Click to prove you're human



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Service Vehicle: Your BMW needs service if this light is red. When it's yellow, your BMW needs maintenance soon. It's best to set up a servicing appointment as soon as you can in any scenario. Reasons Why a Service Engine Light Is On Needs Oil Changes: When it is time for an oil change, your BMW service engine light will on. The goal is to inform
you when the time and mileage limits for your current oil have been reached. If you keep using your engine without changing the oil, even the best repair shop won't be able to fix it.Low Oil or Other Fluid Levels: The service engine light also warns of low transmission fluid, coolant, or oil levels. Due to these low levels, this safety feature works to
protect your car's components. Regular Scheduled maintenance. The service engine soon light signals that your car needs to be taken in for its scheduled maintenance. Your BMW will live longer and retain its value if you have routine
 maintenance done on it. You will eventually harm your car's engine and other parts if you neglect any regular maintenance. With the right preventive maintenance, a well-built car like a BMW can last for hundreds of thousands of kilometres. If your service engine light turns on, consider it a chance to save money and ensure you have a dependable
car to drive for many years. What does "service due" on your car mean? The "Check Engine" or "Service Engine Soon" light suggests that your engine or transmission, ignition, or emissions rather than just requiring routine maintenance or
repairs. How do I cancel the service that my BMW needs? Find the tiny odometer button in the instrument panel's lower left corner. until the service message shows, press and hold. When the message says "Reset," let go of the button and press and hold it once more. When my BMW requires maintenance, does it notify me? If it has been a year or
10,000 miles since the last service, your automobile needs to be serviced. With the help of its Condition Based Service (CBS) dashboard InfoDisplay, the newest technology from the manufacturer (BMW Service Tech) will notify you when a service is necessary. This is only offered in more recent BMW vehicles. Other indications that you might want a
service are: The dashboard displays a check engine light. Your vehicle is emitting strange noises. Despite having the appropriate gear, your vehicle keeps stalling. You're finding it challenging to catch up. Unusual breaktime pursuit What is a service was created by BMW/Mini to provide your car a full inspection after 4
years or roughly 60 000 miles. We inspect the vehicle's suspension, tyres, brakes, lights, washers, and wipers, among other things. How frequently should a BMW be maintained? About every 5,000 miles, or in a year or two, you'll bring your model in for maintenance. No matter how long you drive on the roads around Philadelphia, the BMW
 Maintenance Schedule is designed to keep your car running at its peak. Can Halfords update the service records for BMW? For vehicles made by Audi, BMW, Jaguar, Land Rover, Mazda, Mercedes, Mini, Skoda, Smart, and Volkswagen, we do update the digital service records online. Within a few weeks, the service record will be updated when we do
this as soon as we can. What does a yearly BMW service cost? Remove the Band-Aid now. Every 10,000 miles, BMW owners may anticipate paying between $1,000 and $1,700 
annually. You may always purchase an extended warranty, either directly from BMW or through a third-party service contract, if you're concerned about future ownership costs. Standard BMW maintenance expenditures are not covered by a car warranty, but it will cover pricey items that are more prone to break over time. We've combed the market
and selected a handful of the top third-party extended vehicle warranty companies because there are many possibilities for extended coverage. These are businesses who did well in regards to things like price, standing, and customer support. To help you reduce your out-of-pocket vehicle ownership costs, compare the best BMW extended warranty
packages above. How do I find BMW service history? If your car has iDrive, you may retrieve the service history by going to Vehicle Information -> Vehicle Infor
 maintenance and the work that was done if your automobile was built after March 2009. Additional methods for gaining access to your car's history are as follows: You should check the warranty details, as a good reminder. This will inform you of any remaining coverage or associated benefits. as well as looking over the vehicle health report. This will
give you a general idea of the situation and any problems that can arise. What does a car's service light mean? Many people still don't get the ten-year-old question of "what does it signify when the service light comes on." It's crucial to first address the frequently asked question, "Is service engine soon the same as check engine," before delving
 further into the service vehicle soon indicator. An alert that specifically says there is a problem or malfunction with the vehicle's engine and further harming it, it is crucial to have it assessed by a qualified mechanic as soon as this sign illuminates. normally indicates
the failure with an indicator light. It also suggests that your vehicle might be past due Can I operate a BMW with the check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious, but a check engine light ton? A constant glow normally denotes something less serious and the check engine light ton? A constant glow normally denotes something less serious and the check engine light ton? A constant glow normally denotes something less serious and the check engine light ton? A constant glow normally denotes something less serious and the check engine light ton? A constant glow normally denotes something less serious and the check engine light ton a chec
BMW while the check engine light is flashing and setting up BMW servicing right away. Does a service engine soon light may just signify that you are a week or so past the next scheduled oil change for your automobile, depending on the sort of vehicle you drive. Maybe it's not that urgent.
Have the car's oil level checked as soon as you can because it could also signify that it has critically fallen. How frequently should a BMW have its oil changed? They are made to go up to 12,000 or even 15,000 miles between oil changed every 15,000
miles. Driving while the service engine soon light is on is it safe? Is It Safe To Drive With The Service Engine soon light is on. The light typically indicates a problem with your car, though it may not necessarily be significant. Driving with the light on, though, could occasionally harm your
car or result in an accident. How long can you go between auto maintenance appointments? The majority of automakers advise having a comprehensive service performed on your vehicle once a year or every 12,000 miles, whichever comes first. But how you drive your automobile and how it drives depends on both. To find out when your automobile
was last serviced, check the logbook. Can I drive past the needed maintenance? The maintenance required light has been flashing on my dashboard the last few times I've started my automobile. Although it appears like my car is functioning OK, I don't want to disregard the light in case there is a significant problem. The maintenance required light:
what does it mean? In less than two minutes, find out if your auto insurance or your car is necessary. The indicator will come on when a predetermined period of time has passed since your car's last service or based on how far you've driven it.
