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B58 MHEV - MSA DEACTIVATED - IDLING, JOLTING AFTER PROLONGED IDLE OPERATION
2026-09-09

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

MODEL

E-Series / Model Description			Affected Engine
G05 (X5 Sports Activity Vehicle)	G06 (X6 Sports Activity Coupe)	G07 (X7 Sports Activity Vehicle)	B58B30M2 (= B58N)
G20 (3 Series Sedan)	G22 (4 Series Coupe)	G23 (4 Series Convertible)	
G26 (4 Series Gran Coupe)	G42 (2 Series Coupe)	G45 (X3 Sports Activity Vehicle)	
G60 (5 Series Sedan)	G70 (7 Series Sedan)		

SITUATION

Potential customer complaints with **no fault codes stored / No MIL displayed**.

1. "Rough idle after idling for a longer period of time"
2. "Vehicle feels like it is misfiring at idle"

The automatic Start/Stop function is deactivated.

The vehicle is stopped and the engine runs at idle speed.

After prolonged idle operation (approximately 30 to 50 seconds), a slight jolt or slight change in idle speed may be noticeable.

There are no relevant errors in the DME fault code memory.

No mixture control error, no misfiring, no error relating to a relevant component of the drive system.

Motor vehicles affected:

1. Only MHEVs (mild hybrid electric vehicle) with crankshaft-driven starter generator.
2. Only vehicles with optional equipment **01CE = recuperation system**
3. Affected I-levels: **I-level 24-07-500 or higher**

CAUSE

When the automatic Start/Stop function is deactivated, the engine only runs at idle speed through the crankshaft-driven starter generator when the vehicle is stopped. There is no combustion.

Depending on the state of charge of the 48V battery, the crankshaft-driven starter generator runs the combustion engine at idle speed for approximately 30 to 50 seconds.

Once the 48V battery has reached a certain state of charge, internal combustion engine operation is switched on again.

When internal combustion engine operation is activated again, there is a slight jolt and a slight fluctuation in idle speed.

CORRECTION

Determine what the vehicle’s current I-level is by either using AIR or the Key Reader/After-sales Workplace (AWP) application.

In the event of a customer concern, proceed as follows.

1. Perform a vehicle test
2. If possible, reproduce the customer complaint.

o If the complaint described above exists without a relevant fault being stored / No MIL display:

▪ The vehicle complies with series status **(Normal vehicle operation)**

▪ **Exchanging parts and/or updating the vehicle I-level is not effective**

▪ The customer must be informed accordingly
- CLAIM INFORMATION**
- This Service Information Bulletin provides technical and diagnosis-related information.
- Damage and/or issues caused by outside influences are not covered under the BMW limited warranties.
- FEEDBACK REGARDING THIS BULLETIN**
- | | |
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