65 13 00 (641)

Deactivating and reactivating airbags/acoustic seat belt reminder

All Series from model year 1994

Situation: If expressly desired by the customer and at the customer's responsibility, the following airbags can be deactivated and reactivated depending on the vehicle type:

- Driver's and front passenger airbag
- Front left and/or front right side airbags
- Rear left and/or rear right side airbags
- Front left and/or front right head airbags
- Rear left and/or rear right head airbags

Important note when travelling with children:

Children younger than 12 years of age or smaller than 150 cm may only travel if they are secured in suitable child restraint systems. Child restraint systems may only be used on the front passenger seat when the airbag is deactivated, as otherwise there is a substantial risk of injury to the children if the airbag is deployed, even if they are seated in a child restraint system. If it cannot be prevented that children lean out of their seat in the direction of the door trim panel, the side airbag in the rear should be deactivated. Otherwise, there is a risk of considerable injury if the side airbag deploys.

Vehicles concerned: **The following exceptions relating to the deactivation or reactivation of the airbag must be observed.**

- E64 Production period: from series introduction until August 2005)

  The different seat/seat belt system (SGS) means that the legal standard ECE-R21 ”new” cannot be met. For technical reasons, the E64 cannot be approved in accordance with ECE-R21 ”old”, as in the case of the E46 Convertible. For this reason, it is not permissible to deactivate the front passenger airbag by means of conversion (encoding).

- E83 Production period: from September 2004

  A modification to the front passenger airbag cover means that the front passenger airbag is no longer to be deactivated by conversion (encoding). For these vehicles, a key switch is available optionally and as a retrofit kit.

- R50/52/53 Vehicles with "JOHN COOPER WORKS sports seats":

  The decisive document for installation is the installation instructions for "Retrofitting John Cooper Works sports seats" The vehicle's operating licence is **not** invalidated if "John Cooper Works sports seats" are retrofitted. The "JOHN COOPER WORKS sport seat" is an element of the European operating licence of the MINI (R50/R53). Approval of the installation by a technical control organization and entry into the vehicle documents is **not** required.

  Thus, the following documentation in the appendices of the service information is not required when installing the "JOHN COOPER WORKS sport seats":

  - Procedure for deactivation or reactivation of the airbags in the dealer organisation; Section "Documentation of the conversion" (Appendix 1)
  - Documentation of the customer agreement and the performed work (Appendix 3)

- All BMW F-series, BMW i and MINI from R58:

  In these vehicles, deactivation/activation of the airbags is only possible using a factory-installed key switch.

  The key switch cannot be retrofitted!

  It is not possible to deactivate/activate the airbags by means of conversion.

Procedure: **Deactivating / reactivating airbags**

Attention!

For vehicles with belt force limiter without key switch, the seat belt must be exchanged for a "seat belt **without** belt force limiter" when the front passenger airbag is deactivated.

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It is not necessary to replace the seat belt in the E46/C.

If the front passenger airbag is reactivated, the seat belt must again be replaced with a "seat belt **with** belt force limiter" when the front passenger airbag is reactivated.

In **Australia and Korea** it is not permitted to deactivate the front passenger airbag.

For vehicles for which a **key switch** is available for deactivating/reactivating the airbags is optionally available, retrofit kits are also available for retrofitting a key switch (exception: all BMW F-series, BMW i, MINI from R58)

Tables 1 and 2 provide an overview of the measures needed for deactivating/reactivating the airbags and the acoustic seat belt warning, taking the stipulations for the specific models into account.

Attention!

The combination of certain equipment specifications, national-market versions and country-specific regulations may result in deviations to the data presented in Tables 1 and 2. If in doubt, contact Technical Support before carrying out any work.

Key:

1 - Deactivation occurs through a conversion with the diagnosis system.

2 - Deactivation takes place via a factory-installed or retrofitted key switch.

3 - Deactivation takes place via a factory-installed key switch, which cannot be retrofitted.