This light typically indicates that you should change the oil in your car. The maintenance data will be reset for you when your car has been taken in for service. To manually reset the system to turn off the light, however, follow these instructions: When the maintenance light comes on, you can continue to drive, but bear in mind that you are doing so
at your own risk if the required or scheduled repair is skipped. How long can you have your service light on while driving? If the oil light comes on, you should try to get a repair to look at your car as soon as possible. However, keep in mind that a little more driving around won't harm anything. Typically, it takes about two weeks or 500 miles of
driving before a flashing oil light becomes a serious issue. However, once that happens, things can quickly deteriorate and cause significant mechanical damage. Therefore, attempt to get your car serviced as soon as possible. Is the service engine soon light triggered by low oil? Yes, on many different car models, a low oil level will result in the service
engine soon light appearing on your dashboard. It can also indicate that there are other low fluid levels or other issues with the car. However, you should start with checking the oil level because it is rather simple to do so. Owner and primary author of MechanicBase is Magnus. He has been a technician for more than ten years, the majority of which
he spent honing his skills in sophisticated diagnostics and troubleshooting. Automotive diagnostic technician certified. My 2013 Astra J SRi Petrol 1600cc keeps entering the limp mode. When I go outside again, it comes on again after a few
 kilometers. An Altima from 2011 belongs to me. I examined it after the service engine lights illuminated. My code is P0101, which stands for airflow meters. I changed the airflow meter and turned the light back on. In slow traffic, I have observed that the idle is not smooth. I double-checked, and
the p0101 code was still present. Why might this be? Thanks. Hello, I have a 2009 Opel Corsa D 1.4. The car had a major service, and everything was well until the engine light came on after the mechanics completely replaced my exhaust system and determined
it was an air sensor. It came back on five minutes after I left the garage, so they replaced the air sensor once more. They reset the code numerous times, but the light continues to come on and stay on. They don't appear to be aware of the root cause. What might it be that my 2002 Ford Explorer shakes while I'm stopped at a stop sign and occasionally
 when I'm driving? Additionally, my service engine soon light is on. Why am I still experiencing that problem when my father just replaced the coil pageage and the spark plugs? Regularly maintained Northstar engine from a 1999 Cadillac STS. Plugs were changed around 9 years ago at 90,000 miles along with a tune-up. 115,000 miles as of today.
Authentic plug wires. The service engine soon light just turned on. Back when the light initially turned on, I replaced the gas cap over the fire. cap removed. Reapply it and tighten the cap. Light remains on. Suggestions? Ever glanced at your dashboard to find that annoying service light staring back at you? You're not the only BMW owner who's
wondered how to make it disappear after maintenance. Resetting your BMW service Lights? BMW uses an advanced maintenance monitoring system called Condition Based Service (CBS). This smart system tracks the wear and usage of
critical components in your vehicle using sensors and sophisticated calculations. When your BMW needs attention, the system alerts you with color-coded warnings: Green: Everything's running smoothly Yellow: Service needed soon (typically within 800-1,600 km for things like oil changes) Red: Service overdue—get this addressed right away The
system monitors everything from engine oil and brake pads to brake fluid and filters, giving you real-time updates on your car's maintenance needs. Why Reset Your BMW, resetting the servicing your BMW, resetting the servicing your brake fluid and filters, giving your brake fluid and filters, giving you real-time updates on your car's maintenance needs. Why Reset Your BMW, resetting the servicing your brake fluid and filters, giving you real-time updates on your car's maintenance needs.
 Maintaining your vehicle history for resale value Avoiding confusion about when services are actually due Ignoring these resets means your car can't properly track when the next service is needed, potentially leading to unnecessary maintenance or missed service intervals. Model-Specific Reset Procedures G-Series BMW Models (2018-2024)
 Includes: G20 3 Series, G29 Z4, G01 X3 Steps to reset: Enter Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Start/Stop button 3 times quickly (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Brake pedal (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Brake pedal (don't touch the brake pedal) Wait for "Diagnostic Mode Engine off Press the Brake pedal (don't touch the brake pe
Reset Service Item Use the trip reset button to scroll through options When you reach the desired item (like "Engine Oil"), hold the button until "Reset?" appears Hold again to confirm Note: For 2022-2024 X3 models, use the BC button on the left stalk to navigate through the menus instead of the trip reset button. F-Series BMW Models (2011-2018)
Includes: F30 3 Series, F10 5 Series Steps to reset: Ignition On (Engine Off) Press Start/Stop button twice without starting the engine Access Service Menu Press and hold the odometer reset button (lower-left dashboard) Hold until "Service" appears on the display Complete Reset Process Use the BC button on the stalk to cycle to "Oil Service" Hold
the BC button until "Reset?" appears Hold again to confirm For brake fluid reset: Follow the same steps but select "Brake Fluid" from the menu instead of "Oil Service." E-Series BMW Models (2005-2010) Includes: E90 3 Series, E60 5 Series Steps to reset: Prepare Ignition Insert key and turn to Position 1 (accessory mode) Initiate Reset Press and
hold the odometer reset button for 10 seconds until a warning triangle appears Release and press again to cycle through until you see "Oil Reset" to "Vehicle Settings" - "Service" - "Reset" using the iDrive controller. X3
Models (E83: 2006-2010) Steps to reset: Key Position 1 Complete Reset BMW Service Lights Using iDrive Many newer BMW models use the iDrive system for service
light resets. Here's how: Press the "Menu" button on the iDrive controller Select "Vehicle Status" Select the service item you want to reset Choose "Reset" and confirm when prompted This method works for most BMW models with iDrive systems from 2009 onward, including 3 Series, 5
