



SIB 34 02 26

DELIVERY STOP: DYNAMIC STABILITY CONTROL (DSC) HYDRO UNIT
2026-08-26

This Service Information Bulletin (Revision 0) replaces SI B32 04 26 **dated July 2026**.

What’s New:

- New bulletin replaces incorrect Group number bulletin B32 04 26

☐	THIS REPAIR IS MOBILE FRIENDLY
☐	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

MODEL

E-Series	Model Description	Production Date
G22	4 Series Coupe	June 25, 2026 & July 14, 2026
G23	4 Series Convertible	June 11, 2026 – July 8, 2026

SITUATION

Please see pdf bulletin in Supporting Materials
Supporting Materials

[picture_as_pdf Attachment B340226.pdf](#)
[picture_as_pdf B34 02 26 DELIVERY STOP DYNAMIC STABILITY CONTROL \(DSC\) HYDRO UNIT_SR.pdf](#)

34 31 505 Removing and installing/replacing tandem brake master cylinder (Without brake bleeding)

Overview of Activities

Additional Information

Preliminary Work

- 1 Remove the cover of the engine compartment at th...
- 2 If installed: Removing the strut brace from the back...
- 3 Removing expansion tank (vehicles with manual gea...

Main Work

- 4 Remove the tandem brake master cylinder.
- 5 Replacement: Replacing the tandem brake master cylin...
- 6 Installing the tandem brake master cylinder.

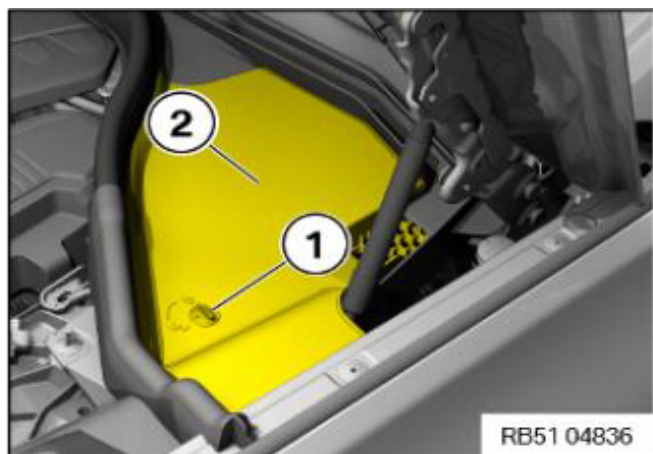
Postprocesses

- 7 Installing the expansion tank (vehicles with manual gea...
- 8 Connect bleeder unit for brake fluid
- 9 Rinsing and bleeding the rear axle brake circuit
- 10 Flushing and bleeding the front axle brake circuit
- 11 Flushing and bleeding the front axle brake circuit (br...
- 12 Disconnecting the bleeder unit for brake fluid
- 13 If installed: Install strut brace in rear of engine compartment
- 14 Install the cover of the engine compartment on the rear left

General information

PRELIMINARY WORK

1–Remove the cover of the engine compartment at the rear left



- Loosen the lock (1).
- Remove the cover (2) of the rear left engine compartment.

2–If installed: Removing the strut brace from the back of the engine compartment

TECHNICAL INFORMATION

Driving without the strut brace/front-end strut or tension strut is not permitted.

► Removing the wiper arm on the left and right

NOTICE

Description is for left component only. Procedure on the right side is identical.

▷ Remove the wiper arm

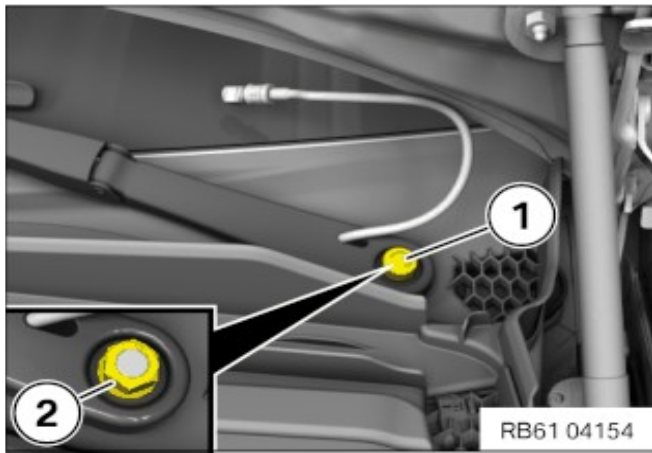
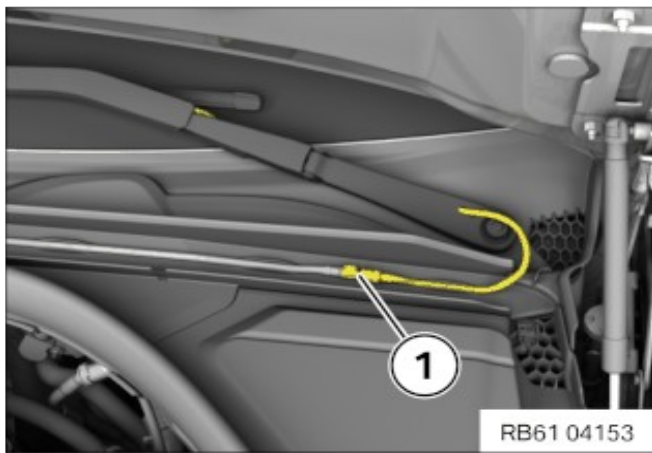
RISK OF DAMAGE

Damage to wiper console.

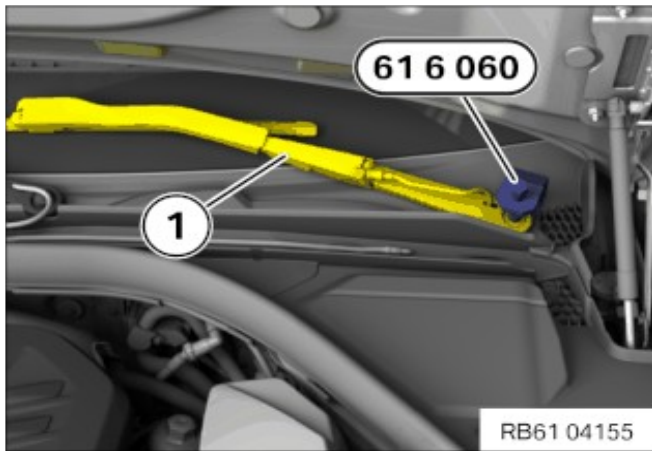
When removing the wiper arm without using the special tool, the wiper console can break.

- Always use the described special tool to remove the wiper arm.
- Do **not** lever off the wiper arm because otherwise the wiper console may break at the predetermined breaking point for active pedestrian protection.

- Disconnect the washer fluid hose (1) at the separation point and feed out from the cowl panel guide.



- Remove the protective cap (1).
- Loosen nut (2).