Table 1: Airbag deactivation/reactivation

Model series	Date of introduction	Front airbag		Side airbag		Head airbag		Remarks
		Driver	Passenger	Front	Rear	Front	Rear	
E34	From 09.93	1	1	1				Please refer to Enclosure 5.
E36	From 09.93	1	1	1				Please refer to Enclosure 6.
E36/Z3	from series production	1	1	1				
E38	from series production	1	1	1	1	1	1	
E39	from series production	1	1	1	1	1	1	
E46	from series production	1	1	1	1	1		
E52	from series production	1	1	1				
E53	from series production	1	1	1	1	1	1	
E60/E61	up to 08.05		1	1	1			
E60/E61	From 09.05		2	2	1			
E63	up to 08.05		1	1	1			
E63	From 09.05		2	2	1			
E64	up to 08.05			1	1			
E64	From 09.05		2	2	1			
E65/E66	from series production		1	1	1			

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E70/71/72	**from series production**		**2**	**2**				
E81/82/88	**from series production**		**2**	**2**				
E83	**up to 08.04**		**1**	**1**	**1**			
E83	**From 09.04**		**2**	**2**	**1**			
E84	**from series production**		**2**	**2**				
E85/86	**from series production**		**2**	**2**				
E87	**From 03.05**		**2**	**2**				
E89	**from series production**		**2**	**2**				
E90/91/92/93	**from series production**		**2**	**2**				
R50/R53	**up to 06.04**		**1**	**1**		**1**		
R50/53	**From 07.04**		**2**	**2**		**1**		
R52	**from series production**		**2**	**2**				
R55/56/57	**from series production**		**2**	**2**				
MINI from R58	**from series production**		**3**	**3**				
BMW F-Series	**from series production**		**3**	**3**				
BMW i	**from series production**		**3**	**3**				

Deactivation/reactivation of acoustic seat belt warning

Deactivate and reactivate the acoustic seat belt warning for the driver and front passenger by conversion as per the table below.

Note:

Deactivating the acoustic seat belt warning is not permitted in Japan.

With the E53, the deactivation / reactivation of the acoustic seat belt warning on the front passenger side is only possible with the installation of a Light Check Module (LCM) / light module (LM) with a coding index 24 or higher (series from April 2005).

Deactivating the acoustic seat belt warning in R50/52/53 is not possible.

Table 2: Deactivating/reactivating the acoustic seat belt warning

Model series	Driver and front passenger	Front passenger only	Remarks
E53		**1**	
E70/71/72	**1**		**only in conjunction with option 230**
E60/61/63/64	**1**		
E65/66	**1**		
E81/82/87/88	**1**		

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E83	**1**		
E84	**1**		
E85/86	**1**		
E89	**1**		
E90/91/92/93	**1**		
MINI from R55	**1**		
BMW F-Series	**1**		
BMW i	**1**		

Location of documents for deactivating or reactivating the airbag

- Procedure for deactivating and reactivating airbags in the dealer organisation:	Please refer to Enclosure 1 .
- For how to encode the airbag control unit:	Please refer to Enclosure 2 .
- For notes on documenting the customer's consent and the work carried out:	Please refer to Enclosure 3 .
- Identification of airbag systems	Please refer to Enclosure 4 .
- Deactivating or reactivating the airbags in E34 series vehicles	Please refer to Enclosure 5 .
- Deactivating or reactivating the airbags in E36 series vehicles (excluding Z3)	Please refer to Enclosure 6 .
- Deactivating or reactivating the acoustic seat belt warning	Please refer to Enclosure 7

Note:

Only the airbags listed in the table can be deactivated.