Series, 7 Series, X3, X5, and more. Common Issues When Resetting BMW Service Lights "Reset Impossible" Message If you see this message, it usually means: The CBS system detects that servicing was incomplete There may be sensor errors or damaged components Fault codes need to be cleared first Solutions: Verify that all required service was
properly completed Check for damaged sensors (especially brake wear sensors) Consider using a diagnostic tool to clear fault codes iDrive System Freezes. Wait 2-3 minutes to see if it resolves itself Turn off the ignition completely and restart As a last resort,
disconnect the battery for 15 minutes to reset the system Partial Reset (Some Lights Remain On) Sometimes not all service indicators reset at once. This might mean: Different components have separate reset procedures Some components may actually need service The reset wasn't completed properly Double-check your specific model's
requirements and try again, following each step carefully. How CBS Calculates Service Intervals Understanding how your BMW determines when service is needed helps you maintain it properly: Component How CBS Calculates Service Needs Engine Oil Monitors driving style, fuel consumption, and oil quality using conductivity sensors Brake Pads
Uses wear sensors and algorithms based on braking force and mileage Brake Fluid Time-based (typically 24 months) due to brake fluid's hygroscopic properties Air Filters Calculated based on mileage and environmental conditions to start fresh
with your newly maintained components. Important Maintenance Items Tracked by BMW Service Lights Your BMW's service light system monitors numerous components. Here are the key ones: Service Items Tracked by BMW Service Lights Your BMW's service light system monitors numerous components. Here are the key ones: Service light system monitors numerous components. Here are the key ones: Service Items Tracked by BMW Service Lights Your BMW's service light system monitors numerous components.
Microfilter/Air Filter 2-4 years Yes Vehicle Check 1 year Yes Spark Plugs 60,000 miles Yes Legal and Safety Considerations Before you reset those service lights, keep these important points in mind: Resetting service lights without performing the required maintenance may violate emissions regulations in some regions Skipping maintenance while
resetting indicators could void your warranty Some advanced reset procedures (like diesel particulate filter resets) should be left to professionals The National Highway Traffic Safety Administration recommends following manufacturer-specified service intervals for safety Remember: the purpose of resetting service lights is to maintain accurate
service tracking after maintenance—not to avoid necessary upkeep. Tools That Can Help Reset BMW Service Lights Sometimes button combinations won't cut it. These tools can help: BMW-Specific OBD Scanners ($30-150) Plug into your car's diagnostic port Navigate to service reset functions Follow on-screen instructions Professional Diagnostic
Tools ($200+) Provide model-specific reset procedures Can address multiple service items at once Often include additional diagnostic features BMW iDrive Controller (built-in) Most newer BMWs allow resets through the iDrive interface Navigate to vehicle settings and service menus Usually the most user-friendly option Advanced Service Light Reset
Tips For BMW owners comfortable with tech, these advanced tips might help: Record Date and Mileage: Before resetting, note when you performed maintenance for your own records Battery Disconnect: If conventional reset methods fail, disconnecting the battery for 15+ minutes may force a system refresh (though this isn't recommended as a first
option) Multiple Attempts: Some BMW models need 2-3 reset attempts before the light clears Wait Between Steps: Give the system a few seconds between button presses when following reset sequences BMW Service App Options BMW offers digital service tracking through these official apps: BMW Connected App: Connects to your vehicle's systems
and can provide service status updates BMW MyBMW App: Newer app that replaced Connected, offering enhanced service tracking features BMW Digital Service status updates BMW Digital Service tracking features below the control of all services performed by authorized centers.
services are needed and when. When DIY Reset Isn't Working If you've tried everything and can't reset your service indicator: Verify you're following the exact procedure for your specific model and year Check for any fault codes that might be preventing reset (these require scanning tools) Confirm the actual service was completed properly As a last
 even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit, provide a link to the licensor endorses you or your use. ShareAlike — If you
 remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in
lifelike lighting, believable backgrounds, and more with our new model update. Your generated images will be more polished than ever. See What's NewExplore how consumers want to see climate stories told today, and what that means for your visuals. Download Our Latest VisualGPS ReportData-backed trends. Generative AI demos. Answers to your
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and what that means for your visuals. Download Our Latest VisualGPS ReportData-backed trends. Generative AI demos. Answers to your usage rights questions. Our original video podcast covers it all—now on demand. Watch NowEnjoy sharper detail, more accurate color, lifelike lighting, believable backgrounds, and more with our new model update
Your generated images will be more polished than ever. See What's NewExplore how consumers want to see climate stories told today, and what that means for your visuals. Download Our Latest VisualGPS ReportData-backed trends. Generative AI demos. Answers to your usage rights questions. Our original video podcast covers it all—now
on demand. Watch Now If you drive a BMW, you may have encountered the "Service Due" message on your dashboard. This alert is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability. In this post, we'll cover what the "Service Due" message means, why it's important, and what steps to taken for the safety is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability. In this post, we'll cover what the "Service Due" message means, why it's important, and what steps to taken for the safety is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability. In this post, we'll cover what the "Service Due" message means, why it's important, and what steps to taken for the safety is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability. In this post, we'll cover what the "Service Due" message means, why it's important is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability. In this post, we'll cover what the "Service Due" message means, why it's important is more than just a reminder; it's an essential part of maintaining your BMW's performance, safety, and reliability.
