
# Release Notes Programming

# Passenger Cars

| | |
|---|---|
| ISTA | 4.16.2x |
| ISTA Service Data | 4.16.22 |
| ISTA/P | 3.66.1 |

# Table of contents

# 1 General notes

With the launch of ISTA 4, the functionality for programming has been integrated in ISTA.

The following series can be dealt with using ISTA/P:

- E Series

The following series can be dealt with using ISTA 4:

- F, G and I Series

These Release Notes contain information for both programming systems.

The Release Notes list all known faults and faults that are currently still unresolved, with possible workarounds which are important for the Retailer Organisation. Please contact Technical Support if additional faults occur on the vehicle. In particular in the following cases:

- vehicle-related programming faults / encoding faults and activation faults
- functional faults on the vehicle

With ISTA 4, it is now also possible to send feedback relating to programming directly to BMW AG. Selecting the "Feedback" symbol (envelope symbol) displays the feedback screen with input boxes.

If a new fault pattern is included in a release, this is indicated in the heading with *** NEW ***. This is no longer indicated in the follow-up release.

# 2 Overview of the I levels contained

I levels newly added or updated in this ISTA version are marked in **BOLD**.

**F, G, I series (ISTA 4)**

| Series group | I level |
|---|---|
| F001 (F0x, RR4, RR5, RR6) | F001-19-03-509 |
| F010 (F06, F1x) | F010-19-03-509 |
| F020 (F2x, F3x, F80, F82, F83, F87) | F020-19-03-522 |
| F025 (F15, F16, F25, F26, F85, F86) | **F025-19-03-530** |
| F056 (F39, F4x, F5x, F6x) | **F056-19-03-530** |
| S15A (G01, G02, G08, G1x, G3x, RR1x, RR31, F90) | **S15A-19-03-530** |
| S15C (G38) | **S15C-19-03-530** |
| S18A (G05, G07, G14, G15, G20, G29) | **S18A-19-03-530** |
| I001 (I01, I12, I15) | **I001-19-03-530** |

I levels correspond to the ISTA Service Data version on the front page.

**E Series (ISTA/P)**

| Series group | I level |
|---|---|
| E065 (E65, E66) | E065-17-11-545 |
| E060 (E60, E61, E63, E64) | E060-16-11-500 |

| Series group | I level |
|---|---|
| E070 (E70, E71, E72) | E070-16-11-500 |
| E89x (E81, E82, E84, E87, E88, E89, E90, E91, E92, E93) | E89x-18-07-520 |
| R056 (R55, R56, R57, R58, R59, R60, R61) | **R056-17-03-504** |
| RR01 (RR1, RR2, RR3) | RR01-18-03-510 |

### Info on the integration levels

PuMA measures or similar documents sometimes refer to an I level for the solution to a problem. In this case it is important to know which ISTA release contains the I level.

The name of the I level indicates, if it

1. is contained in the current ISTA release,
2. was already contained in a previous ISTA release or
3. will be provided in a future ISTA release.

Series group e.g. **F020 -** year **2017 -** month (**3, 7 or 11**) **-** version (**>= 500**)

| **Assuming the current release contains:** | **S15A-17-03-506** |
|---|---|
| Then the following I level is not available yet: | S15A-17-07-501 |
| Then this I level was already contained in an older ISTA release: | S15A-16-11-503 |
| Then this I level was already contained in an older ISTA release: | S15A-17-03-505 |

# 3 Innovations

The following interesting innovations are included, amongst others.

### ISTA/P

Currently no innovations.

### ISTA 4

New models can be dealt with

Benefit: The new vehicles F98, F97, G28 can be dealt with.

Process for deblocking component protection

The component protection is extended to the vehicles G11, G12 version as of 07/2015 and F15, F16, F85, F86 with version as of 07/2016.

As well as the HU-H2 (formerly NBT Evo), the component protection is also active since 3/2018 for the HU-B2 (formerly Entry Evo) and also in the HU-H3 MGU since 7/2018.

The process is identical for both control units and is documented in the ISTA user guide.

The user guide can be opened in ISTA using the “?” button.

New protection against tampering - control unit encoding

In G05, G15 and subsequent vehicles, the HU-H3 (formerly MGU), TCB, RSE and instrument cluster control units are linked together. This should prevent tampering with vehicles.

If one or more of the components are exchanged, the connection must then be re-established.

In order to re-establish the connection, an electronic certificate must be created in a BMW backend and imported into the vehicle.

**The automatic control unit validation works as of ISTA 4.16.1x.**

As a prerequisite, the necessary settings must be made in the ISPI Admin Client. These are described in the following.