- Deactivating or reactivating the airbags in series E36/Z3,38,39,46,52,53,60,61,63,65,66,83 (to August 2004), R50,53 (to July 2004)	See repair instructions RAGRP72-7212DEAKTIV-OHNE
- Deactivating or reactivating the front passenger airbag using a key switch in series E60,61,63,64 (from September 2005) E83 (from September 2004), E87 (from March 2005) E85,70,90,91,92,93,R50,53 (from July 2004), R52	See repair instructions RAGRP72-7212DEAKTIV-WITH

Parts:

Designation	Part number	Quantity
Upper front seat belt without belt force limiter	See Electronic Parts Catalogue (EPC)	1
Sets of forms/parts, multilingual (with warning stickers)	01 39 0 028 759	1

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65 07 97 (247)

CD changer: Malfunction

All models with CD changer

Situation: Despite intensive supplier checks, no malfunction can be found with a large number of CD changers returned under warranty.

These CD changers are often returned without the CD magazine and in an unsuitable transport condition while bearing the label "Failed". This generally results in the CD changer being classified as kFg (no fault found) and returned to the dealer. The warranty claim is rejected.

Important notes for CD changers in the vehicle:

- As opposed to CD changers in the home, mobile CD changers are subjected to an extremely wide range of different influences.

  The mechanics must be spring-mounted, which (depending on the manufacturer) is provided by a rubber damper with an air reservoir or an oil damper. For this reason the transportation retainers must always be removed before installing the CD changer.
- The CD changer can hold and properly position 12 cm standard CDs. Please note that the CDs must not be too thick as well as deburred around the central hole or outer edge.
- Transparent CDs and CDs with asymmetrical dimensions can no longer be reliably detected and positioned by the laser beams in the CD changer. Asymmetric CDs cause the CD magazine to jam in the CD changer. The magazine can no longer be removed from the changer.
- Ensure the spring suspension is set correctly for replacement units. Depending on the installation position, set the "installation position" on the CD changer to horizontal or vertical. On the E36 Compact, set the "installation position" on the CD changer to 45°.
- The magazine compartment must be closed at all times to prevent dust and other contaminants from entering the CD changer and impairing the system function.
- Ensure all CDs are clean to avoid soiling the laser and impairing the CD changer function.
- No guarantee is given that CDs burned at home will be played. The quality of the audio playback depends on the quality of the blank CD, the CD burner and parameters selected when burning the CD.
- The CD changer is not suitable for rewritable CDs (called CD-RWs).

Affectedvehicles: All BMW models with CD changer (optional equipment 672)

Procedure: **In the event of a customer complaint, always diagnose the exact cause of the failure before replacing the CD changer.**

As the fault cause may be a faulty CD magazine or caused by faulty CDs/homemade CDs, always test the system with a new CD magazine and different CDs to see if the customer complaint is reproduced.

Note for obligatory return markets:

For the warranty parts inspection, it is absolutely mandatory that the CD changer is always returned together with the customer's original CD magazine and the device connecting lines. The CD changer must be fitted with transportation retainers when returned: A CD changer without any form of transportation retainer may be damaged during transport.

Please return the CD changer in the original packaging of the replacement CD changer.

CD changers without a CD magazine and transportation retainer will be returned immediately by the Warranty Parts Centre (GWTZ) and the warranty application will be rejected.

Furthermore, ensure that each CD changer or CD magazine returned is accompanied by the blue complaint and repair documentation completed in full(part number: 01 30 9 789 549). The number of CDs in the changer must also be recorded in the repair documentation.

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65 13 00 (641)

Deactivating and reactivating airbags/acoustic seat belt reminder

All Series from model year 1994

Situation: If expressly desired by the customer and at the customer's responsibility, the following airbags can be deactivated and reactivated depending on the vehicle type:

- Driver's and front passenger airbag
- Front left and/or front right side airbags
- Rear left and/or rear right side airbags
- Front left and/or front right head airbags
- Rear left and/or rear right head airbags

Important note when travelling with children:

Children younger than 12 years of age or smaller than 150 cm may only travel if they are secured in suitable child restraint systems. Child restraint systems may only be used on the front passenger seat when the airbag is deactivated, as otherwise there is a substantial risk of injury to the children if the airbag is deployed, even if they are seated in a child restraint system. If it cannot be prevented that children lean out of their seat in the direction of the door trim panel, the side airbag in the rear should be deactivated. Otherwise, there is a risk of considerable injury if the side airbag deploys.