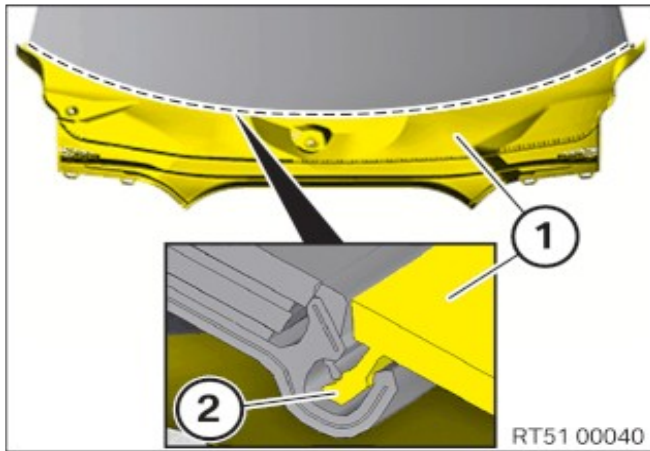
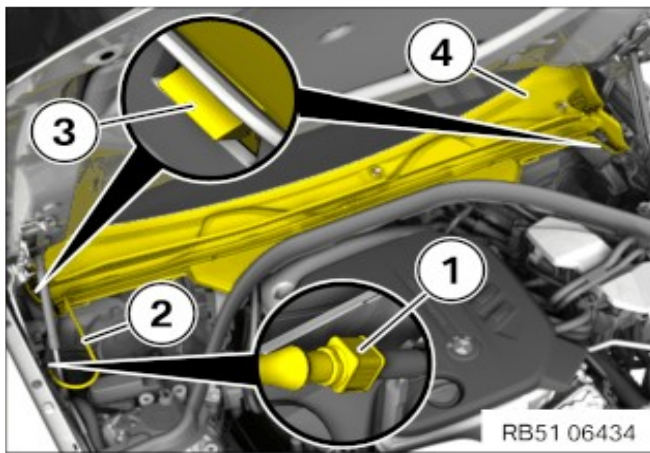


- Pull off the wiper arm (1) using special tool **0 493 441 (61 6 060)**.



► Remove cowl panel cover

- Release snap fastener (1) of the washer fluid hose (2) and put the washer fluid hose (2) to one side.
- Unclip clips (3) on the cowl panel cover (4).



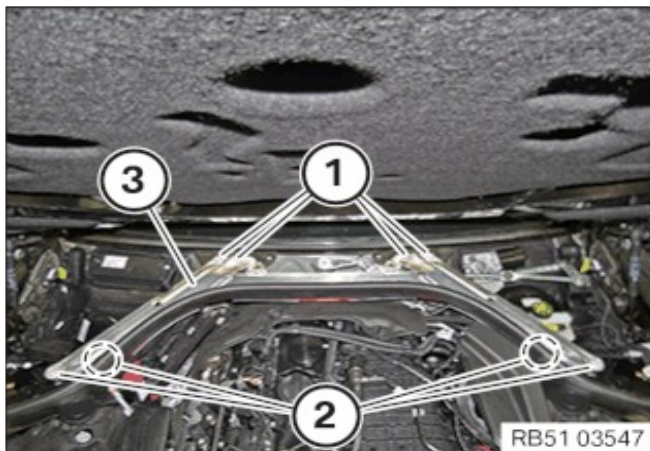
- Pull the cowl panel cover (1) upward out of the latch mechanism (2) beginning on the side.



► Removing the tension strut on the strut tower

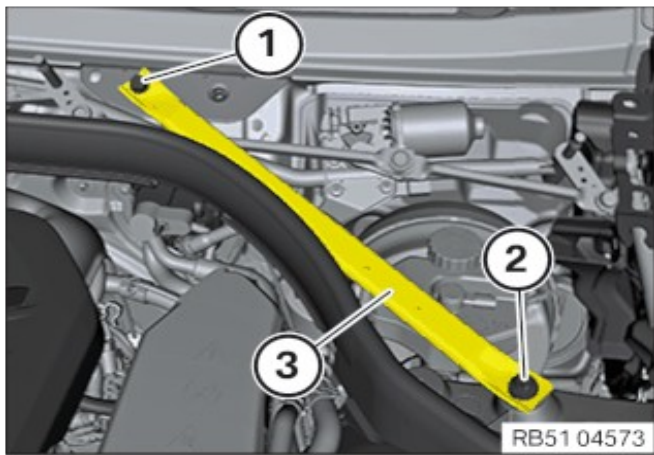
i TECHNICAL INFORMATION

Driving without the strut brace/front-end strut or tension strut is not permitted.



- **Version A:**
Loosen screws (1) and (2).
Remove tension strut (3) on strut tower upwards.

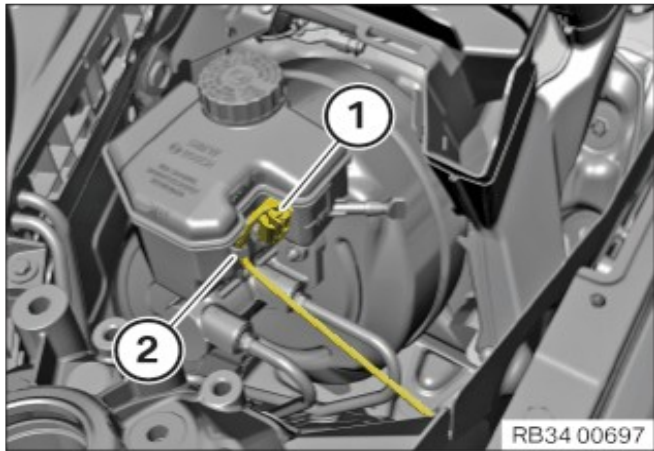
- **Version B:**
Loosen screws (1) and (2).
Remove tension strut (3) on strut tower upwards.



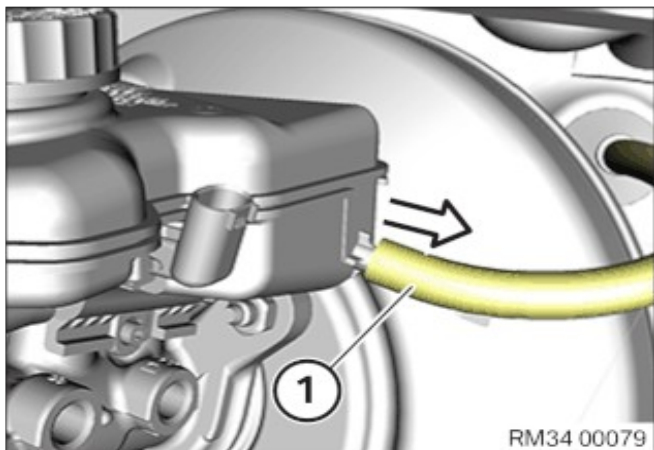
3-Removing expansion tank (vehicles with manual gearbox)

Prerequisite

Brake fluid has been drawn off.

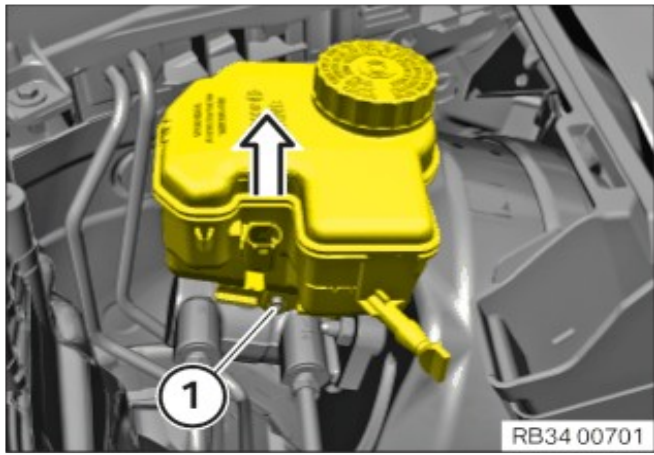


- Disconnect plug connection (1).
- Detach the cable from the holder (2).



