SIB 61 03 24

BEV/PHEV CCU - PROGRAMMING ABORT LINKED TO THE HV CHARGE SOCKET

2026-04-09

This Service Information bulletin (Revision 1) supersedes SI B61 23 24 **dated February 1, 2024.**

What's New:

- Added G90 and G99
- High voltage work disclaimer B03 01 25 mention
- Procedure updated ISTA charging socket installation

☐	THIS REPAIR IS MOBILE FRIENDLY

MODEL

E-Series	Model Description
G26	i4 Gran Coupe Battery Electric Vehicle (BEV)
G60	i5 Sedan (BEV)
G70	i7 Sedan (BEV)
G70	750e xDrive Sedan Plug-in Hybrid Electric Vehicle (PHEV)
i20	iX Sports Activity Vehicle (SAV)
G09	BMW XM Sports Activity Vehicle (PHEV)
G05	X5 Sports Activity Vehicle (PHEV)
G90	M5 Sedan
G99	M5 Touring

SITUATION

Gen 5 BEV/PHEV vehicles may set the Combined Charging Unit (CCU) in programming abort due to no communication to the HV charge socket electronics.

CAUSE

The CCU checks for the coding file for the charging socket via the CCU CAN. When the wrong charge socket is installed or there is a communication breakdown between the CCU and the charge socket electronics, the CCU will "drop" the coding file for the charge socket.

This will set the faults listed below for "hardware inconsistent" and put the CCU in **"programming abort,"** whereby **fault S0768 Programming Abort** will be stored along with one or more of the faults listed below.

0321A9 - High voltage charging socket: hardware inconsistent
0321AA - High voltage charging socket: software inconsistent
CCU_P1 S0768 Programming abort: Combined charging unit

The following DTCs point to a missing connection:

D7975D - Message (status of charging socket flap) missing, receiver CCU, transmitter high-voltage charging socket

D79763 - Message (status display of charging process status) missing, receiver CCU, transmitter high-voltage charging socket

D79769 - Message (status of charging plug lock) missing, receiver CCU, transmitter high-voltage charging socket

D7976C - Message (AC charging, temperature of high-voltage charging socket) missing, receiver CCU, transmitter high-voltage charging socket

D7976F - Message (DC charging, temperature of high-voltage charging socket) missing, receiver CCU, transmitter high-voltage charging socket rear

D797C3 - Message (status of high-voltage charging socket) missing, receiver CCU, transmitter high-voltage charging socket.

CORRECTION

Caution: Do not program a CCU that has fault S0768 Programming Abort stored!

If the vehicle is programmed with the fault "S0768 Programming Abort," the CCU will go offline.

An indication of this is that the CCU will appear "Blue" in the ISTA module tree. Instead, follow the procedure below.

Warning! Note: Safety related information is found in Repair Instruction 61 00… "Observe safety instructions when handling electric vehicles".

The high-voltage system operates based on hazardous, electrical voltage and high currents. Danger to life due to electric shock!
Therefore, all work on the high-voltage system may only be carried out by specially trained and technically experienced personnel. When working near high-voltage components (labelled accordingly by signs and/or an orange coating), disconnect the high-voltage system to protect the high-voltage components from damage.

For more information regarding the necessary Technical Training courses and High-voltage qualifications that certify technicians to perform the various high-voltage operations on Hybrid and Electric BMW vehicles, please refer to the BMW Technical Training bulletin SI B03 01 25 - HIGH VOLTAGE TRAINING QUALIFICATIONS - APPLIED GUIDELINES FOR WORKING ON BMW ELECTRIFIED VEHICLES.

If the fault codes mentioned above are stored regarding the charge socket and/or communication, and **after** you have tested everything below, you still need assistance, please submit a TSARA case titled:

- "Charge Socket Communication/Programming Abort"

PROCEDURE

Follow the test plans for the following faults first!

0321A9 - High voltage charging socket: hardware inconsistent
0321AA – High voltage charging socket: software inconsistent

Do not attempt to program the car until the communication is reestablished with the charge socket, or the CCU will be offline as mentioned above.