next. We'll also explore why getting BMW maintenance services from professionals, such as Oceanside Motorsports, we can find out what's wrong with your BMW with our diagnostic testing to ensure you're only spending money on what needs to be fixed
The "Service Due" message on your BMW's dashboard is an indicator that some aspect of your vehicle's routine maintenance is due. BMW vehicles are equipped with a service interval indicator system that monitors the components, including the engine oil, brakes, filters, and fluids. When one of these components
reaches a certain mileage or time interval, the system triggers the "Service Due" message to notify you. This ensures that no part of your BMW's maintenance engineering, luxury, and precision. To maintain this quality,
BMWs require regular upkeep in line with the manufacturer's maintenance schedule. Neglecting these services can lead to avoidable issues like reduced fuel efficiency, decreased performance, and costly repairs down the line. Properly maintaining your BMW is an investment in its long-term health and value, especially if you rely on experienced
professionals, such as those at Oceanside Motorsports, who specialize in BMW repair. The "Service Due" message can indicate several types of maintenance needs, including the following. Regular oil changes are essential to keeping your BMW engine lubricated, which reduces friction and wear. They also help prevent overheating by maintaining the following.
 optimal engine temperatures. BMW typically recommends oil changes every 5,000 miles, though this interval may vary based on your engine. Your BMW's brakes are a key safety feature, with the onboard system tracking brake pad wear. When brake
 maintenance is needed, a "Service Due" message will appear to prompt action. Replacing brake pads and other components as recommended ensures reliable stopping power. Regular brake service keeps your BMW safe and ready for the road. BMW vehicles have multiple filters, including engine air, cabin air, and fuel filters, all designed to keep the
engine and air clean. Changing these filters as recommended enhances engine cleanliness and cabin air quality. A fresh engine air filter also supports performance and fuel efficiency. Routine filter replacements improve both driving comfort and health. Fluid Checks and Replacements Your BMW uses various fluids, such as coolant, brake fluid
 transmission fluid, and power steering fluid, for smooth operation. Low or dirty fluids can impact your car's performance, making regular checks essential. The "Service Due" alert will appear when fluid maintenance is needed. Keeping fluids clean and topped off ensures reliable performance and prevents potential issues. Routine tire care, including
 rotations, alignments, and pressure checks, improves handling, fuel efficiency, and safety. BMW's service indicator can alert you to upcoming tire maintenance needs. Properly maintained tires not only improve safety but also prolong the life of your tires. Regular tire service keeps your vehicle's handling at its best. BMW recommends periodic
 inspections of essential components, such as the suspension and battery. These checks ensure that your car remains safe and performs optimally over time. The "Service Due" message may signal the need for such inspections, covering areas beyond typical maintenance. Regular inspections provide peace of mind and help prevent unexpected issues.
 Regular maintenance ensures that your BMW's engine, brakes, and other systems perform at their best. This upkeep allows you to fully experience the high level of performance BMW is known for. Well-maintained components contribute to smoother handling and a more responsive drive. Staying on top of service needs helps keep your vehicle
operating at peak performance. Keeping brakes, tires, and other safety-critical systems in top condition enhances your security on the road. Regular maintenance checks provide peace of mind, knowing that your passengers. Routine care
is a proactive step in maintaining vehicle safety. Extended Vehicle Lifespan Staying current with maintenance helps minimize wear and tear on your BMW, extending its longevity. Regular service keeps parts in good condition, reducing the chances of premature failure. A well-maintaining vehicle safety. Extended Vehicle Lifespan Staying current with maintenance helps minimize wear and tear on your ball.
 now pays off with a longer-lasting, reliable vehicle. Routine maintenance supports better fuel economy, allowing your BMW to operate efficiently. Clean filters, fresh oil, and properly inflated tires all contribute to optimal fuel consumption. This attention to detail saves you money at the gas pump over time. Keeping your car well-maintained is a simple
 way to maximize fuel savings. By addressing small issues during regular maintenance, you can prevent them from developing into major repairs. Routine check-ups allow technicians to spot problems early, saving you from expensive fixes later. This preventive approach not only saves money but also helps you avoid unexpected breakdowns. Investing
 in regular maintenance is a smart way to keep repair costs down. The "Service Due" message on your BMW's recommended maintenance schedule and choosing a professional service provider like Oceanside Motorsports, you're ensuring that
your BMW remains a high-performance vehicle you can depend on. If your BMW is displaying a "Service Due" message, don't wait. Reach out to Oceanside Motorsports for expert BMW repair and BMW maintenance services. Our team is dedicated to helping you enjoy the full potential of your BMW, mile after mile. Contact us today to schedule an
appointment, we can't wait to meet you! NOTE: This is sometimes referred to as the "Oil Change Light" or "Oil Service Light".NOTE: The service indicator can only be reset using the reset mode in the instrument cluster or by using BMW hardware. This procedure applies to 3- Series from production date 9/99, and 5-Series and 7-Series from
production date 9/00 (except 2002-05 7-Series and 2004-05 5-Series) without an engine compartment diagnostic connector. DESCRIPTION & OPERATIONStarting in 1983 and ending on some models in 1999, service indicator on instrument panel consists of 5 Green, 3 Red and one Yellow Light Emitting Diodes (LED) and the inscriptions OIL SERVICE
 and INSPECTION. When ignition is on, as many as 5 Green LEDs will light up. The Green LEDs go out when the engine is started, maintenance service is due immediately. When maintenance interval has been exceeded (after approximately 1000)
 miles) the Red LED's will come on in addition to the Yellow LED as a reminder for servicing. Beginning on some models in 1999, a new method for displaying the amount of time until the next service or inspection is due. The actual mileage remaining until the next service will be
 displayed for five seconds when the ignition is first switched on. The text OIL SERVICE or INSPECTION will also illuminate to show which service is past due. A minus symbol (-) before the mileage display indicates that a service is past due. BMW 1983-2005 Service Light ResetModels With Engine Compartment Diagnostic ConnectorTo reset instrument