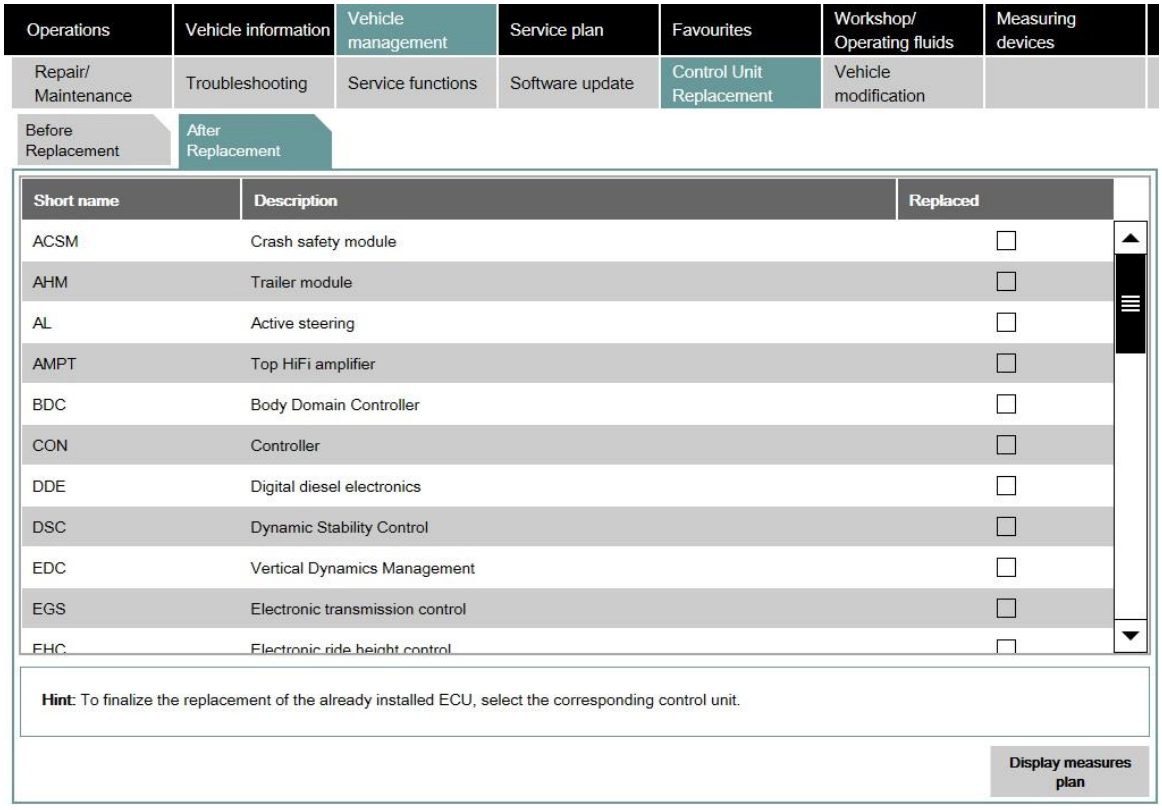
This process can **take place automatically** with ISTA 4.16.1x once the affected workshop systems (ISPI Admin Client) are correctly configured and there is an online connection to the BMW backend.

The required settings for the ISPI Admin Client are described in the ISPI Administrator Manual (Application: ISPI Admin Client (administration area) / ISPI Admin Client: Functions / ISPI Admin Client: Certification management).

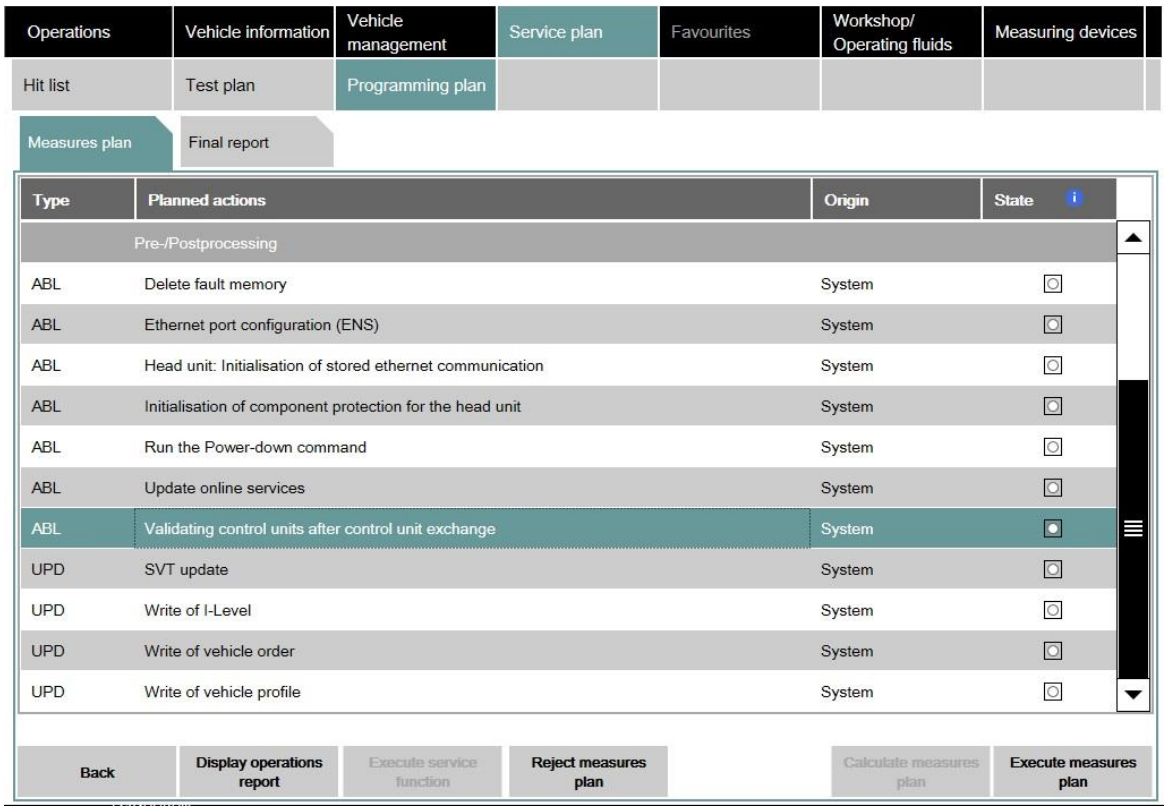
If the prerequisites for the automatic process do not exist, technical support can help to manually validate the control units.