Vehicles concerned: **The following exceptions relating to the deactivation or reactivation of the airbag must be observed.**

- E64 Production period: from series introduction until August 2005)

  The different seat/seat belt system (SGS) means that the legal standard ECE-R21 ”new” cannot be met. For technical reasons, the E64 cannot be approved in accordance with ECE-R21 ”old”, as in the case of the E46 Convertible. For this reason, it is not permissible to deactivate the front passenger airbag by means of conversion (encoding).

- E83 Production period: from September 2004

  A modification to the front passenger airbag cover means that the front passenger airbag is no longer to be deactivated by conversion (encoding). For these vehicles, a key switch is available optionally and as a retrofit kit.

- R50/52/53 Vehicles with "JOHN COOPER WORKS sports seats":

  The decisive document for installation is the installation instructions for "Retrofitting John Cooper Works sports seats" The vehicle's operating licence is **not** invalidated if "John Cooper Works sports seats" are retrofitted. The "JOHN COOPER WORKS sport seat" is an element of the European operating licence of the MINI (R50/R53). Approval of the installation by a technical control organization and entry into the vehicle documents is **not** required.

  Thus, the following documentation in the appendices of the service information is not required when installing the "JOHN COOPER WORKS sport seats":

  - Procedure for deactivation or reactivation of the airbags in the dealer organisation; Section "Documentation of the conversion" (Appendix 1)
  - Documentation of the customer agreement and the performed work (Appendix 3)

- All BMW F-series, BMW i and MINI from R58:

  In these vehicles, deactivation/activation of the airbags is only possible using a factory-installed key switch.

  The key switch cannot be retrofitted!

  It is not possible to deactivate/activate the airbags by means of conversion.

Procedure: **Deactivating / reactivating airbags**

Attention!

For vehicles with belt force limiter without key switch, the seat belt must be exchanged for a "seat belt **without** belt force limiter" when the front passenger airbag is deactivated.

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It is not necessary to replace the seat belt in the E46/C.

If the front passenger airbag is reactivated, the seat belt must again be replaced with a "seat belt **with** belt force limiter" when the front passenger airbag is reactivated.

In **Australia and Korea** it is not permitted to deactivate the front passenger airbag.

For vehicles for which a **key switch** is available for deactivating/reactivating the airbags is optionally available, retrofit kits are also available for retrofitting a key switch (exception: all BMW F-series, BMW i, MINI from R58)

Tables 1 and 2 provide an overview of the measures needed for deactivating/reactivating the airbags and the acoustic seat belt warning, taking the stipulations for the specific models into account.

Attention!

The combination of certain equipment specifications, national-market versions and country-specific regulations may result in deviations to the data presented in Tables 1 and 2. If in doubt, contact Technical Support before carrying out any work.

Key:

1 - Deactivation occurs through a conversion with the diagnosis system.

2 - Deactivation takes place via a factory-installed or retrofitted key switch.

3 - Deactivation takes place via a factory-installed key switch, which cannot be retrofitted.

Table 1: Airbag deactivation/reactivation

Model series	Date of introduction	Front airbag		Side airbag		Head airbag		Remarks
		Driver	Passenger	Front	Rear	Front	Rear	
E34	From 09.93	1	1	1				Please refer to Enclosure 5.
E36	From 09.93	1	1	1				Please refer to Enclosure 6.
E36/Z3	from series production	1	1	1				
E38	from series production	1	1	1	1	1	1	
E39	from series production	1	1	1	1	1	1	
E46	from series production	1	1	1	1	1		
E52	from series production	1	1	1				
E53	from series production	1	1	1	1	1	1	
E60/E61	up to 08.05		1	1	1			
E60/E61	From 09.05		2	2	1			
E63	up to 08.05		1	1	1			
E63	From 09.05		2	2	1			
E64	up to 08.05			1	1			
E64	From 09.05		2	2	1			
E65/E66	from series production		1	1	1			