cluster SIA OIL SERVICE indicator, turn ignition switch to ON position. Connect Service Indicator Resetter (62 1 110) to diagnosis connector in engine compartment. See image. Identifying BMW Service Interval Reset ToolPress Yellow OIL SERVICE button. Green LED will illuminate. Wait until Yellow LED illuminates. and then goes out again. Ensure
that OIL SERVICE indicator has been reset. To reset SERVICE INTERVAL indicator, press Red INSPECTION service button for inspection to OFF position, wait 20 seconds and repeat procedure in order to adapt interval of annual inspection to
 inspection. Ensure that SERVICE INTERVAL indicator has been reset.BMW 2001-2005 Service Light ResetModels Without Engine Compartment Diagnostic ConnectorReset service light by performing the following:Ignition key must be in OFF position. Press and hold trip odometer reset button in the instrument cluster (left button), and turn ignition
key to first position. Keep the button pressed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" If coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET" if coded minimum messed for approximately 5 seconds until one of the following words appear in the display is a second with the display in the display is a second with the display in the display is a second with the display is a second with
consumption limit has been reached and resetting is possible. If "RESET" is not shown, minimum limit has not been reached and resetting is possible. While "RESET" is flashing, press left button briefly to reset again after 2.5 gallons after 2.5 gallons.
of fuel have been consumed. Fig. 4- Resetting Service Interval Light ResetModels Without Condition Based Service (CBS) Interval indicator is a system subject to
constant development which in its development stages has been integrated in various model series such as E85 (Z4) and E46 (3 and M3-Series). The service indicator appears in the LC display in the instrument cluster's speedometer. The indicator appears in the LC display in the instrument cluster's speedometer. The indicator appears in the LC display in the instrument cluster's speedometer.
 Interval IndicatorResetting Service Interval IndicatorResetting Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light ResetModels With Condition Based Service Interval Indicator Reset ButtonBMW 2002-2006 Service Light Reset ButtonBMW 2002-2006 Service Interval Indicator Reset Button
 (CBS) Interval System NOTE: Use this procedure on vehicles with an instrument panel like the ones shown in Fig. 7, Fig. 8, or Fig. 9. If vehicle has an instrument panel like the one shown in Fig. 10, The "1" symbol means that you can reset service operation (early production vehicles may show an "F"), while a "0" indicates it is not resettable (the firs
20 percent of the service interval is also protected against accidental reset). For additional information about Condition Based Service (CBS), see RESETTING AND CORRECTING CONDITION BASED SERVICE under PROGRAMMING in SELF-DIAGNOSIS -Fig. 7 Identifying Condition Based Service (CBS), see RESETTING AND CORRECTING CONDITION BASED SERVICE under PROGRAMMING in SELF-DIAGNOSIS -Fig. 7 Identifying Condition Based Service (CBS), see RESETTING AND CORRECTING CONDITION BASED SERVICE under PROGRAMMING in SELF-DIAGNOSIS -Fig. 7 Identifying Condition Based Service (CBS), see RESETTING AND CORRECTING CONDITION BASED SERVICE under PROGRAMMING in SELF-DIAGNOSIS -Fig. 7 Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical) Fig. 8
 Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Fig. 9 Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models using a Condition Based Service (CBS) Instrument Panel Controls (Typical)Models (Typic
 speedometer in the instrument cluster for 10 seconds in the place where the fuel tank level is normally displayed. The first line corresponds to the mileage dependent service items. It specifies the mileage when the next service items. It specifies the mileage when the mileage when the mileage when the mileage dependent service items. It specifies the mileage when the mileage w
dependent service items and is displayed by a clock symbol. It specifies the weeks/months/years when the next service is due. If the service is due. If the service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due. If the service is due it appears with a minus sign. The actual service is due. If the service is due it appears with a minus sign. The actual service is due. If the service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due. If the service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due it appears with a minus sign. The actual service is due it appears with a minus sign is due it appears with a minus sign. The actual service is due it appears with a minus sign is due it appears 
service schedules. By using suitable diagnostic equipment connected to the vehicle diagnostic connector it is possible to reset CBS service schedules at any time. By selecting the `CBS' option, the diagnostic equipment will gather information regarding the current state of CBS items from their relevant modules on the CAN network. see instruction
below. Service reset is accomplished using instrument cluster: Insert key into ignition estart/stop button without depressing the clutch or brake, and wait for the service reminder to disappear. Immediately after the service reminder indicator goes out, press and hold the odometer reset button or stalk. After 3 secs a warning triangle will
appear, keep the odometer button pressed and after another 2-3 secs an oil can will appear (giving the software level/ can bus etc. of the vehicle). This indicates that you've overshot the reset procedure and you need to re-start from the beginning. The
 service menu should now be displayed. Use the button (twist if the switch is a stalk - or if a button, tap repeatedly) to scroll up/down through the various service items. NOTE: On newer models, it may be the rocker/toggle switch on the turn indicator lever that is used to scroll up/down through the various service items. See Fig. 9.When the item to be
reset is showing, press the BC button on end of turn indicator lever. "Reset" should now appear in the displayed. The reset procedure for the selected service item is done. Scroll up/down to select another item (as in step 4), or press the ignition start/stop button to
exit.BMW 2007-2019 Service Light ResetModels With Condition Based Service (CBS) Interval SystemOn-the-vehicle service operations can be reset at the instrument panel.NOTE: A reset is only possible in the car if:There is no Check Control messageAvailability of the service job is under 90%On-board date must be correctly setNOTE: Resetting of a
service job must always be carried out after a maintenance measure has been completed.IMPORTANT: If engine oil and vehicle check are reset button (1) for approx. 10 seconds, until the 1st service job appears in the display (2). See Fig. 10.Bring up the
next item by briefly pressing the button again. Select the desired service job. If a reset is possible, this is displayed in the instrument panel as "Reset executable". Start the reset by pressing the button for 3 seconds again. The status of the reset is indicated in the display by a