The manual process is described below:

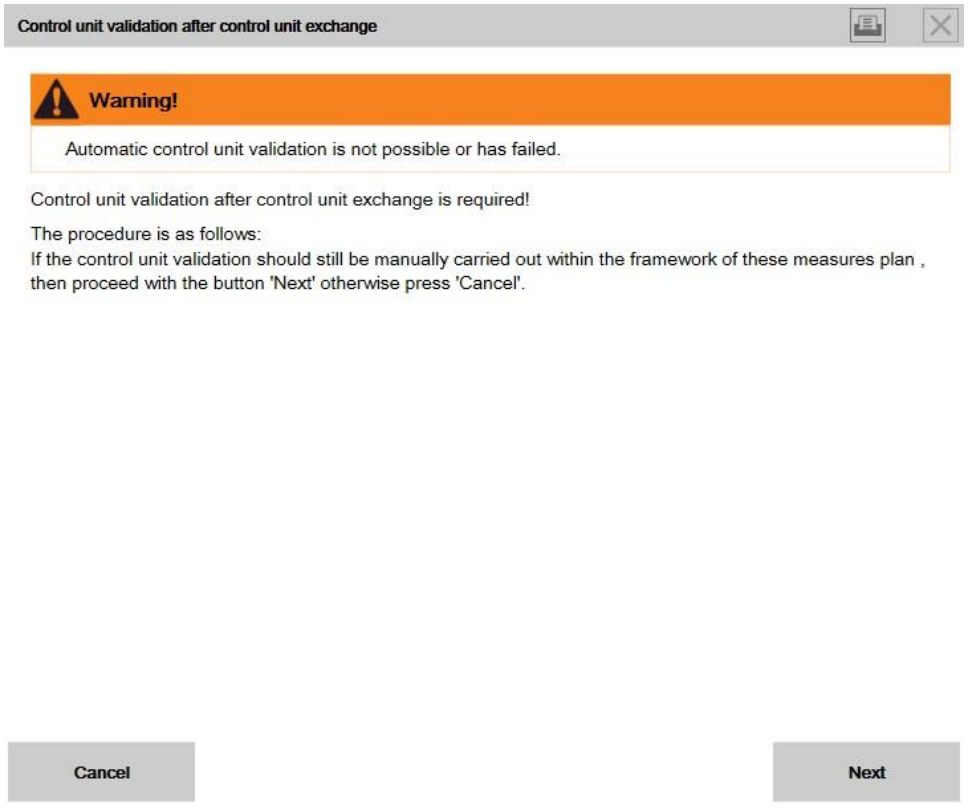
1. Select the exchanged control unit in the "After Replacement" tab and then calculate the measures plan.