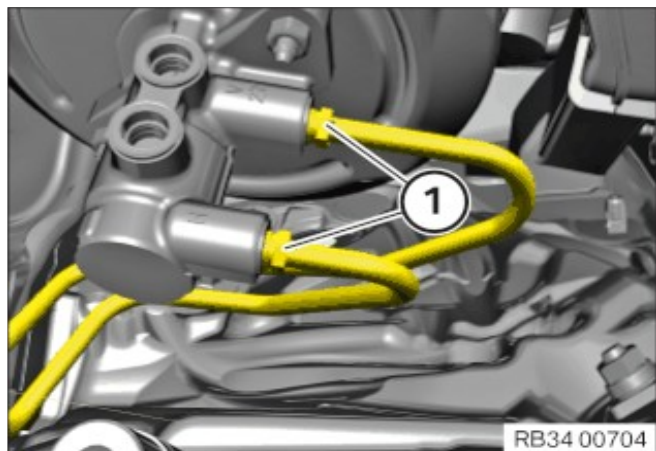
- Pull off feed line (1) for the clutch hydraulic system in the direction of arrow.

- Loosen screw (1).
- Remove expansion tank upwards.

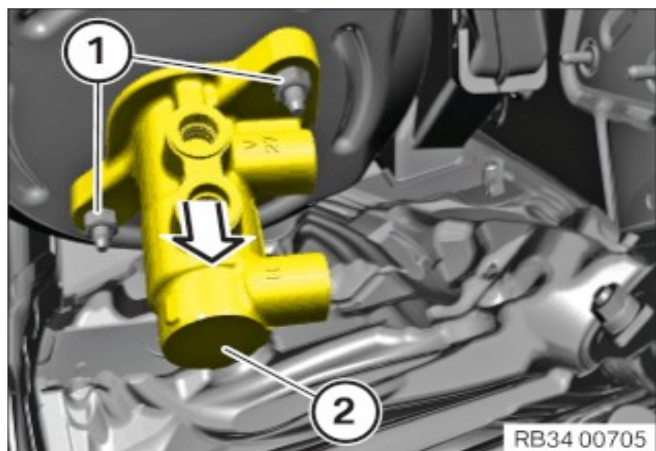


MAIN WORK

4—Remove the tandem brake master cylinder.



- (1) Unfasten brake lines.



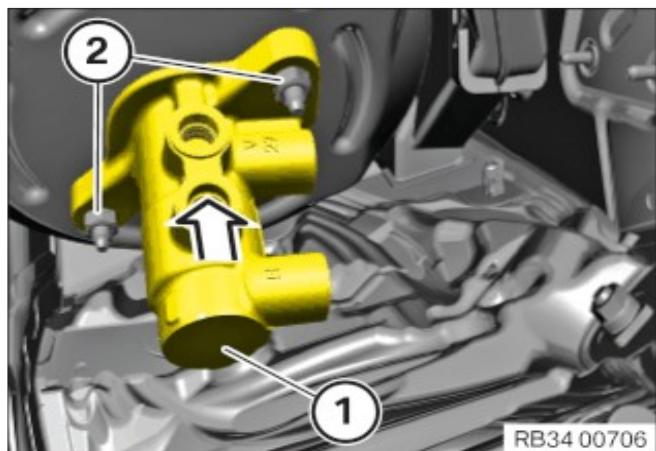
- Release nuts (1) and remove tandem brake master cylinder (2).

5—Replacement: Replacing the tandem brake master cylinder

- Replace the tandem brake master cylinder.

Parts: Master Brake Cylinder

6—Installing the tandem brake master cylinder.



- Introduce tandem brake master cylinder (1) in the brake booster.
- Renew nuts (2).

Parts: Repair kit, includes screws and seal

- Place and tighten nuts (2).

Tandem brake master cylinder in the brake booster

Replace nuts.

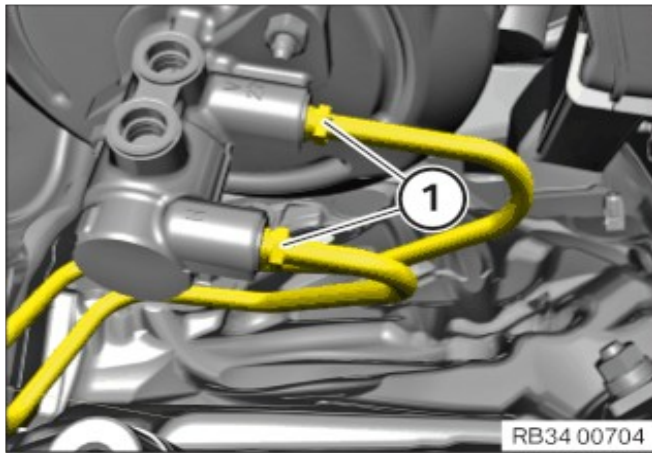
M8

23 Nm

- Fit brake lines (1) and tighten.

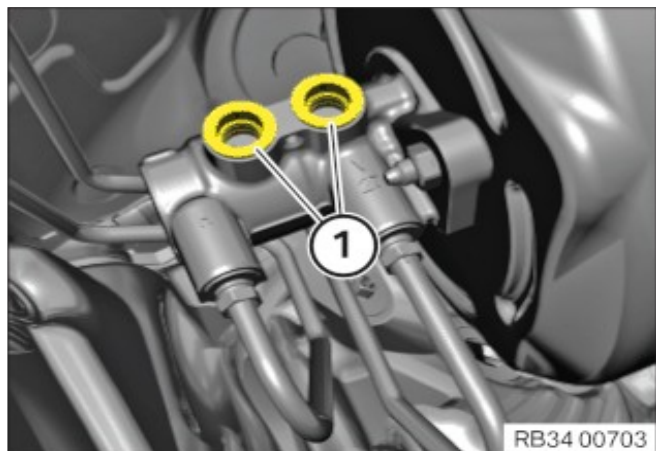
Brake line screw connection/union screws

Tightening torque	17 Nm
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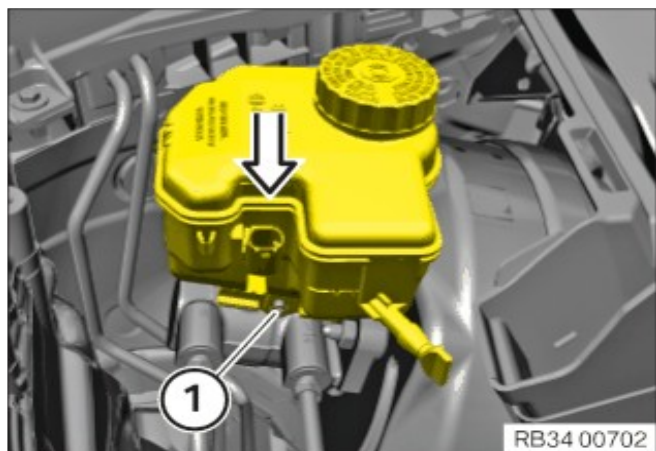
POST PROCESSES

7-Installing the expansion tank (vehicles with manual gearbox)



- Renew rubber plugs [\(1\)](#).

