



SIB 16 01 24

SERVICE ACTION: PROGRAM CONTROL UNITS (IFM/TFE)

2025-11-12

This Service Information Bulletin (Revision 1) replaces SI B16 01 24 **dated May 2024**.

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

What's New:

- Procedure: Programming with RSU now available
- Correction to ISTA Version
- Claim Information updated

MODEL

G05 X5 Sports Activity Vehicle (LCI)	G06 X6 Sports Activity Coupe (LCI)	G07 X7 Sports Activity Vehicle (LCI)	G60 5 Series Sedan
G70 7 Series Sedan	U11 X1 Sports Activity Vehicle		

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. You can see a list of affected vehicles in Inventory Campaign Details (ICD) under ROSS.
- For centers that qualify, this Service Action repair is eligible to be performed via Mobile Assistance

SITUATION

The engine cranks but will not start.

CAUSE

The control unit for the fuel pump (Integrated Fuel Management (IFM) in ISTA diagnosis or Tank Function Electronics (TFE) in Functional Description in ISTA or AIR) may go to sleep during evaporative emissions monitoring, causing a data error which will stop the TFE/IFM from communicating when the vehicle is started.

CORRECTION

Reprogram the IFM/TFE.

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 Remote Software Update 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 **11/2023.42**; then the vehicle software will need to be updated to **(see Chart below depending on E-Series)** 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 4.44.1x with installed service data package is required for the programming/encoding.

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.

Determine the vehicle's current I-level by either using AIR or the ISPA NEXT/AWP (Aftersales Workplace) applications.

Program the vehicle using **ISTA 4.44.1x** or higher (released **February 2023**).

Model	Target Integration level
G05, G06, G07	S18A-23-11-525 or higher
G60, G70	G070-23-11-520 or higher
U11	U006-23-11-525 or higher

Note that ISTA will automatically reprogram and code all programmable control modules that do not have the latest software.

Always connect a BMW-approved battery charger/power supply (SI B04 23 10) when performing programming.

For information on programming and coding with ISTA, refer to TIS / Technical Documentation / Diagnostics and Programming / Programming 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 Technical Campaign to perform and submit for updating the vehicle to the required I-level or higher instead of 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 open campaigns on the vehicle. Close any remaining programming and encoding Campaign repairs as outlined
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Reimbursement for this Service 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 Service Action, no other Main work will be performed/claimed during this workshop visit, identified by the “ (Main work) ” reference in the descriptions below.
Associated work	Additional/expanded job/work task(s) that are beyond the scope of the preliminary job/work task (Plusposition or Main)

Below are the special flat rate labor operation code choices for this action.

Repair Code:	0016840200	G0x G60 G70 U11 B38 B48 B58 S68 Program control units (TFE)
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Remote Software Upgrade (RSU) Status - Ready to be Installed.

Work Package	Labor Operation	Description	Labor Allowance
# 5	00 78 928	Remote Software Upgrade performed (Plusposition)	2 FRU
Or:			
# 6	00 78 340	Remote Software Upgrade performed (Main work)	3 FRU

Or:

Vehicle Programming and Encoding

Work Package	Labor Operation	Description	Labor Allowance
# 1	00 75 826	Programming and encoding the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528) (Plusposition)	8 FRU
Or:			
# 3	00 75 246	Programming and encoding the vehicle control units, includes Carrying out vehicle test (00 00 006/61 21 528) (Main work)	9 FRU(G60/G70/U11); 10 FRU (G05/G06/G07)

And, if and as applicable:

Additional Work

Expanded WP	Labor Operation	Description (Associated work)	Labor Allowance
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A	00 75 848	Additional work: Control unit needed to be reset (no start situation/no communication with TFE)	1 FRU (G60/G70); 2 FRU (U11); 3 FRU (G07); 4 FRU (G05/G06)
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Or the:

Vehicle is already at the Specified Target Integration Level or Higher

Work Package	Labor Operation	Description	Labor Allowance
# 2	00 75 827	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:			
# 4	00 75 247	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: B16 01 24 Reprogram the IFM/TFE.WP 1), 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
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Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department

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