progress bar and in text as "Reset running". The reset is confirmed after completion as "Reset using in-car controls & DisplayCBS Reset Using BMW Diagnosis System (Scan Tool)IMPORTANT: Although the CBS maintenance jobs can be reset using in-car controls, it is recommended
service measure has been completed. The brake pads can only be reset with a new brake pad wear sensor. The CBS jobs can be reset via the diagnosis system on the following path: Start diagnosis carry out vehicle identification. The CBS jobs can be reset via the diagnosis system on the following BMW Car Models. BMW
 E30,BMW E31,BMW E32,BMW E36,E36,7,BMW M Roadster E36,7,BMW E31,BMW E31,BMW E31,BMW E32,BMW E34,BMW M5 E34,BMW E36,E36,7,BMW M5 E36,BMW M5 E36,B
 E90,BMW M3 E92,BMW M3 E92,BMW M3 E92,BMW M3 E92,BMW M3 E92,BMW M4, E93,BMW M4, E93,BMW M4, E93,BMW M6, F12,BMW M6, F13,BMW M6, F11,BMW M6, F13,BMW M6,
F31 ,BMW F32 ,BMW F31 ,BMW F32 ,BMW F31 ,BMW F32 ,BMW F33 ,BMW F33 ,BMW F33 ,BMW F35 ,BMW F35 ,BMW F35 ,BMW F30 ,BMW F30 ,BMW F80 ,BMW F80
your dashboard will be reset by the technician. However, if you prefer to do your own maintenance or if you've had your BMW serviced elsewhere, you may need to reset the service due indicator on your BMW: Step 1: Turn on the Ignition First, make sure your BMW's
ignition is turned off. Insert the key into the ignition and turn it to position and turn it to position where the dashboard lights will come on, but the engine will not start. Step 2: Press and Hold the Trip Reset Button Locate the trip reset button on your instrument cluster. This button is usually located near the speedometer or tachometer. Press and
 hold the trip reset button. Model Trip Reset Button Location BMW 3 Series Left side of the instrument cluster BMW 5 Series Right side of the instrument cluster BMW 5 Series Right side of the instrument cluster BMW 5 Series Right side of the instrument cluster BMW 5 Series Right will
come on, and you will hear a chime. Continue holding the trip reset button. Step 4: Keep Holding the Trip Reset Button After a few seconds, the service due indicator will display "Reset" or "Re"; at this point, release the trip reset button. If the indicator does not reset, repeat steps 2-4. Step 5: Confirm the Reset After releasing the trip reset button.
the service due indicator should display the new mileage interval for the next service. This indicates that the reset was successful. Now that you've successful. Now that you've successful. Now that you've successful indicator on your next service interval and perform the
necessary maintenance to keep your BMW running smoothly. The service due indicator in BMW cars is a notification system that alerts the driver when a service due indicator in BMW running smoothly. The service due indicator in BMW cars is a notification system that alerts the driver when a service due indicator in BMW running smoothly.
from a qualified BMW technician. Resetting the service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and to prevent unnecessary or premature service due indicator is important to ensure accurate maintenance tracking and the prevent unnecessary or premature accurate maintenance tracking and the prevent unnecessary or premature accurate maintenance tracking and the prevent unnecessary or premature accurate maintenance tracking and the prevent unnecessary or premature accurate maintenance accurate maintenance tracking and the prevent unnecessary or premature accurate maintenance accurate maintenanc
 Resetting the service due indicator on your BMW is a simple process that you can easily do yourself. By following the steps outlined in this guide, you can ensure that your BMW in top condition, so don't overlook the importance of resetting the
service due indicator after each service. BMW logo | Getty Images TrendsBMW is known as a highly desired luxury vehicle. Over the years it has developed a few nicknames? Audio By Carbonatix Lauded as "the ultimate driving machine" since 1974, the beautiful BMW has origins that date back to 1916. That's
 when Gustav Otto and Karl Rapp merged their aircraft engine-making enterprises to establish the Bayerische Motoren Werke company in Bavaria. After World War I, the manufacturer changed their focus to motorcycles and cars that go by various nicknames, including Beamer, Beemer, and Bimmer. BMW logo | Getty Images Although pronounced
roughly the same, the nicknames Beamer, Beemer, and Bimmer do not always refer to automobiles. According to BMW, the first two nicknames are ascribed to BMW motorcycles, and only the nicknames Bimmer is used to describe four-wheel automobiles such as the BMW 325i and 328i models. Before BMW started making cars, a UK-based
manufacturer called the Birmingham Small Arms Company was already busy building cars, busses, and motorcycles arrived on the scene, quick-witted Britans called the BMW-made bikes "Beemers" to differentiate the two bike makers, BSA and BMW. "Beamer"
 simply an alternate spelling of "Beemer" and refers to motorcycles, not cars. As a nickname for Bavarian-born cars, "Bimmer" came about in the car maker's homeland. In Germany, the acronym BMW is less cumbersome to pronounce than in English-speaking countries
 which may explain why the nicknames Beamer, Beemer, and Bimmer never caught on with most Bavarian locals. Despite the sky-high price of many of their higher-end vehicles and renowned unreliability, BMW remains one of the most popular luxury car brands on the road today. Consumers who can afford to shell out $50,000 or more for a
 commuter vehicle realize the handling and performance of a Bimmer. The high-end price tag for a new BMW is only the beginning of a driver-vehicle relationship that would easily drain the bank account of a lesser-funded road enthusiast. Manufacturer and after-market parts are costly, and mechanics who work on imported cars are also prone to
 hefty hourly fees. Even regular maintenance tasks such as oil changes cost more for Bimmers than most other cars. Nonetheless, drivers who love Bimmers are willing to pay the price for superior features, including rapid acceleration, smooth shifting, and curve-hugging response. Some Bimmers are more reliable than others. As we told you earlier
closeExcessive corrosion of alloy wheelsExtreme wear-and-tear on door handlesFaulty coolant systemsFaulty electronicsFaulty ignition coilsFrequently dead batteriesFuel pump issuesHeater core problems with automatic headlampsVariable valve timing rattle Those are the downsides of driving a Bimmer. Commuters
 who spend a lot of time inside their vehicle want a car that is well designed, comfortable, and a joy to drive, and BMW provides all of those things. The fact that pulling into the office parking lot with the prestigious blue, white, and black BMW emblem scores status points is a plus that commuters are willing to pay for. Related Every BMW M3 Sports
Car Ranked Best to Worst To reset BMW service due, follow these steps. First, turn on the ignition without starting the car. Then, press and hold the odometer reset button until the desired service item is displayed. Finally, press and hold the reset
