



SIB 52 03 23

2023-03-10

SECOND SEAT ROW SW BLOCKING ACCESS TO THIRD SEAT ROW

<input checked="" type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
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MODEL

E-Series	Model Description	Production Date	Affected Option Code
G05	X5 Sports Activity Vehicle (SAV)	Vehicles produced up to April 2023	Vehicles equipped with optional SA 4UB Third-row seating

SITUATION

It is not possible to get into the third-row seating. The second-row seating is blocked and cannot be moved forwards or backwards.

CAUSE

Software in the driver's side rear seat module (FAH) and the passenger's side rear seat module (BFH).

CORRECTION

Program the seat modules (FAH, BFH).

PROCEDURE

1. Determine the vehicle's current I-level by either using AIR or ISPA NEXT application.
2. Is the current vehicle integration level:

Model	Target integration level
G05	S18A-23-03-530 or higher

NO: Proceed to Step 3

YES: Proceed to Step 4

3. Program the vehicle using **ISTA 4.40.2x** or higher (released early March 2023).

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 Dealer Universal Portal / TIS / Technical Documentation / Diagnostics and Programming / Programming Documentation.

Then reassess the vehicle.

4. If I-level is **S18A-23-03-530** or higher:

Do not program the vehicle. Run diagnosis with ISTA and work through the corresponding test module if necessary. Then reassess the vehicle.

NOTE: These networked seats are also described in detail in Service Bulletin [B52 23 19](#). In that service bulletin all relevant seat bulletins are listed.

See information on 'washer under the seat rails' and the 'cam interlock on latch' since these can cause a similar CCM.

CLAIM INFORMATION

During this workshop visit, the affected vehicle may show one or more programming and encoding Technical Campaign repairs open, the programming and encoding procedure may only be invoiced one time.

Select one of these open Technical Campaigns to perform and submit for updating the vehicle's software to the required I-level or higher.

Please be sure to perform any additional before and/or after work (including attaching labels) as required by the open campaigns on the vehicle. Close any remaining open programming and encoding Campaign repairs as outlined in the corresponding Service Information Bulletin.

Only if the above situation does not apply, the BMW software solution is then:

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks, or the BMW Certified Pre-Owned Program as described below.

Defect Code:	6135691500	Seat module / seat control unit (incl. holder) Permanent malfunction
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Refer to AIR for the corresponding flat rate unit (FRU) allowances.

Labor Operation	Description	Labor Allowance
00 00 006	Carrying out vehicle test (Main work)	Refer to AIR
Or:		
00 00 556	Carrying out vehicle test (Plus work)	Refer to AIR
And:		
61 21 528	Supporting voltage of the vehicle electrical system / recharging vehicle battery	Refer to AIR
And, as needed:		
61 00 006*	Carrying out vehicle diagnosis, ABL (Work time)	WT
Or:		
00 58 500*	Diagnosis Worktime Flat Rate	2 FRU
And:		
61 00 730	Program/encode control unit(s), includes deleting the fault memory	Refer to AIR

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.

Programming and Encoding - Vehicle Control Units (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 Defect Code in this bulletin with the labor operations in AIR that apply.

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 Defect Code and labor operations (including the diagnosis that applies*) in AIR that apply.

*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 (Programming and Coding does not apply)

If other eligible and covered work is performed because of performing the ISTA diagnosis and related test plans, claim this work with the applicable Defect Code and the labor operations listed in AIR (including the diagnosis that applies*).

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