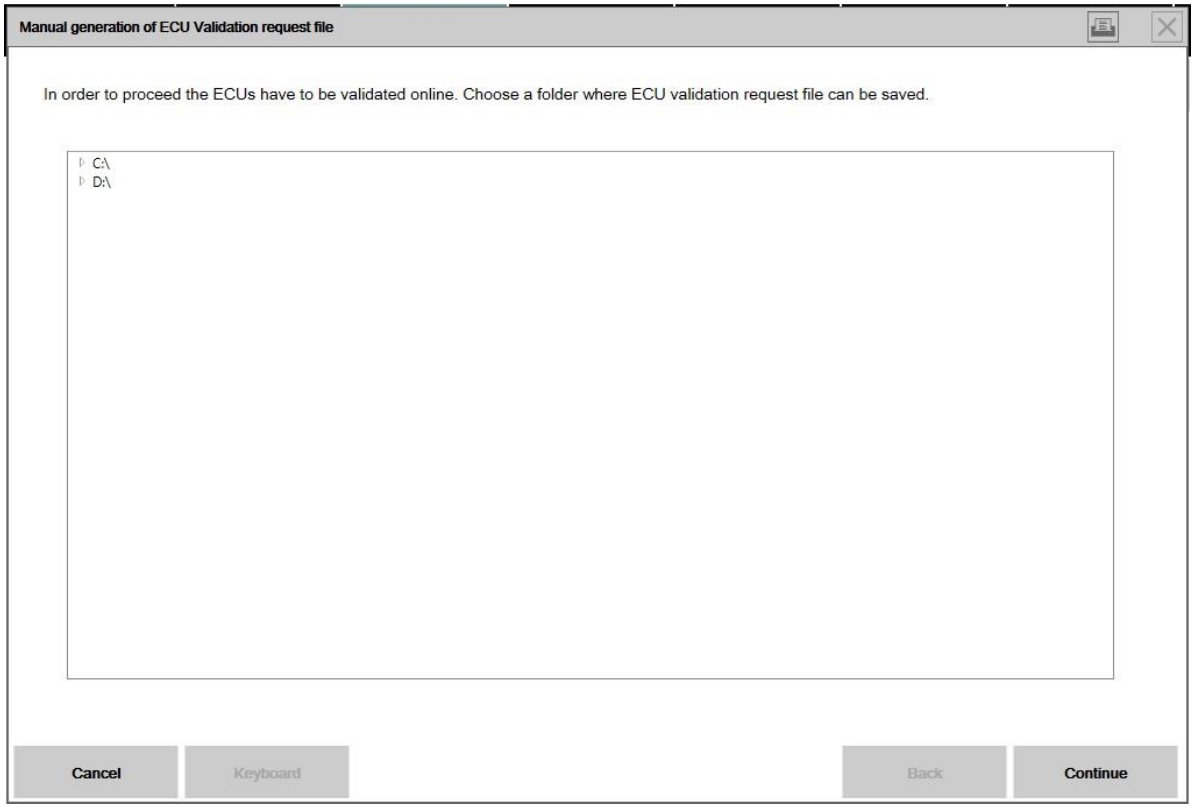

Then ISTA will automatically include the control unit validation in the measures plan.



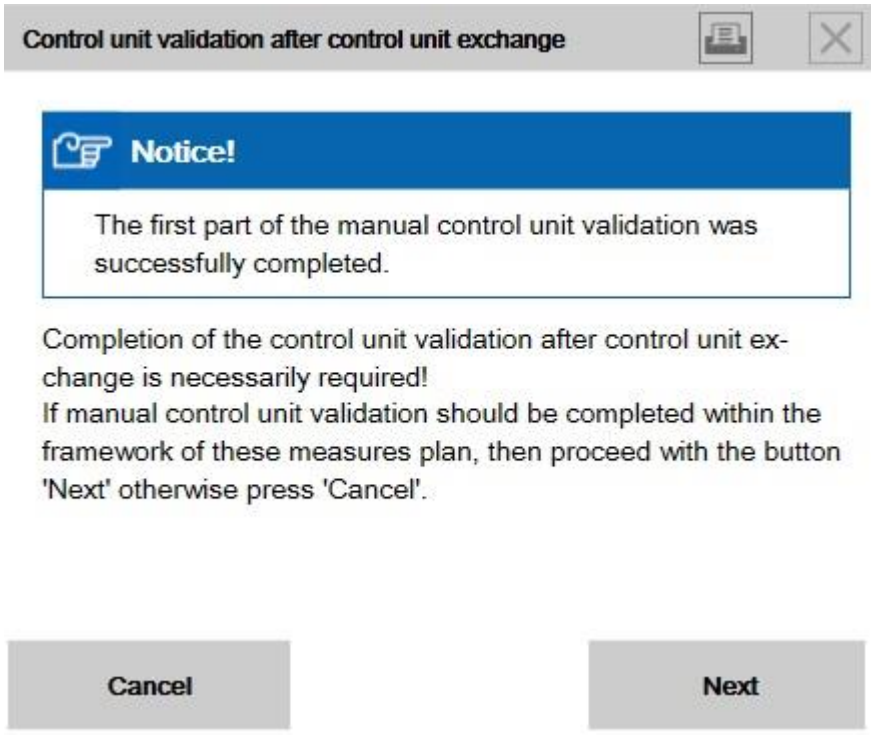

2. If ISTA cannot carry out automatic validation, a warning about the absence of control unit validation is displayed.




3. By clicking on the "Next" button, ISTA generates the required ValidationRequest_VIN_xxx.json.zip file and opens a file dialogue to save it. The file must be sent to technical support later via PuMA.




4. ISTA displays a note confirming that the file was successfully saved. At this point, you can exit the process using the "Cancel" button. After processing the measures plan, the session can be closed.



| | |
|---|---|
|  | The vehicle must not be handed over to the customer without successful control unit validation.<br>Various vehicle functions are not available without control unit validation, corresponding fault memories are set. |