 button again until a confirmation appears. This procedure allows you to reset the service reminder and keep track of your vehicle's maintenance schedule effectively. Taking care of your BMW's service due ensures optimal performance and longevity. By following these steps, you can reset the service indicator without the need for a trip to the
 dealership or a mechanic, saving you time and money. Understanding the Service Due System is crucial for BMW owners to ensure the proper maintenance and longevity of their vehicles. Timely service plays a vital role in keeping a BMW in optimal condition, preventing potential issues, and maintaining its performance. BMW vehicles are equipped.
with various service indicators and alerts to notify drivers when maintenance is required. These indicators include service due, oil change, or specific component reminder such as engine filters or brake pads. Each BMW model may have different service reminder types, which can vary based on mileage, time elapsed, or specific driving
conditions. When the service due system is activated, it is essential to take prompt action and schedule an appointment with a qualified BMW service center. Ignoring or delaying these reminders can lead to reduced performance, decreased fuel efficiency, and potential damage to critical vehicle components. Types of Service Reminders Service Due
Oil Change Engine Filters Brake Pads Regularly servicing your BMW as indicated by these reminders will help you maintain the performance, safety, and reliability of your vehicle. It is recommended to consult your BMW owner's manual or reach out to a knowledgeable BMW service professional for specific guidance on the service intervals and
requirements for your particular model. Credit: www.bmwofwarwick.com Locating the service due information on your BMW and ensure that all doors are closed. Press and hold the trip odometer reset button located on
the instrument cluster. While holding the reset button, turn the ignition key to position 1 (first click) without starting the engine. Continue holding the reset button, and the service interval display should show the
remaining miles or kilometers until the next service is due. By regularly accessing the service due information on your BMW's dashboard, you can ensure timely maintenance and keep your vehicle running smoothly. Remember to always consult your BMW owner's manual for specific instructions and details regarding service intervals. Resetting the
BMW Service Due light is an important procedure to ensure the proper maintenance and functionality of your BMW. To reset the Service Due light, you will need a few tools and some preparation. Before starting the reset process, make sure you have a compatible diagnostic tool, such as an OBD-II scanner, and a stable power source to prevent any
interruptions. Here is a step-by-step guide to help you reset the BMW Service Due light: Step 1: Connect the diagnostic tool to the OBD-II port of your BMW. Step 2: Turn on the ignition but do not start the engine. Step 3: Follow the prompts on the diagnostic tool's display to select your BMW model and reset the Service Due light. Step 4: Once the
reset process is complete, turn off the ignition and disconnect the diagnostic tool. By following these steps, you can successfully reset the BMW Service Due light and ensure that your BMW continues to operate at its best. In order to reset the service due on your modern BMW model, you can follow a few simple steps. First, locate the iDrive control
knob in your vehicle. This knob is typically located near the gear shift or on the center console. Once you have located the knob, turn the ignition on without starting the engine. Next, press and hold the iDrive screen. Using the iDrive controller, navigate to the
 "Service" or "Service Due" option and select it. From here, you will be able to reset the service due notification. Simply follow the prompts on the screen to confirm the reset. Once you have completed these steps, the service due notification should be reset and no longer appear on your iDrive screen. It is important to note that the steps for resetting
the service due may vary slightly depending on your specific BMW model and year. Consult your vehicle's owner's manual or contact a BMW dealership for more information if needed. Resetting the service due light on a BMW can sometimes be challenging. There are a few common issues that you may encounter during the process. One possible
problem is that the reset procedure may not work as expected. In some cases, the service light may refuse to go off even after following the correct steps. Another issue could be a lack of proper documentation or guidance for performing the reset. It can be difficult to find accurate information, especially if you are not familiar with the specific BMW
model. To overcome these challenges, it is important to have access to reliable resources such as a BMW service manual or online forums where experienced BMW owners share their knowledge. Additionally, seeking assistance from a professional mechanic or contacting a BMW dealership can also be helpful in resolving any reset problems. Avoid
DIY Mishaps: Resetting the service due on your BMW can be a complex process, especially if you're not familiar with the technicalities involved. Seeking professional help ensures that the reset is done correctly, preventing any potential mishaps. Preserve Warranty: A qualified technician at a certified BMW service center understands the specific
requirements of your vehicle. By getting the service reset done by a professional, you can ensure that your warranty remains intact. Expertise and Experience to diagnose any underlying issues during the service reset. They can spot potential problems that might affect your vehicle's
performance, giving you peace of mind. Access to Specialized Tools: Resetting the service due on a BMW often requires specialized tools and software. Professional mechanics have access to these tools, allowing them to perform the reset accurately and efficiently. Time and Convenience: Seeking professional help for a service reset saves you time
and effort. Instead of struggling with the process yourself, you can rely on professionals who can complete the task quickly, allowing you to focus on other priorities. Remember, when it comes to resetting the service due on your BMW, seeking professional help can offer numerous advantages. From avoiding DIY mishaps to preserving your warranty
and benefiting from expertise and specialized tools, professional service resets ensure the optimal functioning of your vehicle. In the fast-paced world of car maintenance, it's important to monitor the service intervals to ensure your vehicle
continues to run smoothly. Luckily, there are various tools and apps available to assist you in this task. These tools provide reminders for when your next service is due, track your maintenance history, and even offer helpful tips on DIY maintenance tasks. By utilizing these resources, you can stay proactive in keeping your BMW in top condition.
