



SIB 61 23 25

PHEV – MALFUNCTION INDICATOR LAMP (MIL) & FAULT 0318E2 STORED AFTER CHARGING

2026-03-04

This Service Information bulletin (Revision 1) supersedes SI B61 23 25 **dated December, 2025.**

What's New:

- Correction updated: ISTA version and I-level
- Claim Information updated

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

MODEL

E-Series	Model Description
G05 LCI	X5 Sports Activity Vehicle (PHEV plug-in hybrid electric vehicle, model Year 2024 and newer)
G09	BMW XM and BMW XM Label (PHEV)
G60	550e xDrive Sedan (PHEV)
G70	750e xDrive Sedan (PHEV)
G90	M5 Sedan
G99	M5 Touring

SITUATION

The malfunction indicator lamp (MIL) is triggered and **0318E2 AC charging, charging electronics 1, component protection: Overload current on AC side** fault may be stored during AC charging Level 1 (120 VAC).

Note: Despite the fault memory entry (and the malfunction indicator lamp), the AC charging process will continue operating as designed and there is no related drivability complaint.

Affected PHEV (plug-in hybrid electric vehicle) vehicles with CCU-03 (7.4 kW combined charging unit).

CAUSE

A non-genuine BMW Level 1 (120 V) HV charger is used for AC charging is identified as the cause and the vehicle is operating as designed.

While the CCU in the vehicle is limited to a charge current of 12 A, some “aftermarket” chargers allow a charge current of 16 A. This overload current is detected by the CCU and reported in the form of the fault memory entry and triggers the MIL.

CORRECTION

If an affected vehicle arrives with the issue stated above, proceed as follows:

Read out the I-level of the vehicle.

- If the I-level is lower than ...26-03-532-
 - Program and encode the vehicle with ISTA 4.58.2x to I-level ...26-03-532 or higher
- The ISTA version is expected to be available as of early March 2026
- Reassess the vehicle

Note: Parts replacement does not provide a remedy and is therefore not permitted.

Or:

If the I-level is already ...26-03-532 or more recent:

- Do not program the vehicle
- Carry out/continue diagnosis with ISTA
- Reassess the vehicle

Note:

Until ISTA I-level ...26-03-532 is available, this issue (malfunction indicator lamp (MIL) and fault memory entries can occur multiple times, if the customer continues to use a higher output non BMW Level 1 (120 VAC) charger.

Although AC charging will continue working as designed, the charging rate should be adjusted to 12 A, or they can upgrade to Level 2 (240 VAC) charger. Exchanging the CCU will not eliminate the problem and is therefore not permitted.

It is generally recommended that the customer use the genuine Level 1 (120 VAC) BMW charger supplied with the vehicle (Flexible Fast Charger - FFC) or upgrade to a Level 2 (240 ACV) FFC 14-50 adapter or hard wire BMW Wall Box or equivalent, if possible, to avoid the overcurrent condition that sets the fault and triggers the MIL.

If the customer chooses to continue to use the non-BMW Level 1 (120 VAC) charger with the higher current, it is recommended they limit the charge current strength in the vehicle iDrive menu charging settings to the maximum effective charge current strength of the vehicle is 12 A until the I-level ...26-03-500 software upgrade is available.

Please inform the customer that there is no operational problem with the vehicle, and that a software update is expected in March 2026. The vehicle should be released back to the customer, and it should be documented in the repair order so that the customer was informed of the situation.

If a customer refuses to pick up their vehicle, the area team should be contacted immediately. Vehicles should not sit at the dealership awaiting the software update.

PARTS INFORMATION

Note: Do not replace any parts as it does not provide a remedy and is therefore not permitted.

CLAIM INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks, concurrently by the State-specific Emissions Warranty (dependent on the vehicle's model year, state of registration and its inclusion on the model-specific list of covered components).

Repair Code:	6144020200	CCU Combined Charging Unit control unit (Hybrid/E-vehicle) Software error / internal device fault
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Obtain the flat rate unit (FRU) allowances for the following that applies.

Labor Operation	Description	Labor Allowance
00 00 006	Carrying out vehicle test (Main work)	As applicable
Or:		
00 00 556	Carrying out vehicle test (Plusposition)	As applicable
And:		
61 21 528	Supporting voltage of the vehicle electrical system /	As applicable

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And, as needed:		
61 00 006*	Carrying out vehicle diagnosis, ABL (Work time)	WT FRU
Or:		
00 58 500*	Diagnosis Worktime Flat Rate	2 FRU

And when the:

Vehicle's I-level is below ISTA I-level ...26-03-532 (version 4.58.2x) and this updated software or higher is available to install.

Labor Operation	Description	Labor Allowance
61 00 730	Program/encode control unit(s), includes deleting the fault memory	As applicable

If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead of 00 00 006, or exclude (including 61 21 528) when the Vehicle Test is included in another repair.

Work time labor operation codes 61 00 006 and 00 58 500 are not considered Main labor operations.

Claim Repair Comments

Reference the SIB number and the issue (briefly) in the technician's RO notes, and in the claim comments (For example: B61 23 25 CCU software update, unless otherwise required by State law.

Vehicle 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 address control module failures that occurred prior to performing this reprogramming procedure, claim this work with the applicable 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.

Other Repairs

If other eligible and covered work is performed because of performing the ISTA diagnostics, related test plans, and/or other approved diagnosis procedures, claim this work with the applicable 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.

BMW Group's AIR Application Resource for Flat Rate Labor Operation Codes

To obtain the corresponding flat rate unit (FRU) allowance information from the BMW Group AIR application resource, start by entering the Chassis Number (last seven (7) characters of the VIN), and click on the

the applicable Model, or enter the full VIN (17 characters) instead to proceed. Click on the “Flat Rate Units” button and enter a flat rate labor operation code number “without spaces” in the field to the right, click on the “Search” icon to display the corresponding listing of “Flat rate unit group details” that are available and their corresponding FRU allowances.

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