Once the communication is reestablished and the faults can be cleared, the CCU will be able to be recovered.

Checks and possible causes:

- The charging socket electronics may be defective, not responding to the CCU request
- The charging socket is the wrong part number for this vehicle
- The replacement charging socket may require a retrofit 8WN depending on the production date (*BEV only)
- Check the charging socket fuse (make sure it is not blown)
- Check 12V power supply and ground connections at the charging socket
- Check the harness between the CCU and the charge socket
- The CCU CAN communication may be down or faulty
- The PINs at the harness 12v connectors CCU or Charge socket
- The CCU power supply, fuse, grounds
- Internal fault of the CCU

*With regards to GEN 5 BEV vehicles-

UPDATE
There are two versions of high voltage charging socket for Gen 5 BEVs, the early version is being discontinued and replaced with the new part number with more robust electronics.

The HV charging socket part number replacement may or may not require the “Conversion charging socket with alternative microprocessor (SA 8WN)” installed in the vehicle order.

This hint is found in electronic parts catalogue (ETK or AIR) under the required part and must be noted when ordering the part.

Picture panel

61_7208 HV cable set for charge socket

WB523CF05RCR08637

	Part designation	Qty		Part number	Information
	Important notice! For vehicles without OE 8WN, the OE 8WM must be stored in the vehicle order. Use the "Convert charging power socket with alternative microprocessor" retrofit button via ISTA.				
☐	01 HV wiring harn.charg.socket outlet AC/DC (US)	1	1	61 12 5B39431	
	Attention! For vehicles without OE 8WN, the OE 8WN must be removed from the vehicle order. Use the "Removal of retrofit/conversion charging power socket without alternative microprocessor" removal of retrofit/conversion button via ISTA.				
☐	01 HV wiring harn.charg.socket outlet AC/DC (US)	1	1	61 29 5A5CED6	
	Attention! For vehicles without OE 8WN, the OE 8WN must be removed from the vehicle order. Use the "Removal of retrofit/conversion charging power socket without alternative microprocessor" removal of retrofit/conversion button via ISTA.				
☐	01 HV wiring harn.charg.socket outlet AC/DC (US)	1	1	61 12 5B70BE7	

Attention!
The SA 8WN may or may not have to be installed in the “Vehicle Order.” This depends on the charging socket part number and if the vehicles came with SA 8WN as Original Equipment.

Use the retrofit "Conversion to charging socket with alternative microprocessor" button via ISTA to add or remove the option as required.

The new HV charging Socket must align with the 8WN VO requirement and the CCU coding.
The matching coding file (SWFK) for the new generation charging socket will be computed and stored in the CCU. This is checked on every start up.

Note:
The ISTA test plans for the stored faults will ask if the charging socket was replaced.

Hint: If the Charging Socket and CCU alignment is not correct, the CCU will be placed on programming abort and will appear blue with the fault S0768. ISTA will then not allow further action.

Workaround for recovering the programming abort S0768:

1. Note the part number you want to install and its 8WN requirements
2. Briefly connect the old charging socket 12V connector to regain communication with the CCU
3. Using ISTA add or remove the 8WN conversion as needed.
4. Then install the new part and program and code as usual.
5. If this doesn't work, submit a TSARA case for further assistance or to recover the CCU with IRAP

Note: For more information regarding GEN 5 PHEV high voltage charging socket replacement see SIB61 12 25.

CLAIM INFORMATION

This Service Information Bulletin provides technical, diagnosis, and repair-related information.

Damage and/or issues caused by outside influences are not covered under the BMW limited warranties.

Eligible and Covered Work/Repairs

Repairs performed to address verified defects in materials and/or workmanship are covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

To submit a claim, please follow the established and applicable warranty policy and procedures (Labor/Part/Sublet) that apply to the repair being performed.

Refer to AIR for the corresponding Repair Code for the claim submission. Obtain flat rate labor operation codes that apply (including diagnosis*) and their flat rate unit (FRU) allowances.

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

(*) 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

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Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department