SIB 61 06 26

BEV HV CHARGING NOT POSSIBLE, CHARGING SOCKET WHITE LED ON, NO FAULTS STORED

2026-06-04

This Service Information bulletin (Revision 1) supersedes SI B61 06 26 **dated April 22, 2026.**

What's New:

- Claim Information updated

MODEL

E-Series	Model Description
G26	i4 Gran Coupe (Battery Electric Vehicle (BEV))
G60	i5 Sedan BEV
G70	i7 Sedan BEV
i20	iX Sports Activity Vehicle (SAV, BEV)

SITUATION

Charging sessions cannot be started or they are interrupted while using a Level 2 AC **high-power** charging station, or with a Level 3 DC charging station.

Charging may start normally but can interrupt after some time. Level 2 (240 V) Flex Charger and Wall box may also be affected.

The red or white LED is displayed on the high-voltage charging socket; however, no associated fault codes are stored.

Note: This SIB is intended as a diagnostic aid "tips and tricks". Although it doesn't refer to a specific production date range, all BEV vehicles may be affected.

CAUSE

1. Unfavorable high-voltage charging socket PE (Protective Earth = protective ground) pin grounding wire connection at vehicle body contact point.

2. Unfavorable Control Pilot (CP) or Proximity Pilot (PP) low voltage signal connection.

3. Worn contact pins in the charging socket or charging station charging plug.

4. Charging plug is not correctly connected to the vehicle.

If all the signals and electrical connections of the charging socket are correct, it is possible that the charging session may have been aborted due to a mechanical obstruction or charging socket/plug alignment.

Note: The "high power" charging station plug and cable may sag under its own weight, lowering the charging plug and impeding it from fully locking into place. This can create a faulty contact.

CORRECTION

Warning! Note: Safety related information is found in Repair Instruction 61 00… "Observe safety instructions when handling electric vehicles".

The high-voltage system operates based on hazardous, electrical voltage and high currents. Danger to life due to electric shock!

Therefore, all work on the high-voltage system may only be carried out by specially trained and technically experienced personnel. When working near high-voltage components (labelled accordingly by signs and/or an orange coating), disconnect the high-voltage system to protect the high-voltage components from damage.

For more information regarding the necessary Technical Training courses and High-voltage qualifications that certify technicians to perform the various high-voltage operations on Hybrid and Electric BMW vehicles, please refer to the BMW Technical Training bulletin SI B03 01 25 - HIGH VOLTAGE TRAINING QUALIFICATIONS - APPLIED GUIDELINES FOR WORKING ON BMW ELECTRIFIED VEHICLES.

Check the following BEFORE replacing the high voltage charging socket!

In the event of these concerns, proceed as follows:

Perform a charging test at a high-power charging station / DC charging station operational check.

- Verify that the issue happens also at other charging stations
- Make sure the charging station is working properly
- Visually inspect the condition of the charging socket and charger plug contact pins
- Make sure the charging plug is securely and fully connected to the HV charging socket
- Perform the Charging Check ABL at the suspected charging device/mode to verify the customer complaint

Caution!
Always allow the vehicle to sleep before disconnecting the high voltage disconnect.
Do not skip this step or you may damage the SME!

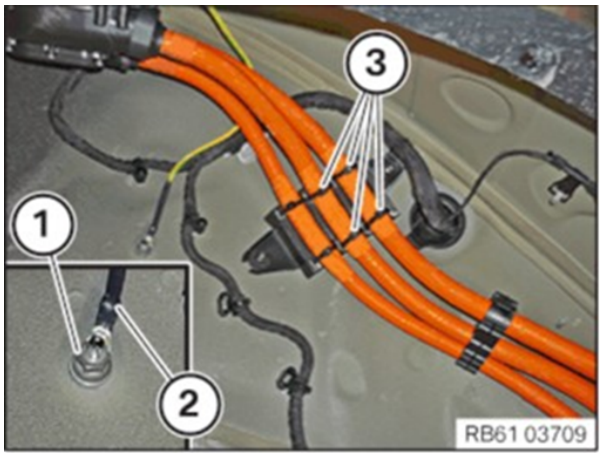
Only five (5) “Hard Disconnects” are allowed to be performed before the SME needs to be replaced due to the exceeded High voltage disconnect counter.

Cause 1: Checking the Charging Socket PE Grounding Point/Wire

Before proceeding to test the wiring De-energize high-voltage system, refer to Repair Instructions 61 25 900 “De-energize high-voltage system”.

