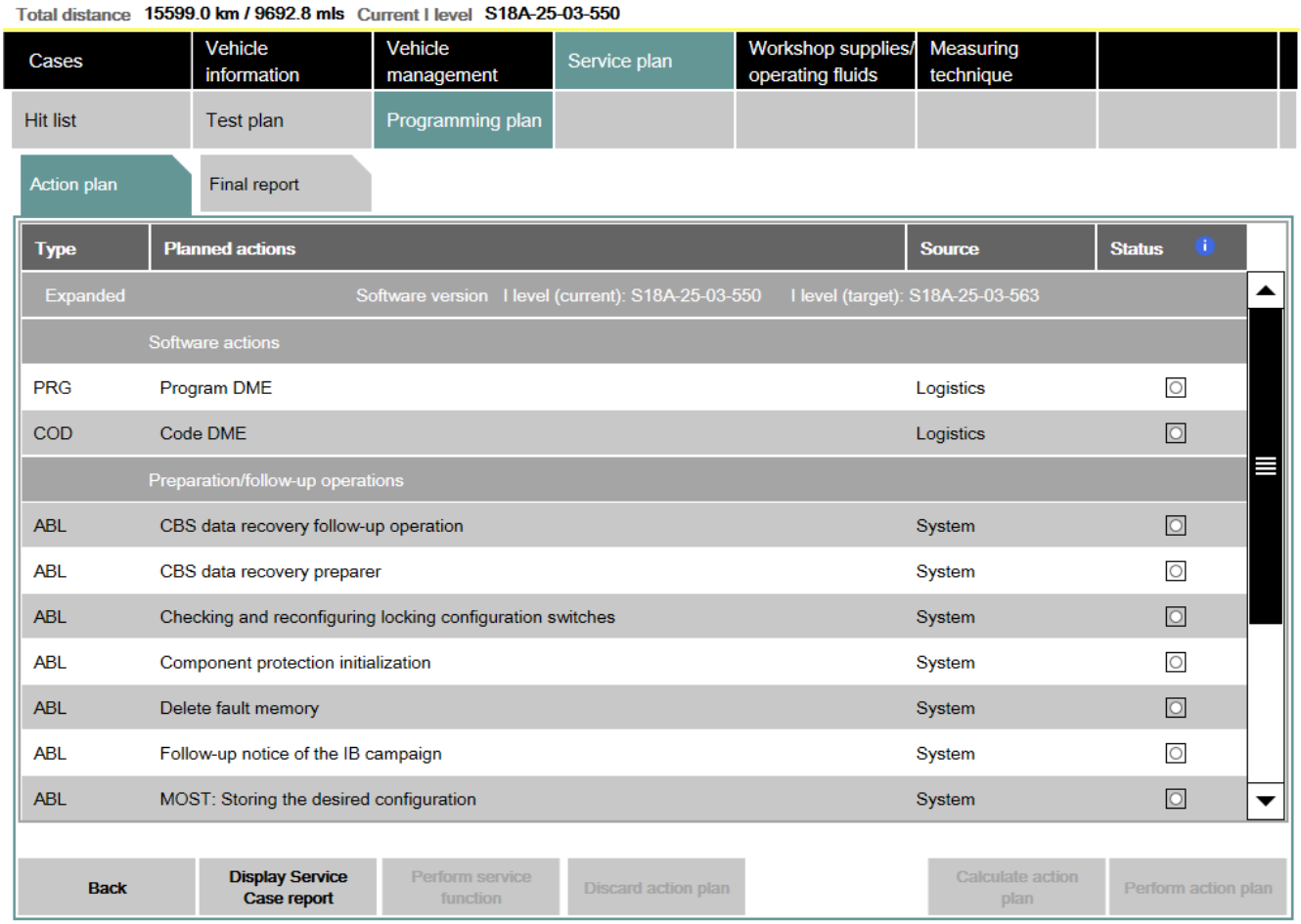

See Compass item 84820 ISTA: How does programming work with Online I-level software?

- Connect the battery charger to the vehicle
    - Connect the programming system to the vehicle (ISTA 4)
    - Determine the measures plan

Attention! You will be prompted with the below request you must choose “Activate online integration level”. This will only appear until the future release of ISTA 4.53.4x.