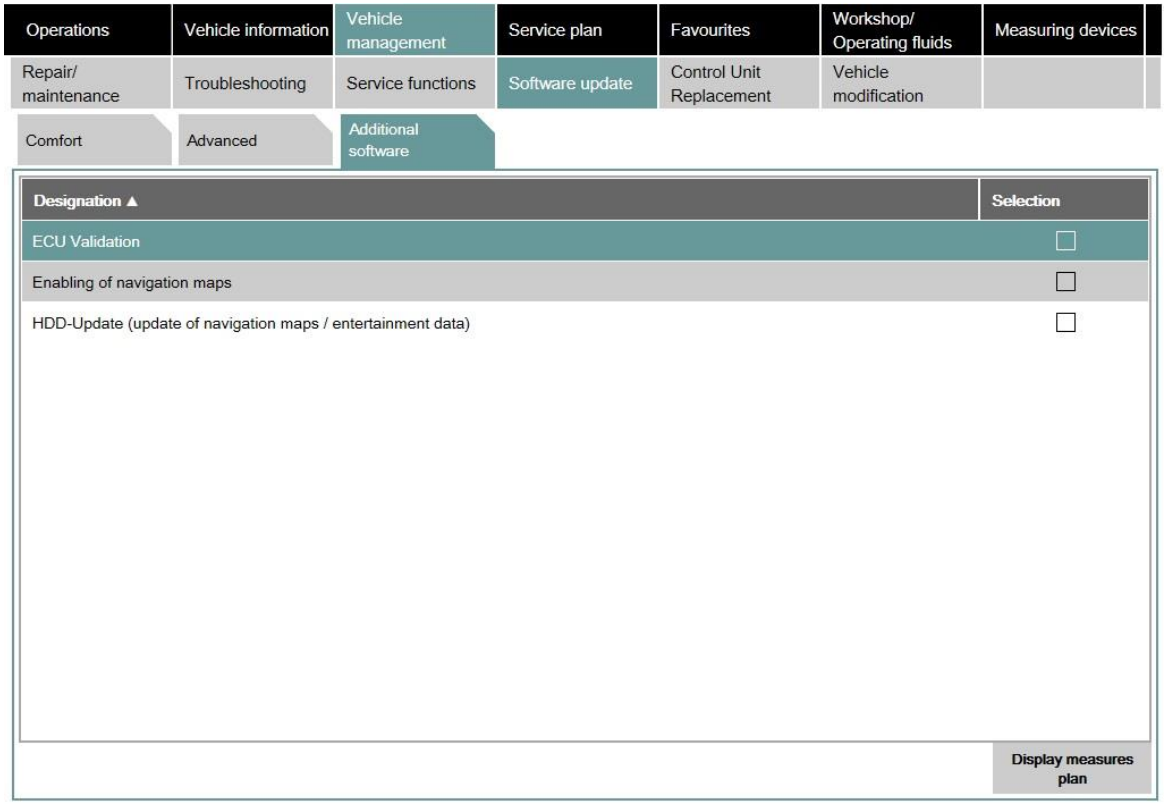
**PuMA**

5. Please send the saved json.zip file to technical support attached to a PuMA message.

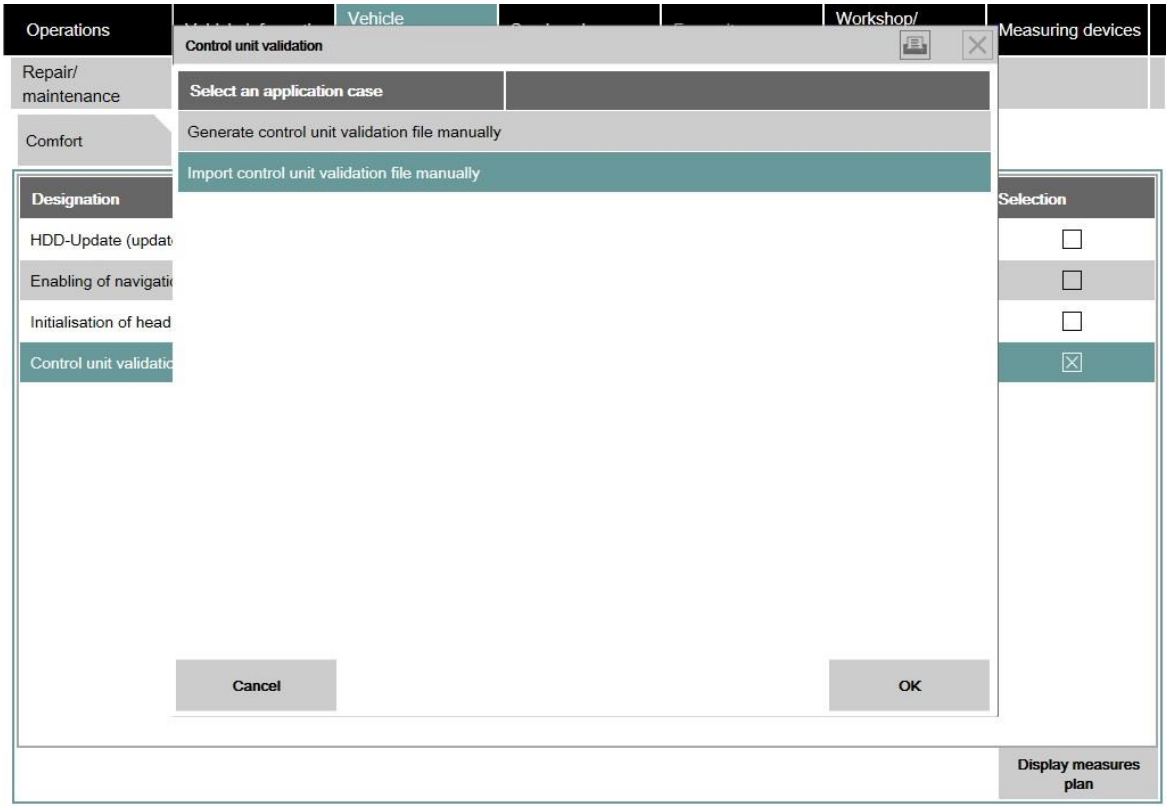
6. Technical Support will send you back a validated version of the file as file type json for the affected vehicle. This is subsequently required by ISTA.

