



SIB 33 01 24

PROPER REPAIR PROCEDURE FOR REAR AXLE FAILURE (BEV)

2026-06-05

This Service Information Bulletin (Revision 1) replaces SI B33 01 24 **dated July 2024**.

What's New:

- Correction updated: Programming to latest I-level
- Procedure updated
- Claim Information updated

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

G26 i4 Gran Coupe Battery Electric Vehicle (BEV) With HEAT 220LR	G60 i5 Sedan (BEV)	G70 i7 Sedan (BEV)	i20 iX Sports Activity Vehicle (SAV BEV)
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SITUATION

The vehicle will no longer move when put into gear. There may also be loud noise coming from the HEAT* (electric drivetrain)/Rear axles.

*German acronym for Highly integrated electric drivetrain topology- Hochintegrierte Elektrifizierte Antriebs-Topologie

CAUSE

The rear axle shaft has failed during spirited driving at the splined section of axle in the differential of the HEAT.

CORRECTION

Both rear axles will need to be replaced.

Inspect the output splines and surfaces of the differential. If there is any damage or signs over overheating (discoloration) or pieces of the axle cannot be removed, the HEAT and both axles will need to be replaced (TC approval required).

If the surface areas and splines in the differential show no damage; replace both axles.

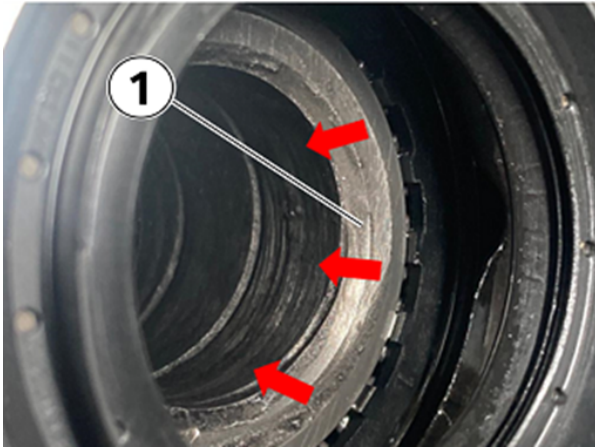
Update the vehicle software via Remote Software Upgrade or ISTA programming.

PROCEDURE

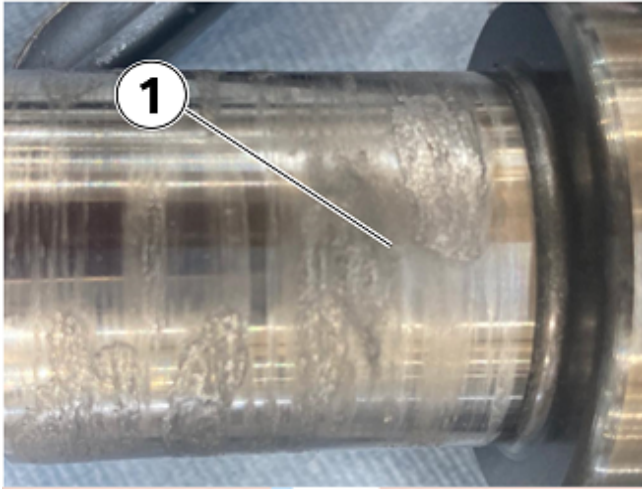
The electric drive unit must be checked on both sides for the following damage. An endoscope is recommended for the test on the right side.

- Visually check the parallel key spline in the differential of the electric drive unit for damage (on the side where the driven shaft is broken)
- Visually check whether fragments of the driven shaft have remained in the differential
- Check the surfaces of the plain bearing seats (on both sides of the differential) for

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discoloration due to high heat, chips, and seizing marks (1)



- Check the surface of the plain bearing seats of both driven shafts for discoloration due to high heat, chips, and seizing marks (1)

If damage is found at the points listed above, the electric drive unit must be replaced.

To replace the axle shafts (only):

For i20: Follow Repair Instruction **33 21 000 Removing and installing/replacing left or right output shaft**.

For G26: Follow Repair Instructions **33 21 011 Replacing left output shaft** and **33 12 012 Replacing right output shaft**.

For G60/G70: Follow Repair Instruction **33 21 006 Removing and installing/replacing left or right output shaft**.

To replace the electric drive unit (HEAT):

Follow Repair Instruction **12 35 531 Replace rear highly integrated electric drive topology completely**.

Submit a TSARA TeileClearing case for HEAT approval. Provide the necessary pictures in the case for documentation.

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

If the vehicle's I-level is lower than what is as applicable as noted below, program control units.

G26, G60 - I-level 25-11-510 or later

G70, I20 - I-level 25-11-530 or later
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Remote Software Update (RSU) is the preferred method of vehicle software update for this Action. To carry out the procedure via Remote Software Update, follow the instructions in SI B09 01 25.

If RSU software upgrade method is not available for the vehicle, then the vehicle's software needs to be updated via ISTA.

PARTS INFORMATION

Obtain and confirm the part numbers for your specific vehicle by entering the chassis number in either ETK or AIR which considers specific equipment and/or options.

CLAIM INFORMATION

This Service Information Bulletin provides technical, diagnosis, and repair-related information.

Damage and/or issues caused by outside influences are not covered under the BMW limited warranties.

Eligible and Covered Work/Repairs

Repairs that address a verified defect in materials and/or workmanship, together with the required TC approval as noted above, are covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

To submit a claim, please follow the established and applicable warranty policy and procedures (Labor/Part/Sublet – Bulk supply materials) that apply to the repair being performed.

Refer to the below and AIR for the claim-related line item's Repair Code.

3321001300 Output shaft, rear Broken

For the repair that was performed, obtain the corresponding labor operation codes and their flat rate unit (FRU) allowances, including the diagnosis* that applies.

Only one Main labor operation code can be claimed per workshop repair visit.

Vehicles with No Open Programming and Encoding Technical Campaign

G26, G60: Vehicle's I-level is lower than 25-11-510, or

G70, I20: Vehicle's I-level is lower than 25-11-530

Labor Operation	Description	Labor Allowance
61 99 000	Work time for the Remote Software Upgrade performed (RSU status: Ready to be installed) (Plusposition) (Claim comment required)	2 FRU

Or:

Labor Operation	Description	Labor Allowance
61 00 730	Program/encode control unit(s), includes deleting the fault memory	As applicable

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.

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 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" or the component/system terms 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.

(*) 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.

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