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E70/71/72	**from series production**		**2**	**2**				
E81/82/88	**from series production**		**2**	**2**				
E83	**up to 08.04**		**1**	**1**	**1**			
E83	**From 09.04**		**2**	**2**	**1**			
E84	**from series production**		**2**	**2**				
E85/86	**from series production**		**2**	**2**				
E87	**From 03.05**		**2**	**2**				
E89	**from series production**		**2**	**2**				
E90/91/92/93	**from series production**		**2**	**2**				
R50/R53	**up to 06.04**		**1**	**1**		**1**		
R50/53	**From 07.04**		**2**	**2**		**1**		
R52	**from series production**		**2**	**2**				
R55/56/57	**from series production**		**2**	**2**				
MINI from R58	**from series production**		**3**	**3**				
BMW F-Series	**from series production**		**3**	**3**				
BMW i	**from series production**		**3**	**3**				

Deactivation/reactivation of acoustic seat belt warning

Deactivate and reactivate the acoustic seat belt warning for the driver and front passenger by conversion as per the table below.

Note:

Deactivating the acoustic seat belt warning is not permitted in Japan.

With the E53, the deactivation / reactivation of the acoustic seat belt warning on the front passenger side is only possible with the installation of a Light Check Module (LCM) / light module (LM) with a coding index 24 or higher (series from April 2005).

Deactivating the acoustic seat belt warning in R50/52/53 is not possible.

Table 2: Deactivating/reactivating the acoustic seat belt warning

Model series	Driver and front passenger	Front passenger only	Remarks
E53		**1**	
E70/71/72	**1**		**only in conjunction with option 230**
E60/61/63/64	**1**		
E65/66	**1**		
E81/82/87/88	**1**		

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E83	**1**		
E84	**1**		
E85/86	**1**		
E89	**1**		
E90/91/92/93	**1**		
MINI from R55	**1**		
BMW F-Series	**1**		
BMW i	**1**		

Location of documents for deactivating or reactivating the airbag

- Procedure for deactivating and reactivating airbags in the dealer organisation:	Please refer to Enclosure 1 .
- For how to encode the airbag control unit:	Please refer to Enclosure 2 .
- For notes on documenting the customer's consent and the work carried out:	Please refer to Enclosure 3 .
- Identification of airbag systems	Please refer to Enclosure 4 .
- Deactivating or reactivating the airbags in E34 series vehicles	Please refer to Enclosure 5 .
- Deactivating or reactivating the airbags in E36 series vehicles (excluding Z3)	Please refer to Enclosure 6 .
- Deactivating or reactivating the acoustic seat belt warning	Please refer to Enclosure 7

Note:

Only the airbags listed in the table can be deactivated.

- Deactivating or reactivating the airbags in series E36/Z3,38,39,46,52,53,60,61,63,65,66,83 (to August 2004), R50,53 (to July 2004)	See repair instructions RAGRP72-7212DEAKTIV-OHNE
- Deactivating or reactivating the front passenger airbag using a key switch in series E60,61,63,64 (from September 2005) E83 (from September 2004), E87 (from March 2005) E85,70,90,91,92,93,R50,53 (from July 2004), R52	See repair instructions RAGRP72-7212DEAKTIV-WITH

Parts:

Designation	Part number	Quantity
Upper front seat belt without belt force limiter	See Electronic Parts Catalogue (EPC)	1
Sets of forms/parts, multilingual (with warning stickers)	01 39 0 028 759	1

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65 06 04 (126)

Master document for airbag/belt tensioner

All model series

Situation: The volume of information about the airbag/belt tensioner topic has greatly increased in the past few years due to technical innovations. To simplify the targeted search for information, this document contains a summary of all important information about the handling of airbags/belt tensioners at the dealer's operation and can be accessed directly using hotspot.