1. Gain access to the high-voltage charging socket grounding point under the right rear inner fenderwell – (**BEV) REP-REP-P-5171041.**
2. Disconnect the PE grounding wire connection point from the high-voltage charging socket on the vehicle body (see items 1 and 2 in the example illustration).
3. Clean the M6 bolt and grounding point body contact surface, as well as the M6 nut and wire terminal contact surface with a suitable wire brush or similar (e.g. abrasive pad).
4. Reassemble the PE grounding wire to the clean grounding point.
5. Torque the M6 nut to 8 Nm (class A threaded connection).
6. Follow the “four-eyes” work verification principle, the grounding point must be checked by a high voltage trained technician. See **Form for potential equalization screw connections REH-HIN-P-0001-1 - V.3**
7. Perform a charging test at a high-power charging station / DC charging station.

Right rear fender well view of HV charging socket wiring - PE grounding wire connection point to body (1 and 2) highlighted.



Any paint found on the PE grounding point must be cleaned to restore proper connection.

Perform a follow-up charging test at a high-power charging station / DC charging station operational check.

Other Checks if Necessary

After verifying the proper PE ground connection. If this issue still exists, proceed to check the CP and PP signal wires:

Check for proper low-voltage signals, connectors and wires of the Control Pilot (LD_CP) and Proximity Pilot (LD_PP) line connections between the CCU & high-voltage charging socket.

Test the Pilot line (CP) and Proximity lines (PP) for short circuit to ground/shield or to each other.

- Disconnect the 12 V charging socket connector and CCU 12 V connector (N8*1B)
- Verify the integrity of the signal wires between CCU and charging socket
- Perform continuity tests (with a DVOM/IMIB) between the three signal wires
- Short circuit tests pins 18, 19, 31 from the CCU 12 V connector
- Short circuit test pins 4, 8, 9 from the HV charging socket 12 V connectors

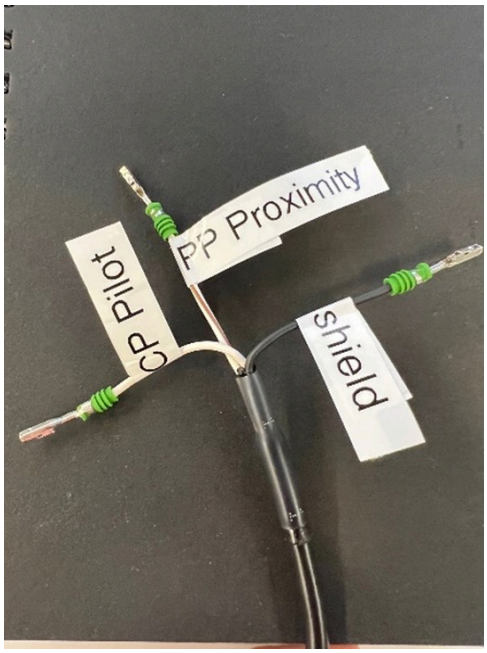


Photo shows CP/PP harness view from the Charging Socket 12 V connector

The Control Pilot (LD_CP), Proximity Pilot (LD_PP) signals and shielding wire (are bundled together in the CP/PP harness). The shield wire has a connection to body ground.

These signal lines should be insulated from each other the entire length of the CP/PP harness from the Charging Socket 12V pin connector to the corresponding CCU 12V pin connector.

Make sure the harness is not pinched, frayed or the shrink tubing at both ends damaged in any way.

Note: These signals should NOT be shorted to each other or to ground through the shielding wire of the CP/PP harness or to the vehicle body or the signal will be lost.

12 V CCU connector (N8*1B)	**Charging Socket 12 V connector (PN may vary)**
Pin 18 (Shield)	Pin 4 (Shield)
Pin 19 (LD_CP - Pilot)	Pin 9 (LD_CP - Pilot)
Pin 31 (LD_PP Proximity)	Pin 8 (LD_PP - Proximity)

Test for signal lines integrity, there should be uninterrupted continuity from Charging Socket to CCU.

- Pin 4 to 18 should be 0 Ohms
- Pin 9 to 19 should be 0 Ohms
- Pin 8 to 31 should be 0 Ohms

Test for short circuits between signal lines from the CCU 12 V connection.