Parts: Seals

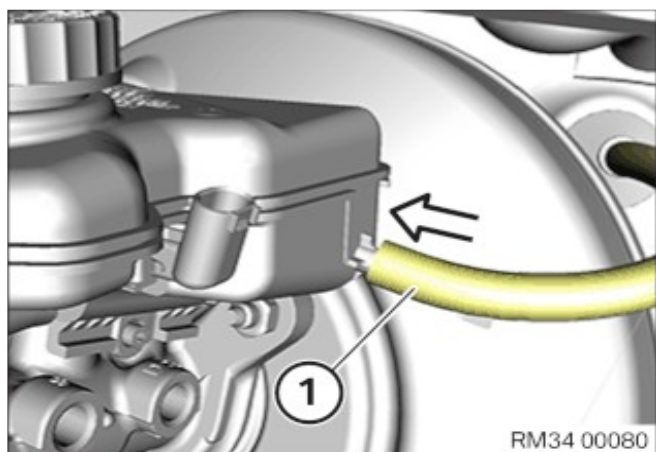


- Connect expansion tank to the tandem brake master cylinder.
- Renew retaining screw [\(1\)](#).
- Fit and tighten retaining screw [\(1\)](#).

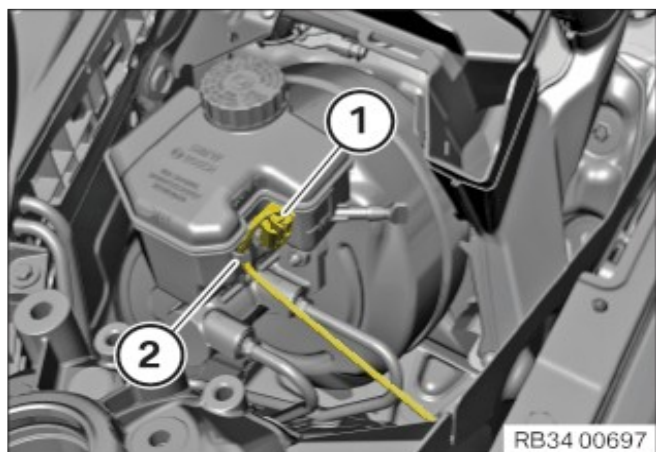
Retaining screw, expansion tank to tandem brake master cylinder

Renew screw.

4 Nm



- Connect the feed line [\(1\)](#) for the clutch hydraulic system in the direction of arrow.



- Connect connector [\(1\)](#).
- Attach the cable to the holder [\(2\)](#).

8—Connect bleeder unit for brake fluid



- To guarantee correct bleeding of the brake system, it is essential to adhere to the following procedure!
- Fill new brake fluid in the expansion tank up to the lower edge of thread (1).
- Bleed the hose of the bleeder unit before connecting.



RISK OF DAMAGE

Paint damage.

Mechanical or chemical impacts may lead to paint damage.

- Cover up working area with specified covering material only.

TECHNICAL INFORMATION

Use only BMW approved brake fluids, see operating fluids.

- Connect the bleeder unit (1) to the brake fluid expansion tank and switch it on.

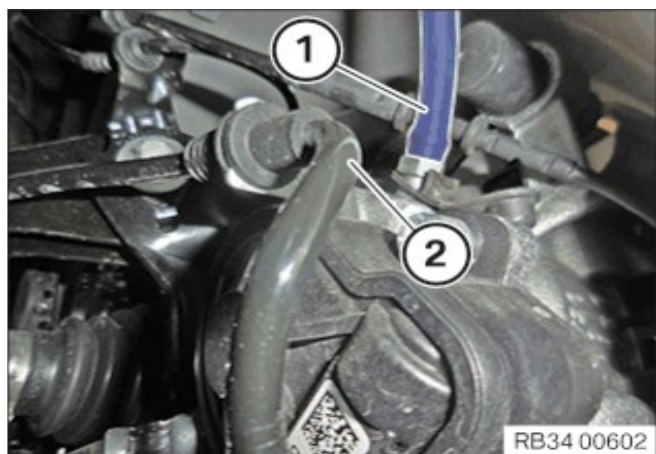
Observe the operating instructions of the corresponding equipment manufacturer.

- **Do not exceed the filling pressure of 2 bar.**

9—Rinsing and bleeding the rear axle brake circuit

NOTICE

Description is for right component only. The procedure on the left side is identical.



- **Start flushing at the rear right.**
- Connect the vent hose with the collecting vessel to the vent valve (1) on rear right brake caliper.
- Open the vent valve (1) and purge it until clear, bubble-free brake fluid emerges.
- Close vent valve.

Vent valve of the rear brake caliper, made of aluminium and not painted

Vent valve	Tightening torque	10 Nm
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Vent valve of the rear brake caliper, made of steel and always painted

Vent valve	Tightening torque	17 Nm
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- Carry out the same procedure on the rear left wheel brake.

10–Flushing and bleeding the front axle brake circuit

NOTICE

Description is for right component only. The procedure on the left side is identical.



- **Start flushing at the front right.**
- Connect the vent hose with the collecting vessel to the vent valve (1) on front right interior brake calliper.
- Open the vent valve (1) and purge it until clear, bubble-free brake fluid emerges.
- Close vent valve (1).

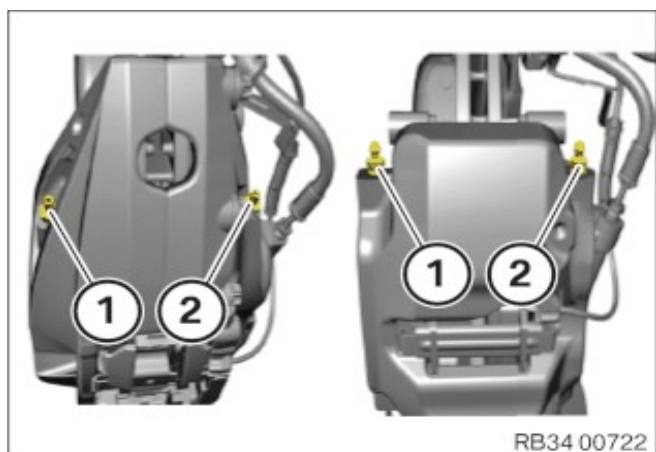
Vent valve

Tightening torque	10 Nm
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11–Flushing and bleeding the front axle brake circuit (brake, high)

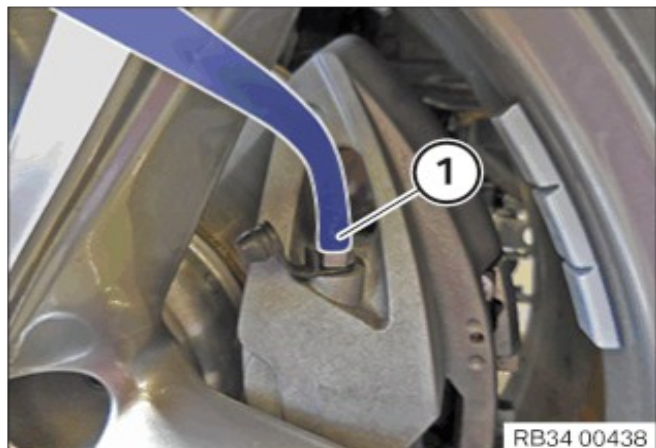
NOTICE

Description is for right component only. The procedure on the left side is identical.