Procedure: Search for a topic in the table below and select a document with hotspot.

1. Fault memory / airbag indicator light

"Airbag with seat occupancy detection"	SI 65 04 96 (064)
Side airbag: Troubleshooting 05/06 (MRS3) or fault code 08/09 (MRS)"	SI 65 03 00 (573)
"Airbag fault code 01/0D (MRS3): Driver's airbag"	SI 65 07 00 (603)

2. Repair

"Repair of airbag systems that have been activated"	SI 65 09 89 (126)
"Airbag, repair instructions for ignition circuits"	SI 61 01 99 (397)
"Airbag: Repair instructions for the ignition circuit, belt tensioner and/or side airbag"	SI 61 01 03 (952)
"Airbag control unit replacement"	SI 65 10 96 (129)

3. Deactivation / recoding

"Deactivated side airbags in the rear passenger compartment"	SI 65 07 99 (442)
"Recode the airbag control unit"	SI 65 37 01 (000)
"Check side airbag impact sensors and recode the airbag control unit"	SI 65 39 01 (000)
"Recode the airbag control unit"	SI 65 40 01 (000)
"Deactivation or reactivation of airbags / belt warning sound"	SI 65 13 00 (641)

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65 01 05 (236)

New audio test CD for complaints about sound system playback

All series

Situation: In case of customer complaints about sound quality when playing CDs or DVDs, it can be extremely difficult to diagnose whether it is a problem with the drive or a problem with the disc itself.

This is in part because customers are increasingly using discs of poorer quality (e.g. self-recorded CDs), which either cannot be played or can only be played poorly.

To help you distinguish, an audio test CD is now available.

This audio test CD should be used to analyse the following complaints on the customer's vehicle:

- CD/DVD not accepted
- CD/DVD jumps
- CD/DVD cannot be read
- CD/DVD operation interrupted permanently or intermittently

Note:

The audio test CD contains a track with built-in faults, but which the sound system should play back correctly.

Affected vehicles: All model series with original BMW/MINI audio systems with CD/DVD drive or CD/DVD changer.

Procedure: Insert the audio test CD in the drive for which the customer has complained about the sound quality.

Important:

The audio test CD provides a sensitive reference.

For this reason, comply with the following guidelines:

- Do not touch the CD on the playing surface, only on the edge.
- Do not stick labels or write on the CD's surface.
- Do not expose the CD to direct sunlight or high temperatures.
- Only remove the CD from its protective cover for immediate use.

Play track 12 of the audio test CD and then perform the following fault analysis:

- If no faults can be detected in the sound quality, there is no fault in the audio system. Replacing parts will therefore not achieve the desired result and must not be performed.
- Check whether the disc used by the customer is the cause of the complaint.
- If there is interference or if the CD jumps when track 12 is being played, the audio system / drive must be replaced.

Note:

The new audio test CD 01 99 00 33 475 does not supersede audio test CD 01 59 0 004 055 (please refer to SI 65 03 98 381).

The other tracks on audio test CD 01 99 00 33 475 are of no relevance to the analysis and can be ignored.

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65 05 04 (109)

Problems with audio/navigation CDs/DVDs

All series

Situation: In recent years, the actions of the customers with regard to audio and navigation CDs and DVDs used in the vehicle has changed greatly. Customers are increasingly using not only purchased, pre-recorded CDs/DVDs, but also data carriers that they have recorded themselves, and which could cause problems when used in a vehicle. Purchased data carriers may also have a copy-protect function.

The following complaints may occur when such data carriers are used:

1. A CD is in the drive but is not recognised / cannot be played.
2. Reproduction is distorted.
3. The CD jumps, there are gaps in the sound when music tracks are played.
4. The CD always played correctly in the past, but not any more.
5. Not all CD tracks are played (home-recorded CDs).
6. The CD plays without any problem on indoor equipment (e.g. stereo system), but not in the car.
7. Problems when installing navigation software
8. Problems with the readability of the navigation road map.