**Start a new ISTA session**

7. In order to import the json file, select "ECU Validation" in the "Additional Software" tab.

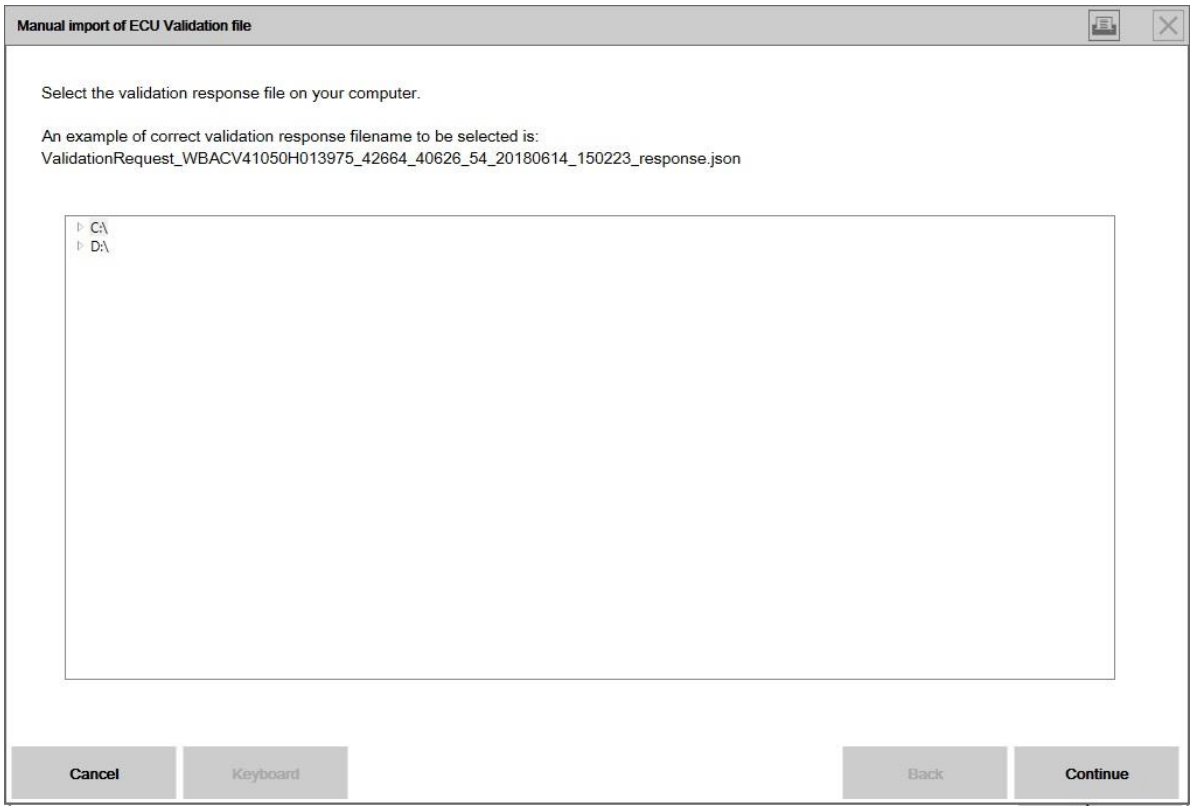


8. In order to import the validated file, select "Import control unit validation file manually" and confirm with "OK".

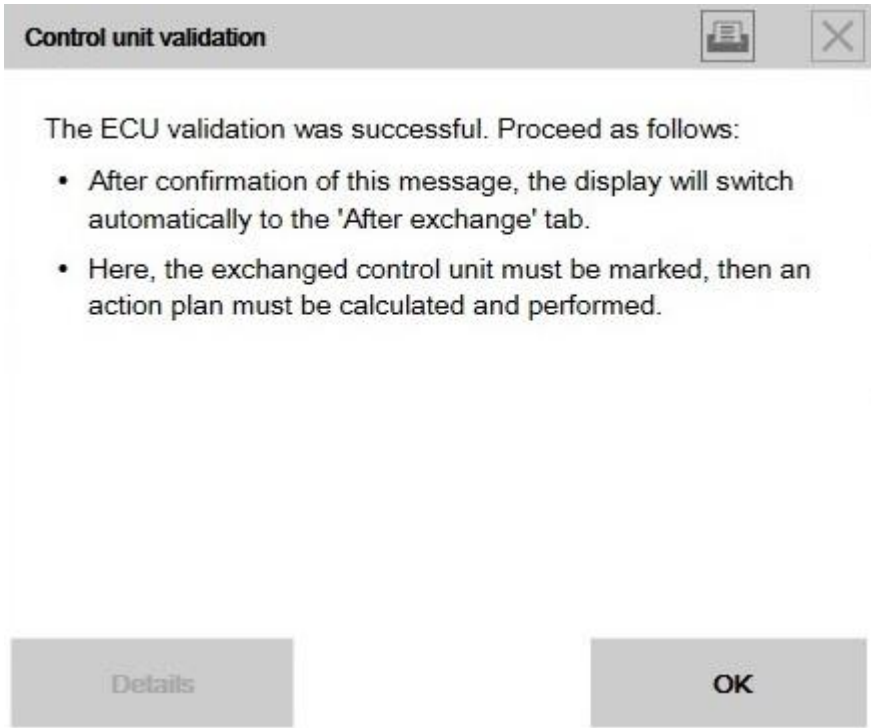



9. Select the ValidationRequest_VIN_xxx_response.json file in the file dialogue and confirm with "Continue" .

| | |
|---|---|
| ⚠ | Unzip the ZIP file and import the json file into ISTA. |




10. The file is written into the vehicle and checked.




11. After confirming the note, ISTA displays the tab for control unit exchange. Select the exchanged control unit and calculate and work through the measures plan.