- Two different fixed brake callipers are installed!
- For both versions, the outer (1) must be bled first. Then bleed inner (2).

- **Start flushing at the front right.**
- Connect the vent hose with the collecting vessel to the vent valve (1) on the front right outer brake calliper.
- Open the vent valve (1) and flush until clear, bubble-free brake fluid emerges.
- Close vent valve (1).

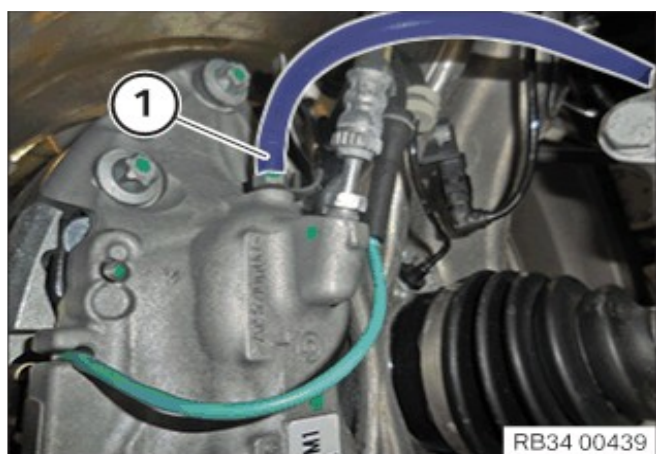


Front vent valve Brake calliper manufacturer Brembo

Vent valve	Tightening torque	18 Nm
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Front vent valve fixed brake calliper Brake calliper manufacturer Continental

Vent valve	Tightening torque	15 Nm
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- Connect the vent hose with the collecting vessel to the vent valve (1) on front right inner brake calliper.
- Open vent valve (1) and flush until clear, bubble-free brake fluid emerges.
- Close vent valve (1).

Front vent valve Brake calliper manufacturer Brembo

Vent valve	Tightening torque	18 Nm
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Front vent valve fixed brake calliper Brake calliper manufacturer Continental

Vent valve	Tightening torque	15 Nm
------------	-------------------	-------

- Carry out the same procedure on the front left wheel brake.

12–Disconnecting the bleeder unit for brake fluid

RISK OF DAMAGE

Paint damage.

Mechanical or chemical impacts may lead to paint damage.

- Cover up working area with specified covering material only.



- Switch off bleeder unit (1) and remove from brake fluid expansion tank .
- Check the brake fluid level; if necessary, adjust to maximum mark.

- Check the seal (1) of sealing cap for damage and renew it if necessary.



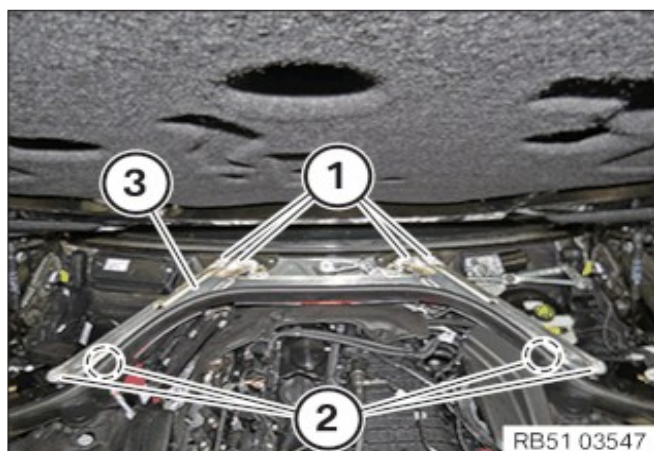
- Mount the sealing cap on the brake fluid expansion tank.

13–If installed: Install strut brace in rear of engine compartment

► Installing the tension strut on the strut tower

i TECHNICAL INFORMATION

Driving without the strut brace/front-end strut or tension strut is not permitted.



• **Version A:**

- Install the tension strut (3) on the strut tower.
- Tighten the screws (1).

Tension strut to bulkhead

M10x25 screw	Tightening torque	56 Nm
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- Renew screws (2).

Parts: Screws

- Tighten the screws (2).

Tension strut to strut tower

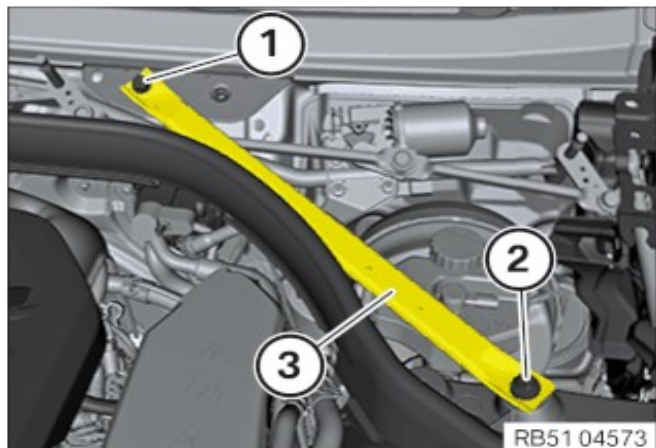
Screw	Renew screws.	Joining torque	56 Nm
		Angle of rotation	90 °

• **Version B:**

- Install tension strut on spring strut tower (3).
- Tighten screw (1).

Tension strut to bulkhead

M10x25 screw	Tightening torque	56 Nm
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- Renew the screw (2).

Parts: Bolt

- Tighten screw (2).

Tension strut to strut tower

Screw	Renew screws.	Joining torque	56 Nm
		Angle of rotation	90 °



► Installing cowl panel cover

RISK OF DAMAGE

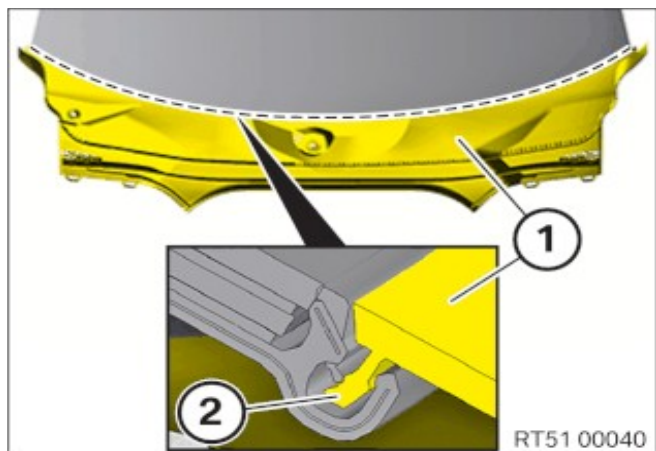
Damage caused by water ingress into the vehicle.

Water ingress into the vehicle may result in damage to components, malfunctions and corrosion.

- Ensure correct installation of the components.
- Only use undamaged components.