From the CCU side:

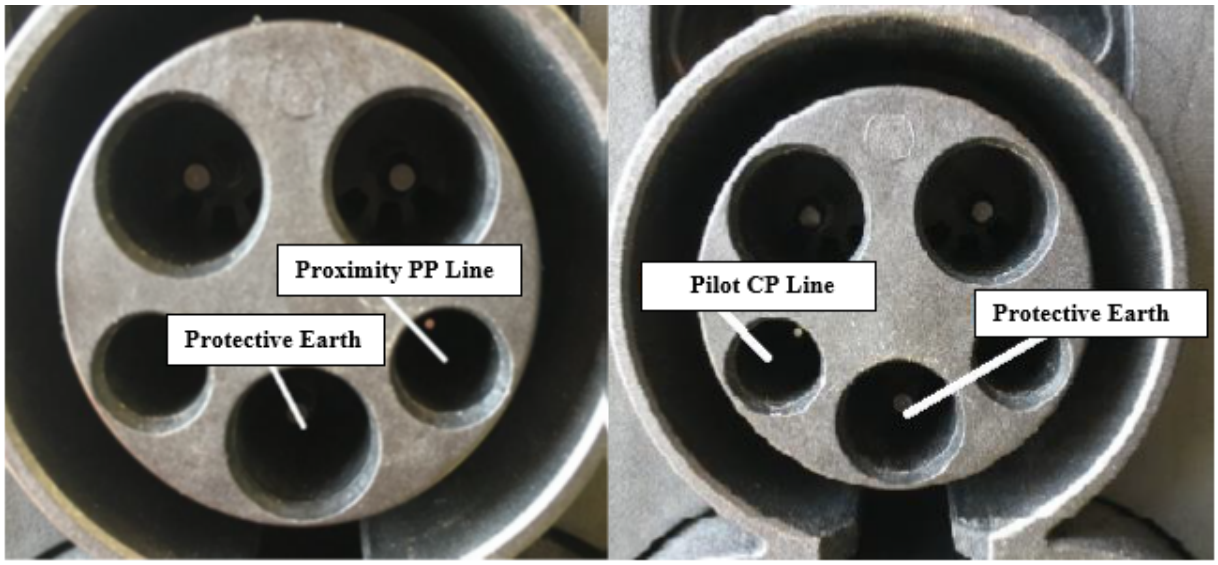
- Pin 18 to 31 should be OL
- Pin 19 to 31 should be OL
- Pin 18 to 19 should be OL

Test for short circuits between signal lines from the charging socket 12 V connection.

From the Charging Socket side:

- Pin 4 to 8 should be OL
- Pin 4 to 9 should be OL
- Pin 8 to 9 should be OL

Note: The connector part numbers and pin assignment for the LD_CP, LD_PP, Shield and PE signal wires colors may vary between vehicles.



Hint: High voltage charging socket pin connection view (CP, PP, PE pin connections are labeled)

CLAIM INFORMATION

Cause 1: Accessing, Checking, and Cleaning the Charging Socket PE Grounding Point/Wire

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks as described below.

Repair Code:	**6112900600**	**G26 G60 G70 I20 BEV Charging not possible (white LED on charging socket lights up)**

Obtain the flat rate unit (FRU) allowances for the following that applies.

Labor Operation	Description	Labor Allowance
00 00 006	Carrying out vehicle test (Main work)	As applicable
Or:		
00 00 556	Carrying out vehicle test (Plus work)	As applicable
And:		
61 00 612	High-voltage battery charging check (Associated work, after vehicle diagnosis): • Performing the first charging test at a high-power charging station / DC charging station operation check to confirm the issue (5 FRU) Then, after performing the rework of terminal 31 / High-voltage charging port (PE ground wire): • Performing the second follow-up charging test at a high-power charging station / DC charging station operation check (5 FRU)	10 FRU
And:		
00 79 769	Rework terminal 31 / high-voltage charging port (includes 65 25 900 disconnect high-voltage system from power and 51 71 541 removing and installing/replacing rear left or right wheel arch cover for access)	As applicable

Important Note: Labor operation code 61 00 612 replaces claiming labor operation codes 61 00 006 and 00 58 500 for this specific repair.

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 them when the Vehicle Test is included in another repair.

(*) 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 (for the below when applicable), unless otherwise required by State law.

Other Repairs Beyond Cause 1

If other eligible and covered work is performed because of performing the ISTA diagnostics, related test plans, and/or other approved diagnosis procedures, 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 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" 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.

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