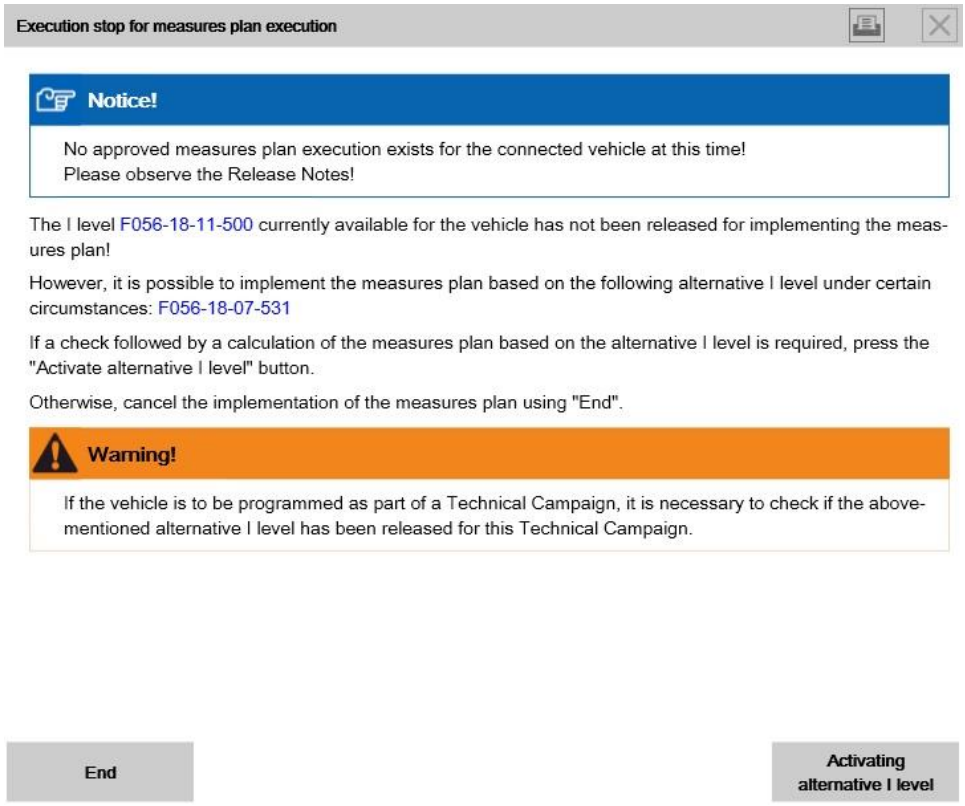
Execution stop with alternative I level

With ISTA 4, it is possible to set an execution stop for specific series, equipment, etc. even after installation.

This make it possible to specifically prevent vehicles in the Retailer Organisation from being updated with problematic software.

From ISTA 4.13.1x, the affected vehicle can be treated in certain cases with an alternative (older) I level.

In this case, ISTA displays a note referring to the execution stop and the alternative I level:




Using the “Activating alternative I level” button, the measures plan can be calculated on the older I level.

Alternatively, the measures plan can be terminated using the “End” button.

| | |
|---|---|
|  | If the vehicle is to be programmed as part of a Technical Campaign, programming with the alternative I level is generally not permitted! |

Check for programming restrictions due to virus protection/firewall software

Before programming, ISTA checks if communication between the vehicle and ISTA is restricted due to virus protection/firewall software on the ISTA computer.

In this case, ISTA displays a pop-up with a note about blocked interfaces.

**Please also observe the following Release Notes entry in this regard:**

- HU-H (formerly NBT) - No programming possible (firewall, virus protection)

# 4 Known faults F, G, I Series

## 4.1 * NEW * G11, G12 PHEV - Execution stop with alternative I level

**Fault description:**

At the start of the programming session an execution stop occurs with a reference to the Release Notes.

ISTA offers the option of programming the vehicle with an alternative I level S15A-18-11-553.

The execution stop will also be extended to G30 PHEV if necessary.

**Model series affected:**

G11, G12 PHEV vehicles with version before 3/2019.

**Measure / Workaround:**

Carry out programming with alternative I level.

The following Technical Campaigns can also be processed with the alternative I level: 12460400, 12600400, 12660400, 61810400, 64970100

**Fault corrected by:**

Expected for ISTA 4.16.3x

**Affected application:**

ISTA 4

## 4.2 * NEW * G07, G14, G15, G20, G29 - Execution stop

**Fault description:**

At the start of the programming session an execution stop occurs with a reference to the Release Notes.

ISTA offers the option of programming the vehicle with an alternative I level S18A-18-11-575.

Programming with I level S18A-19-03-5xx is required in the course of PuMA measure 64713440.

In this case, an IBAC can be requested from Technical Support.

**Model series affected:**

Vehicles G07, G14, G15, G20, G29.

**Measure / Workaround:**

Programming with alternative I level, request IBAC from Technical Support if necessary.

The following Technical Campaigns can also be processed with the alternative I level: 34390200, 34400200, 65130300, 34410200, 51570400.

The Technical Campaign 66310100 cannot be processed with the alternative I level .

**Fault corrected by:**

Expected for ISTA 4.16.3x

**Affected application:**

ISTA 4

## 4.3 G07, G14, G15, G20, G29 - After programming, the G05 image will be displayed in the instrument cluster

**Fault description:**

After programming, the image of a G05 is displayed in the instrument cluster.

The fault memory 0xB7F7D6 is set.

**Model series affected:**

The following vehicles are affected G07, G14, G15, G20, G29.