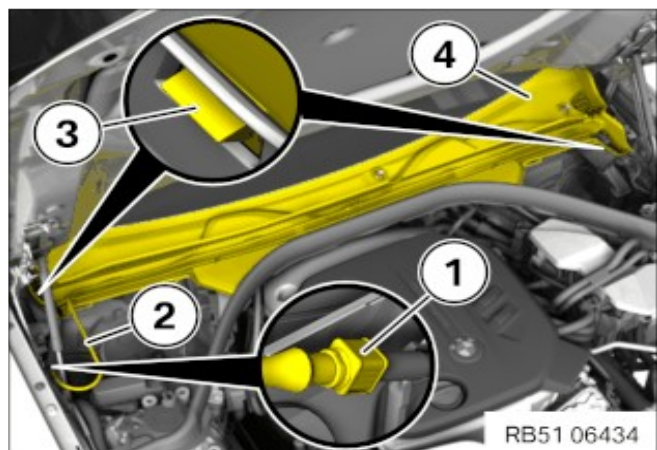
TECHNICAL INFORMATION

Before installing the cowl panel cover it is **mandatory** to check that the 48 V line is routed correctly and fitted tightly. An incorrectly routed or mounted 48 V line can be damaged by the wiper kinematics.



- Push the cowl panel cover (1) into the latch mechanism (2) beginning on the side.

- Clip cowl panel cover (4) in by means of the latch mechanisms (3).
- Position windscreen wash hose (2) and connect windscreen wash hose (1) quick lock.



► Install left and right wiper arm

NOTICE

Description is for left component only. Procedure on the right side is identical.

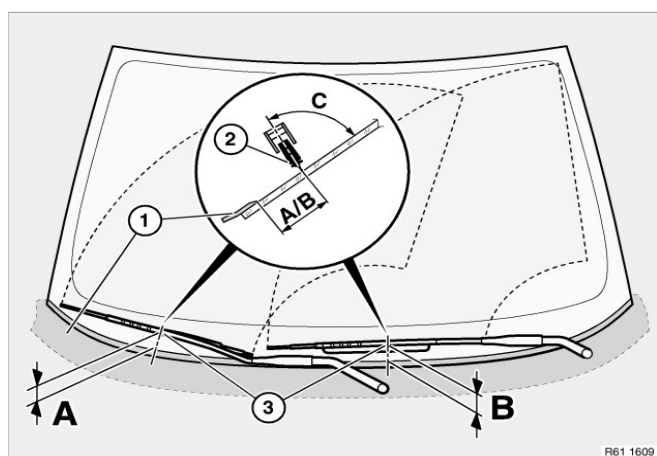
► Installing left and right wiper arm

TECHNICAL INFORMATION

The wiper system must be in zero position.

After installing the cowl panel cover and before installing the wiper arms:

Actuate the wiper system once to ensure that the wiper system is in the correct installation position.



- Connect the wiper arms (3).
- Correctly position the wiper arm (2) in relation to the window edge (1).

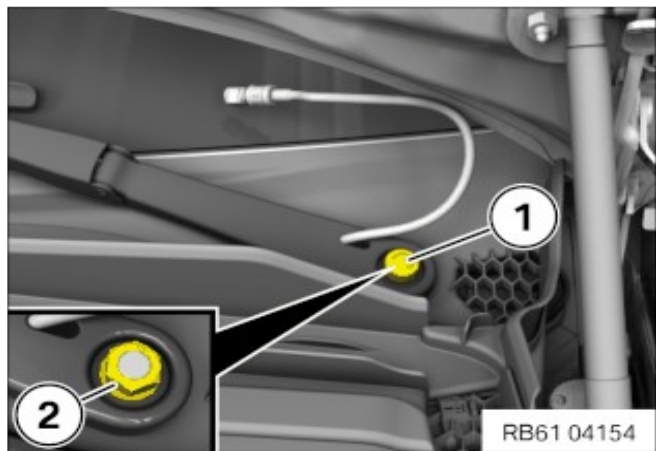
Distance from window pane edge to wiper blade

Wiper arm right (A)	57.5 ± 5 mm
Wiper arm left (B)	63.3 ± 4 mm

NOTICE

Perform the steps on the left and right side.

- Tighten nut (2).



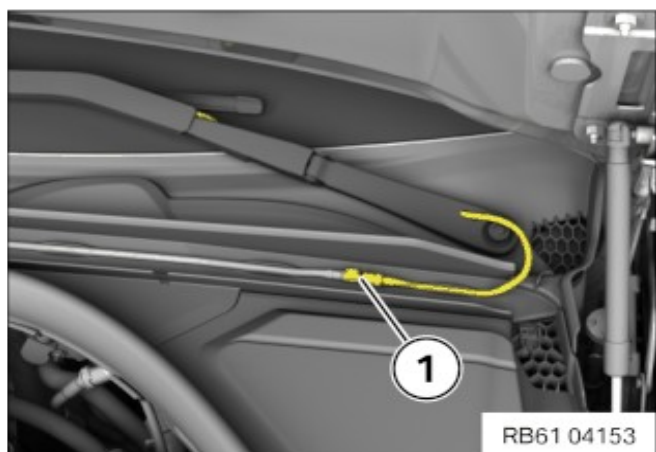
Wiper arm

KOMBİ hex nut

Tightening torque

35 Nm

- Connect the cover cap (1).



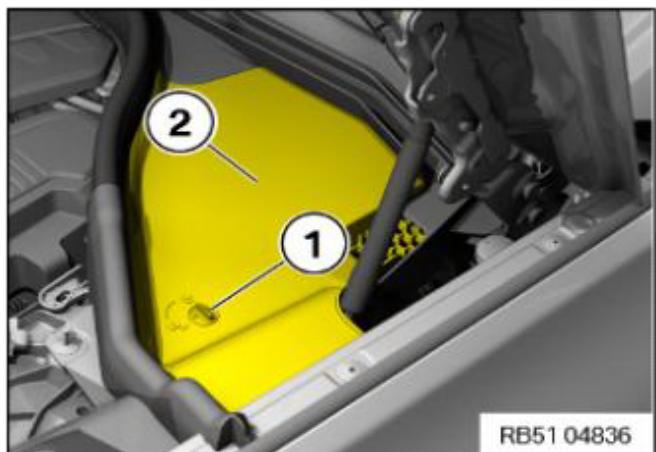
NOTICE

Perform the steps on the left and right side.

- Feed washer fluid hose (1) into the cowl panel guide and connect at the separation point.



14–Install the cover of the engine compartment on the rear left



- Position the engine compartment cover (2) at the rear left.
- Close the lock (1).

Service Information Bulletin

Brakes

August 25, 2026

B34 02 26

DELIVERY STOP: DYNAMIC STABILITY CONTROL (DSC) HYDRO UNIT

This Service Information Bulletin (Revision 0) replaces SI B32 04 26 **dated July 2026**.

What's New:

- New bulletin replaces incorrect Group number bulletin B32 04 26

☐	THIS REPAIR IS MOBILE FRIENDLY
☐	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

MODEL

E-Series	Model Description	Production Date
G22	4 Series Coupe	June 25, 2026 & July 14, 2026
G23	4 Series Convertible	June 11, 2026 – July 8, 2026

SITUATION

BMW AG has issued a Delivery Stop (effective July 23, 2026) on a small number of Model Year 2027 BMW vehicles that were produced between June 11, 2026, and July 14, 2026.

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 Delivery Stop.