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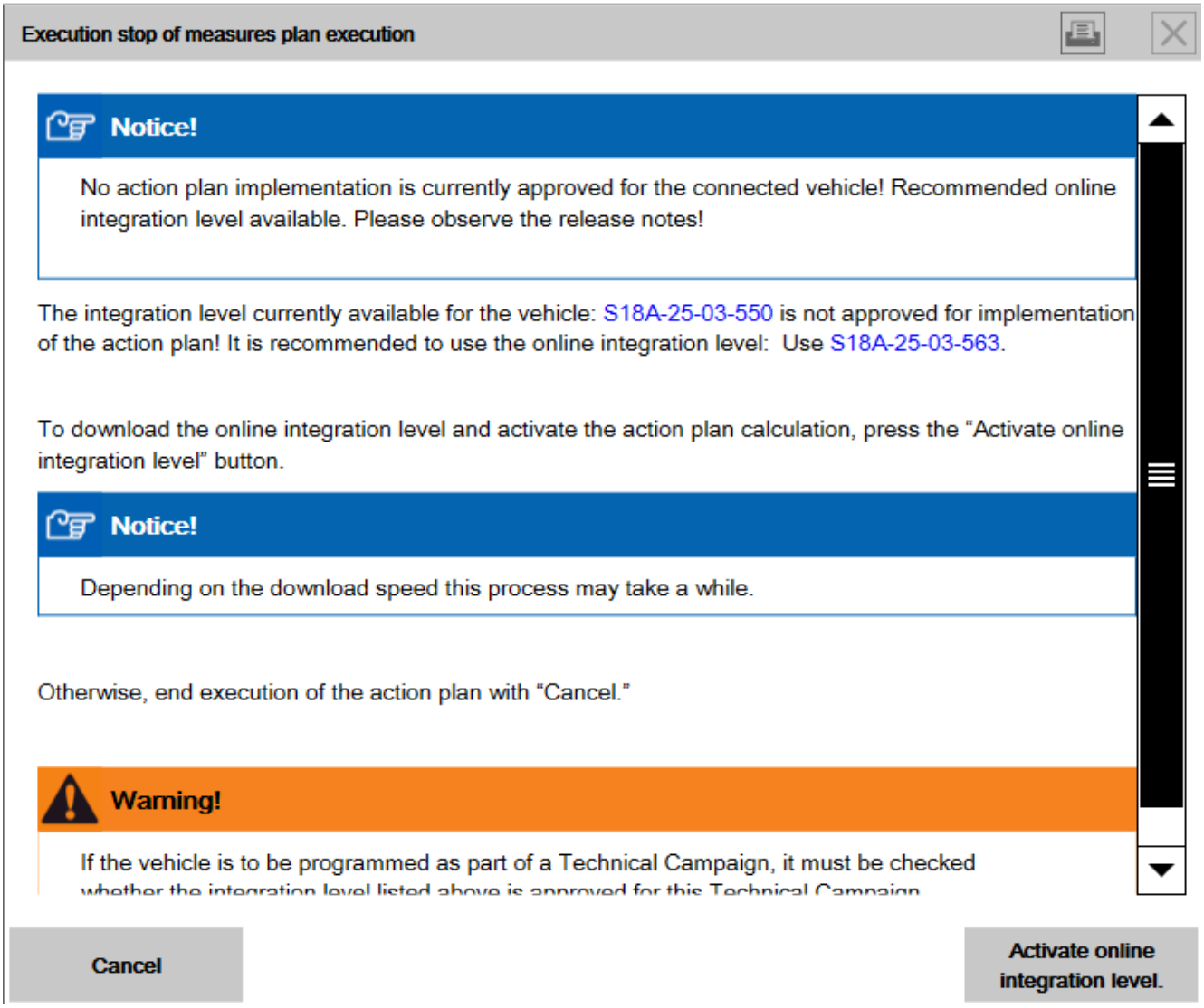

- Accept or work through the entire measures plan with the control units to be programmed/encoded and, if necessary, activated
- Follow the rework list
- Depending on the rework list, carry out a vehicle test and delete the fault memory, if required

ISTA 4.53.3x with installed service data package is required for the programming/encoding.
The fault elimination is included from the following I-level versions:

- **I-level S18A-25-03-563 or later** (available from ISTA 4.53.4x, publication planned from June 5, 2025)

The programming must be carried out using the I levels given above or a later one! Please observe the information regarding programming 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.

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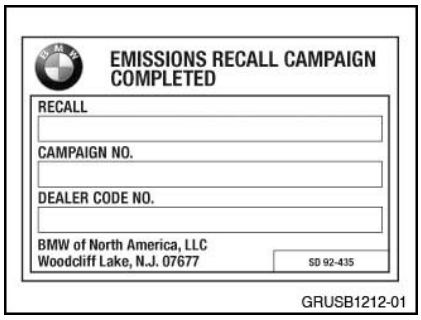

For California centers only: It is required by the California Code of Regulations that an executed orange "Vehicle Emission Recall - Proof of Correction" certificate (SD92-084, see illustration) be provided to each customer (for vehicles registered in the state of California), once the Recall on his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

PARTS INFORMATION

Refer to Service Information Bulletin 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 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 the remaining 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.

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 Action, 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:	**0012470600**	**G0x Programming control units (DME)**

Remote Software Upgrade (RSU) Status - Ready to be Installed.

Work Package	Labor Operation	Description	Labor Allowance
# 1	00 78 680	Remote Software Upgrade performed **(Plusposition)**	2 FRU
Or:			
# 2	00 78 150	Remote Software Upgrade performed **(Main work)**	3 FRU

Or:

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Vehicle Programming and Encoding

Work Package	Labor Operation	Description	Labor Allowance
# 3	00 78 678	Programming and encoding the vehicle control units, includes Carrying out vehicle test **(00 00 556/61 21 528) (Plusposition)**	8 FRU
Or:			
# 4	00 78 148	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 78 679	Either in conjunction with **another campaign/repair prior to or during this workshop visit (The RSU is excluded),** the vehicle is already at the specified Target integration level or higher, no repair is necessary **(Plusposition)**	1 FRU
Or:			
# 6	00 78 149	Either in conjunction with **another campaign/repair prior to or during this workshop visit (The RSU is excluded),** 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 07 25 DME software 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.

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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

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