Procedure: If one or more such complaints occur, the CDs/DVDs used by the customer should be checked for the following criteria:

- Are home-recorded or copy-protected data carriers being used?
- Are the CDs/DVDs heavily worn, scratched or dirty?

If this check indicates that the problem is caused by the media used by the customer, **no parts are to be replaced - this is not a problem relevant to warranty.**

Replacing the radio, CD changer or navigation computer will not bring about a lasting solution, the complaints will occur again. In such cases, the customer should be approached with the arguments laid out in the points below.

Note:

The CD drives installed in BMW and MINI vehicles are able to play any and all CDs available on the market that comply with the recognised standard for audio CDs/DVDs (the so-called "Red Book Standard"). Home-recorded CD-R and CD-RW can also be played without problem, providing they meet certain minimum quality requirements (the so-called "Orange Book Standard").

Explanatory information about the complaints described by the customer

<u>Concerning complaints 1 to 5 and 7, 8:</u>

The quality of the burned media is determined by various factors:

- Quality of the blanks used (coating)

  Depending on the quality of the blanks used, home-recorded media age relatively quickly, a process that is often not visible from the outside. Cheap blanks can often no longer be played after just 1 - 2 years.

- The writing speed selected for burning

  The faster poor quality blanks are recorded, the poorer the result will be

- Sensitivity of home-recorded CDs to scratches and dirt

  The reverse (with a label) is the actual medium onto which the data is burned. Damage such as scratches caused by the customer's own labelling of the CD can thus have a direct negative effect on readability.

- Reading error

  It is of course possible for reading errors to occur on original CDs. Scratches, dirt etc. also attach their surfaces.

<u>Concerning complaints 1 to 4</u>

- Unfortunately, not all manufactures of data carriers adhere to the recognised standards for the quality of the basic media and data organisation. In the case of the known copy-protection mechanisms, the

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manufacturers actually violate them deliberately.

BMW permanently strives to ensure that all regularly available media can be played. In individual cases however, not every violation of standards can be provided for.

- Claims arising from copy-protected CDs that cause reading errors should be submitted to the CD dealer. These problems cannot be attributed to BMW AG, but rather solely to the CD manufacturers who do not adhere to agreed audio CD standards.

Concerning complaint 5:

- Depending on the computer performance, quality of blanks used, etc., problems may develop meaning that not all data are fully and correctly recorded on the data carrier during the burning process.

  The consequence of this is that only a fraction of the data needed can be reproduced (e.g. the tracker only finds the first two of a series of recorded CD tracks).

Concerning complaint 6:

- The requirements of equipment concerning temperature range, sensitivity to vibrations and dirt that are needed for use in motor vehicles cannot always be achieved despite maximum efforts. For this reason, a certain limitation in function compared to indoor equipment must be accepted.

Concerning complaint 7:

- Please refer to Service Information bulletin 65 13 02 (910).

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66 01 07 (394)

Notes on radio-operated system (vehicle access, radio-operated opening, radio-operated closing)

All

Situation: With some functional procedures and unintended activations, use of the radio-operated systems for vehicle access, radio-operated opening and radio-operated closing leads to faulty interpretations and thus to complaints.

Procedure: The known complaint cases are described in the following appendices. Each case is presented with its causes and any necessary measures.

EnclosureÂ 1: Self-locker

Enclosure 2: Range problem

Enclosure 3: Selective unlocking

Enclosure 4: Convenient access/convenient opening

Enclosure 5: Radio remote control failed/poor radio reception

Enclosure 6: Self-opener

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00 02 06 (296)

Drawbar load sign omitted

All with options 235 and 3AC

Situation:	There have been new vehicle documents since 2005-10-01. Beginning with this production date, vehicles no longer need to be equipped with the trailer hitch drawbar load sign. Corresponding information on the options is provided in the vehicle documents. The regulation pertains to all series.

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