The protective film which covers the 6 threaded connection holes on the DSC hydro unit may not have been completely removed before the brake line was fastened. This can lead to a gradual loss of brake fluid at the threaded connection. As a result, the driver is alerted at an early stage by a red Check Control Message stating "Brake system defective. Stop carefully. Do not continue driving. Call BMW Roadside Assistance". However, there is no functional limitation of the brake.

CAUSE

Error during the factory installation process of the brake lines to the DSC hydro unit.

CORRECTION

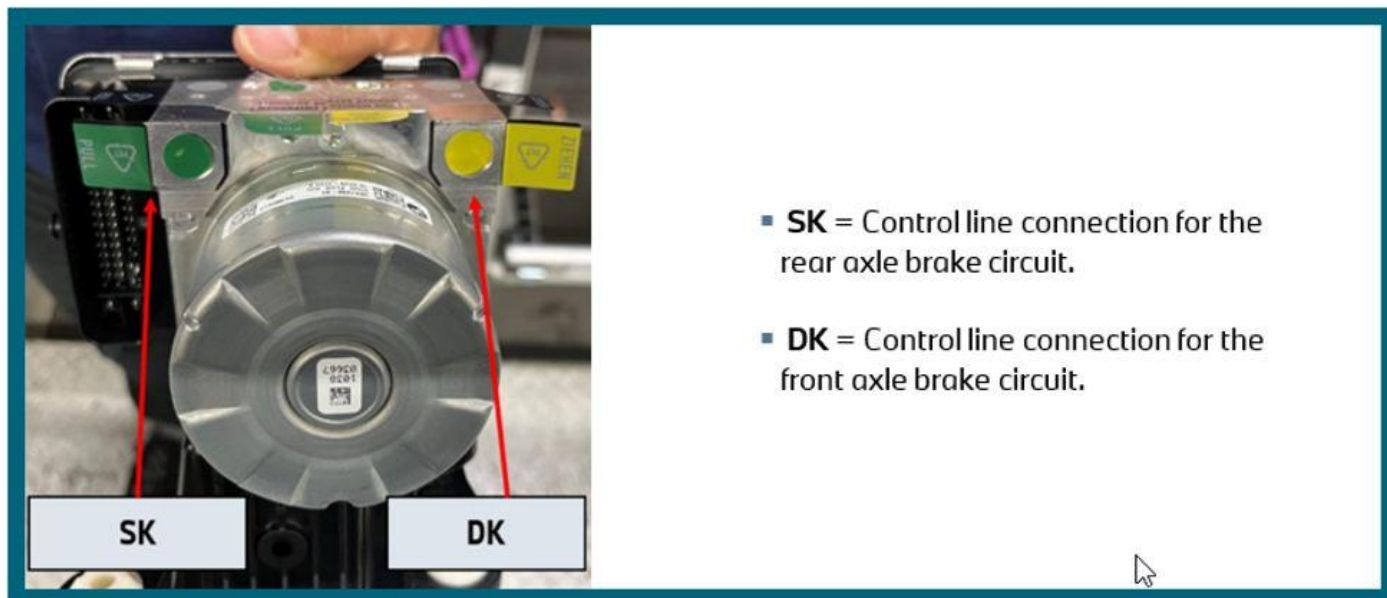
Check and, if necessary, replace the DSC Hydro Unit.

PROCEDURE

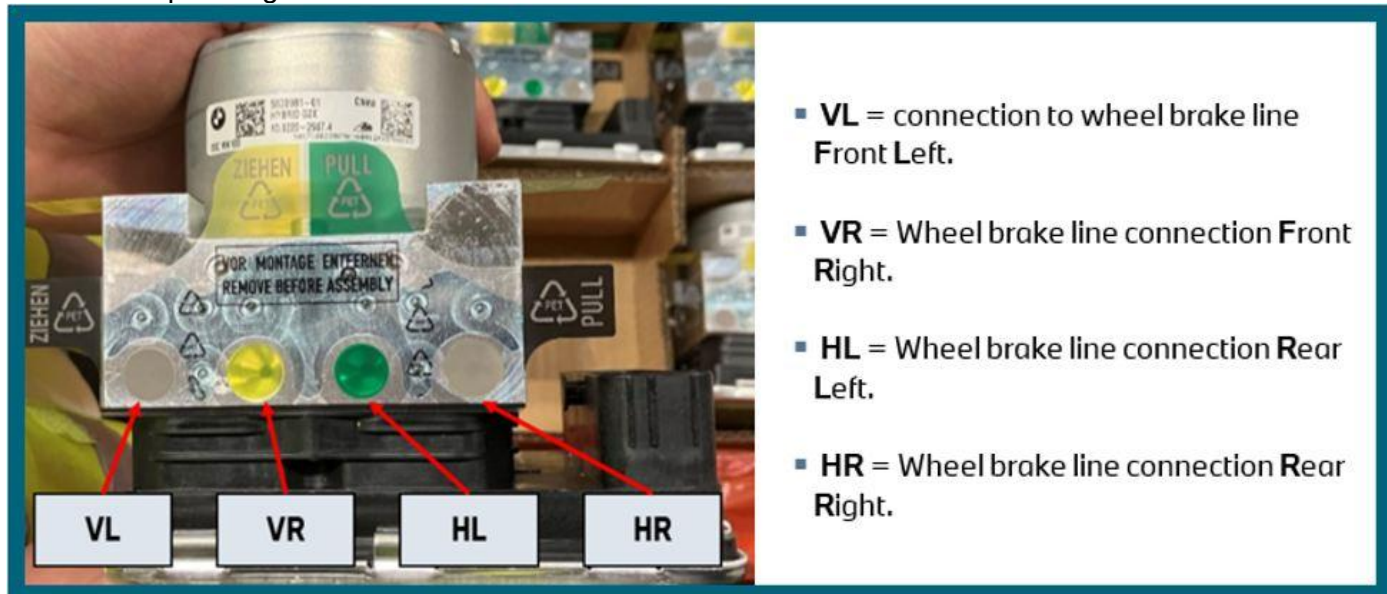
1. Visual inspection:

Open all 6 connections on the DSC unit and check whether the protective film or any residue from the protective film is present (Pic 1 and Pic 2).

Pic 1- Example image of the 2 connections for the control lines on the DSC unit



Pic 2- Example image of the 4 connections for the wheel brake lines on the DSC unit



If there are no traces of the protective film found, bleed the brake system. Refer to REP 34 00 027 "Renewing the fluid in the brake system".

If there are residues of the protective film found, continue to Step 2 "Results and procedures".

2. Results and procedures:

- If the protective film or residues of the protective film are present in the area of the 2 control lines on the DSC unit (Pic 1):

Replace the DSC hydro unit as per **REP 34 51 601** Replace hydraulic unit (following vehicle diagnosis).

And

Replace the tandem brake master cylinder as per **REP 34 31 505** Remove and install/replace tandem brake master cylinder. **Note: REP 34 31 505 is not available in ISTA/AIR; see attachment for repair instructions**

Note: Before installation of the DSC unit and the tandem brake master cylinder, the two control lines must be purged with compressed air.

Carry out a function check of the brake system.

- b. If the protective film or residues of the protective film are present in the area of the 4-wheel brake lines on the DSC unit (Pic 2):

Replace the DSC hydro unit as per REP 34 51 601 Replace hydraulic unit (following vehicle diagnosis).