**Measure / Workaround:**

1. Allow vehicle to go to sleep
2. Start new ISTA session and manually assign the instrument cluster for programming.

Ensure the correct graphic is displayed in the instrument cluster.

**Fault corrected by:**

Expected for ISTA 4.16.3x

**Affected application:**

ISTA 4

## 4.4 Control unit validation using ZIP file does not work

**Fault description:**

As part of the control unit validation via the Additional software tab (for details, see the What's New section), you will receive a validated file of the file type json from Technical Support.

To transfer them using PuMA, it is attached as a ZIP file.

If the ZIP file is imported into ISTA, the control unit validation fails.

**Model series affected:**

Vehicles G05, G07, G14, G15, G20, G29 when replacing the instrument cluster, the HUH3 or the TCB ATM-02

**Measure / Workaround:**

| | |
|---|---|
|  | Please unzip the ZIP file and import the json file into ISTA. |

**Fault corrected by:**

Expected for ISTA 4.16.3x

**Affected application:**

ISTA 4

## 4.5 TCB - Following programming, fault memory 0x026180 is set

**Fault description:**

After programming, the fault memory 0x026180 is set in the TCB ATM-02.

**Model series affected:**

Vehicles G20, G29, G05, G07, G14, G15, G11, G12 with TCBATM-02.

**Measure / Workaround:**

The control unit does not need to be replaced. However, a control unit validation must be performed.

Automatic process:

1. Switch to the "Control unit/After replacement" tab and select the TCB.
2. Calculate measures plan and carry it out.
3. The online provisioning of the vehicle must be carried out successfully. To do so, if necessary carry out the necessary service function several times.

Note: If automatic control unit validation fails, please perform manual process.

Manual process:

- Process as described in What’s new section.
- In the "Control unit/After replacement" tab, select the TCB and carry out an action plan.

Please unzip the ZIP file from technical support and import the json file into ISTA.

- The online provisioning of the vehicle must be carried out successfully. To do so, if necessary carry out the necessary service function several times.

**Fault corrected by:**

Currently still open.

**Affected application:**

ISTA 4

## 4.6 Recommendation for managing models G05, G15

**Fault description:**

It is recommended to use ICOM Next for programming the new BMW models.

**Model series affected:**

Vehicles G05, G07, G14, G15, G20, G29.

**Measure / Workaround:**

Use ICOM Next

**Fault corrected by:**

Currently open

**Affected application:**

ISTA 4

## 4.7 F0x - programming not possible, control units are requested for installation

**Fault description:**

ISTA 4 instructs one or several of the specified control units for installation, although they are already fitted in the vehicle.

**Model series affected:**

Vehicles F01, F02, F03, F04, F07 with production date until March 2011 and the following control units:

- TEL-ULF260, TEL-ULF2HI, TEL-E15GSM
- MMC-01, MMC-01-FIRMAWARE
- AMP-HIFI01, AMP-TOP70
- SDARS-01
- LRR-01

**Measure / Workaround:**

The vehicle can be dealt with using ISTA/P.

AN IBAC activate code is required for this. This can be requested from technical support.

**Fault corrected by:**

Currently open

**Affected application:**

ISTA 4

## 4.8 LEM-01 - coding not possible

**Fault description:**

Coding of the LEM-01 failed repeatedly.

**Model series affected:**

Vehicles G1x, G3x.

**Measure / Workaround:**

Contact Technical Support.

**Fault corrected by:**

Currently still open.

**Affected application:**

ISTA 4

## 4.9 ISTA 4 - Information on BDC exchange or programming cancellation gateway control units

| | |
|---|---|
|  | The exchange of the BDC is again supported with ISTA 4.09.1x. |

**Fault description:**

When carrying out the special measures plan in the event of a BDC exchange, or due to a programming abort of the gateway control unit, the following pop-ups appear repeatedly:

- Requesting that the ignition be switched on
- SYS-0012 Identification Error
- Connection to control unit Unknown interrupted

**Model series affected:**

Vehicles with the control units FEM or BDC.

**Measure / Workaround:**

Confirm pop-ups until the special measures plan has been carried out.

**Fault corrected by:**

Currently still open.

**Affected application:**

ISTA 4

## 4.10 Invalid IP address for BN2020Ethernet control units

**Fault description:**

During vehicle management, one of the following Ethernet-capable control units should be programmed:HU-H, RSE, ATM, KOMBI, ACC, ICAM, KAFAS

At the start of the session, a note appears indicating that the IP address is invalid. The Ethernet programming can fail if the following steps are not followed:

**Model series affected:**

All F, G, I Series

**Measure / Workaround:**

1. End ISTA session
2. Carry out a battery reset
3. Restart the session
4. If fault message still appears: Check the Ethernet wiring in the vehicle using the wiring diagram in ISTA
5. If fault message still appears: Contact Technical Support

**Fault corrected by:**

Currently still open

**Affected application:**

ISTA 4

# 5 Known faults E Series (ISTA/P)

## 5.1 Vehicle order import fails due to antivirus software and firewall

**IMPORTANT!**

In individual cases, the vehicle order-import fails because of installed security software (antivirus software or firewall). After the session starts, the vehicle identification with ISTA/P fails. (BMW-internal locations are not affected by the fault)

**Measure / Workaround:**

For more details, see ISPI Dealer Self Support entry 51219.

**Affected application:**

ISTA/P