



Release Notes Programming

Passenger Cars

ISTA	4.24.1x
ISTA Service Data	4.24.12
ISTA/P	3.67.2

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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)	F001-20-07-521
F010 (F06, F1x)	F010-20-07-520
F020 (F2x, F3x, F80, F82, F83, F87)	F020-20-07-525
F025 (F15, F16, F25, F26, F85, F86)	F025-20-07-520
F056 (F39, F4x, F5x, F6x)	F056-20-07-520
S15A (G01, G02, G1x, G3x, RR1x, RR31, F90, F97, F98)	S15A-20-07-525
S15C (G08, G38)	S15C-20-07-525
S18A (G05, G06, G07, G14, G15, G16, G20, G21, G22, G28, G29, F40, F44, F91, F92, F93, F95, F96)	S18A-20-07-525
I001 (I01, I12, I15)	I001-20-07-510
RR21 (RR21, RR22)	RR21-20-07-525

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
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)	RR01-19-11-500

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 4

New models can be dealt with

Benefit: The new vehicles G22, RR21, RR22 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 control unit validation can only be performed after the component protection has been deblocked.

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 process is documented in the ISTA user guide.

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

4 Known faults F, G, I Series

4.1 Notes on individual campaigns

Fault description:

If necessary, after vehicle programming, actions to restore individual data are completed with the result Warning, and ISTA reschedules them in the final work.

This behaviour can also occur if no control unit has been replaced.

The background is the update of the programming functions contained in ISTA for future derivatives.

Model series affected:

All series

Measure / Workaround:

The operations relating to the individual data can be ignored.

Fault corrected by:

ISTA 4.24.2x

Affected application:

ISTA 4

4.2 RAM - activation code Technical Campaign when programming to 20-03 or more recent

Fault description:

When programming to S18A-20-03-5xx or more recent, an activation code Technical Campaign for the RAM control unit is scheduled.

Model series affected:

Vehicles G0x, G1x, G2x, F40, F44, F9x.

Measure / Workaround:

Import the activation code into the vehicle

Fault corrected by:

Affects vehicles with build level before March 2020.

Affected application:

ISTA 4

4.3 * NEW * G05, G06, G07 - activation code Technical Campaign when programming to 19-11 or more recent

Fault description:

When programming to S18A-19-11-5xx more recent, an activation code Technical Campaign for the VIP control unit is scheduled.

Model series affected:

G07 and G05, G06 vehicles with special equipment 2VR, 2VW, 2VF.

Measure / Workaround:

Import the activation code into the vehicle

Fault corrected by:

Affects vehicles with version before November 2019.

Affected application:

ISTA 4

4.4 High beam assistant - activation code Technical Campaign when programming to 19-07 or later

Fault description:

For programming to S18A-19-07-5xx or S15A-19-07-5xx or later, an activation code Technical Campaign for the KAFAS control unit is scheduled.

The reason is that the function is activated retrospectively for the customer.

Model series affected:

G05, G07, G14, G15, G20, G29 and G11, G12 vehicles, as of life cycle impulse with special equipment 5AC.

Measure / Workaround:

Import the activation code into the vehicle

Fault corrected by:

Affects vehicles with version before July 2019.

Affected application:

ISTA 4

4.5 HU-H2 - Reference to repair measure

Fault description:

When programming a vehicle with HU-H2 NBTEvo, a note is displayed about a HU-H2 programming failure.

Model series affected:

Vehicles F0x, F1x, F2x, F3x, F4x, F5x, F6x, F8x, F90, G0x, G1x, G3x, I01, I1x, RRx with HU-H2.

Measure / Workaround:

1) Follow the note and carry out the repair measure (service function) for the HU-H2. This can take up to 20 minutes.

2) Calculate and execute measures plan.

Pay attention to final work.

Fault corrected by:

HU-H2s from a limited production period are affected by the fault.

Please observe PuMA measure 64862978.

Affected application:

ISTA 4

4.6 HU-H3 (Head Unit High 3) / RSE control unit cannot be encoded

Fault description:

Encoding the HU-H3 MGU-01 or RSE fails repeatedly.

Model series affected:

G0x, G1x, G2x, F4x, F9x vehicles with MGU-01 control unit

Measure / Workaround:

Assign HU-H3 control unit manually for programming in ISTA.

Fault corrected by:

Currently open

Affected application:

ISTA 4

4.7 HU-H3 (Head Unit High 3) / RSE control unit has communication fault after programming

Fault description:

After programming, ISTA reports a communication fault S0273 for the HU-H3 MGU.

The HU-H3 is marked for installation in the measures plan.

Model series affected:

G0x, G1x, G2x, F4x, F9x vehicles with MGU-01 control unit

Measure / Workaround:

1. Carry out control unit reset with ISTA. In case the control unit still does not respond:
2. De-energise the vehicle. Please note that batteries are installed in the engine compartment and luggage compartment, depending on the equipment.

Then start a new session and mark the HU-H3 manually in ISTA for programming.

Fault corrected by:

Currently still open.

Affected application:

ISTA 4

4.8 KAFAS does not respond any more after programming

Fault description:

After programming, the KAFAS control unit no longer responds.

Model series affected:

G05, G07, G14, G15, G20, G29 vehicles with I level 18-11-5xx.

Measure / Workaround:

- 1) Let vehicle go to sleep. KAFAS then responds again.
- 2) Start new ISTA session, calculate and carry out measures plan.

Fault corrected by:

Currently open

Affected application:

ISTA 4

4.9 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-FIRMWARE
- 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

4.10 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

4.11 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