If, in the **VL** = wheel brake line connection **Front Left** area, the protective film or residues of the protective film were present, **replace the front left brake caliper**. Refer to REP 3411519.

If, in the **VR** = wheel brake line connection **Front Right** area, the protective film or residues of the protective film were present, **replace the front right brake caliper**. Refer to REP 3411519.

If, in the **HL** = wheel brake line connection **Rear Left** area, the protective film or residues of the protective film were present, **replace the rear left brake caliper**. Refer to REP 3421220.

If, in the **HR** = wheel brake line connection **Rear Right** area, the protective film or residues of the protective film were present, **replace the rear right brake caliper**. Refer to REP 3421220.

Carry out a function check of the brake system.

PARTS INFORMATION

Use and invoice the part numbers below that apply.

Note: Only replace parts as needed by Procedure inspection findings

Part Number	Description	Quantity
34 50 5 BA7 0F1	Hydro unit DSC	1
34 33 6 892 205	Repair kit brake master cylinder	1
	Strut brace hardware	
07 11 9905147	Hex bolt with washer (M10x25-10.9ZNS3)	4
07 14 7483888	Hex bolt (M10x55 10.9 ZNS)	4
	Vehicles without SA02NH or 03M2 M SPORT BRAKE	
34 11 6883483	FRONT Caliper housing left	1
34 11 6883484	" Caliper housing right	1
34 20 8836841	REAR Caliper housing left	1
34 20 8836842	" Caliper housing right	1
	Vehicles with SA02NH M SPORT BRAKE	
34 10 8844341	FRONT Brake caliper housing Blue left	1
34 10 8844342	" Brake caliper housing Blue right	1
34 20 8836845	REAR Brake caliper housing Blue left	1
34 20 8836846	" Brake caliper housing Blue right	1
	Vehicles with SA03M2 M SPORT BRAKE	
34 10 8844345	FRONT Brake caliper housing, Red, left	1
34 10 8844346	" Brake caliper housing, Red, right	1

34 20 8836849	REAR Brake caliper housing, Red, left	1
34 20 8836850	" Brake caliper housing, Red, right	1

Additionally, other materials and small parts that are not specified above, such as fluids, lubricants (in sublet), one-time use screws, nuts, and seals, which must be replaced or installed (according to the ISTA repair instructions/ETK/AIR), are to be selected from the Electronic Parts Catalog, and/or other approved BMW Group's resources according to the respective vehicle type. Invoiced these items separately under the Repair Code listed in this bulletin.

Sublet – Bulk Supply Materials

Part Number	Description	Quantity
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
Or:		
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 as applicable:

Part Number	Description (As Permitted by State Statute)	Quantity
83 19 5A53089	BMW Group Non-Chlorinated Brake Parts Cleaner- 3% VOC (DN = 15 oz)	Sublet as needed
Or:		
83 19 2451316	BMW non-chlorinated. Brake Parts Cleaner -10% 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

Reimbursement for this Action will be via normal claim entry utilizing the applicable work package information below, and when required, the part numbers above that apply.

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
Associated work	Additional/expanded job/work task(s) that are beyond the scope of the preliminary job/work task (Plusposition or Main)

Only one Main work flat rate labor operation code can be claimed per workshop visit

Repair Code:	0034410300	G22 G23 B47 B48 Checking DSC hydro unit and replacing if necessary
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Below are the special flat rate labor operation code choices for this action.

DSC hydraulic unit Replacement is not necessary

Work Package	Labor Operation	Description	Labor Allowance
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# 1	00 79 992	Visual inspection and opening of the DSC lines – DSC hydraulic unit (OK) (Plusposition) (Include 34 00 506 Venting brake system)	8 FRU
Or:			
# 2	00 79 389	Visual inspection and opening of the DSC lines – DSC hydraulic unit (OK) (Main work) (includes 34 00 506 Venting brake system)	10 FRU

Or:

DSC hydraulic Unit Replacement is Necessary - Vehicle Programming and Encoding

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 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 other open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin

Work Package	Labor Operation	Description (	Labor Allowance
# 3	00 79 993	Visual inspection and opening of the DSC hydraulic unit lines (not OK) and replacement of the DSC hydraulic unit (Plusposition) (includes 34 00 506 Venting brake system, program and encode the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528))	18 FRU
Or:			
# 4	00 79 390	Visual inspection and opening of the DSC hydraulic unit lines (not OK) and replacement of the DSC hydraulic unit (Main work) (includes 34 00 506 Venting brake system, program and encode the vehicle control units, includes Carrying out vehicle test (00 00 006/61 21 528))	20 FRU

Or:

DSC Hydraulic Unit and Tandem Brake Master Cylinder Replacements are Necessary

Work Package	Labor Operation	Description (	Labor Allowance
# 5	00 79 994	Visual inspection and opening of the DSC hydraulic unit lines (not OK) and replacement of the DSC hydraulic unit and tandem brake master cylinder (Plusposition) (includes 34 00 506 Venting brake system, program and	25 FRU

		encode the vehicle control units, includes Carrying out vehicle test (00 00 556/61 21 528)	
Or:			
# 6	00 79 391	Visual inspection and opening of the DSC hydraulic unit lines (not OK) and replacement of the DSC hydraulic unit and tandem brake master cylinder (Main work) (includes 34 00 506 Venting brake system, program and encode the vehicle control units, includes Carrying out vehicle test (00 00 006/61 21 528))	26 FRU

And:

Additional Work if Applicable and as Supported

Expanded WP	Labor Operation	Description (Associated work)	Labor Allowance
A1	00 79 999	Additional work: replacing a front brake caliper (One front)	4 FRU
A2	00 79 999	Additional work: replacing a front brake caliper (Both fronts, claim again)	4 FRU
B1	00 80 500	Additional work: replacing a rear brake caliper (One rear)	6 FRU
B2	00 80 500	Additional work: replacing a rear brake caliper (Both rears, claim again)	6 FRU

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: B34 02 26 WP 3 DSC hydraulic unit Replacement), unless otherwise required by State law.

Sublet – Bulk Supply Materials (RO and Claim Comments Required)

Sublet Code 4	Reimbursement for the supported repair-related bulk supply materials (Do not use the BMW part numbers for claim submission)	Up to \$50.00
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Sublet reimbursement calculation for claiming the applicable repair-related bulk supply materials (BMW part numbers) is at the dealer net (DN) price for the full or proportional quantities used plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

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 "Search" icon. If the "Vehicle Selection" window displays two or more model possible vehicle choices, select 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.

Alternative Mobility Solution (AMS) for Vehicle Owners (RO and Claim Comments Required)

This Action’s repair qualifies for Alternative Mobility Solution (AMS) expense reimbursement, claim this item under the Defect Code noted above as follows:

- Sublet Code 2 - Itemize the AMS sublet amount on the repair order and in the claim comment section.

Please refer to SI **B01 29 16** for additional information.

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.

Reimbursement of Prior Customer-Pay Repairs (TREAD Act)

Based on the issue, the age/scope of the Affected Vehicles being addressed, and the requirements that applied to performing the related prior technical campaign, a reimbursement request for a qualifying prior customer-pay repair is not likely.

However, if you do receive a reimbursement request from a customer for a prior repair that may qualify, please contact the Warranty department (including a legible copy of the invoice) through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections. The Warranty department will review and respond to your inquiry accordingly.

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