Whether it's a mileage-based or time-based service interval, these tools will help you stay on track and never miss an important maintenance task again. So, take advantage of these innovative tools and apps, and make monitoring your BMW's service intervals a breeze! When the service indicator light illuminates on your BMW's dashboard, it signifies
that the vehicle requires maintenance. But have you ever wondered how BMW's onboard computer system constantly analyzes various factors such as engine load, oil condition, mileage, and environmental conditions to determine when the next service is due. It
uses complex algorithms to accurately predict upcoming service requirements. After resetting the service indicator, your vehicle's computer system starts monitoring these factors from scratch. It evaluates data from numerous sensors and makes calculations based on manufacturer-recommended service indicator, your vehicle's computer system to anticipate
maintenance needs based on your specific driving patterns, ensuring optimal performance and longevity for your BMW.So, the next time you reset the service indicator, rest assured that BMW's intelligent onboard computer will precisely predict when your believe the service indicator, rest assured that bmW's intelligent onboard computer will precisely predict when your specific driving patterns, ensuring optimal performance and longevity for your BMW.So, the next time you reset the service indicator, rest assured that bmW's intelligent onboard computer will precisely predict when your specific driving patterns, ensuring optimal performance and longevity for your BMW.So, the next time you reset the service indicator, rest assured that bmW's intelligent onboard computer will precisely predict when your specific driving patterns, ensuring optimal performance and longevity for your BMW.So, the next time you reset the service indicator, rest assured that bmW's intelligent onboard computer will precisely predict when your specific driving patterns, ensuring optimal performance and longevity for your BMW.So, the next time you reset the service indicator, rest assured that bmW's intelligent onboard computer will precisely predict when your specific driving patterns, and the precise patterns are the performance and t
running smoothly for miles to come. To reset the Service Due light on your BMW, turn on the ignition without starting the engine. Press and hold the trip reset button until the Service Due light in a BMW indicates that it's time to perform routine
maintenance on your vehicle. This can include oil changes, filter replacement, and other scheduled services. It's important to address this light promptly to ensure your BMW without visiting a dealership. Many BMW models have a reset button on the
instrument panel that allows you to reset the light yourself. Consult your owner's manual for specific instructions on how to reset the light on your particular model. Resetting the service due on your BMW is a simple process that can save you time and money. By following the steps outlined in this blog post, you can ensure that your car is properly
maintained without the need for expensive trips to the dealership. Whether you are a DIY enthusiast or simply looking to save some money, resetting the service due on your BMW is an essential skill to learn. So go ahead, take control of your vehicle's maintenance and keep it running smoothly for years to come. Happy driving! 03-17-2017, 07:54
PM #1 Major Drives: 2023 G30(530i Made in Austria Join Date: Apr 2010 Location: Metro Philly Service is due? My car is due for "Service" in about 3000 miles. Not oil, not brakes... How can I tell WHAT service is due? My car is due? My car is due? My car is due? PM #2 Lieutenant General Drives: '15 328iX GT Join Date: Jan
2015 Location: New Hampshire It tells you in your iDrive under vehicle info. 03-18-2017, 09:26 AM #3 Major Drives: 2023 G30(530i Made in Austria Join Date: Apr 2010 Location: Metro Philly Nope - in iDrive, it just says "Service Required" and 3000 miles. All the other iDrive services are listed - examples, brake fluid, oil change, state
inspection, brakes, etc. 03-18-2017, 03:25 PM #4 Drives: 2023 M2 6MT Join Date: Jun 2016 Location: SC What's your mileage? 03-18-2017, 08:13 PM #5 Private First Class Drives: 2011 e90 335i Join Date: Feb 2016 Location: Dallas TX I'm at 47000
                                                                                                                                                                                                                                                                                                                                                                                                          2011 E90 335i. w/PPK 2013 F30 335i sedan M Sport 03-18-2017
11:21 PM #6 Brigadier General Drives: Jet Black E90 Join Date: Feb 2007 Location: Gridlock Good question OP. I would love to know myself. 03-19-2017, 09:50 AM #7 Lieutenant General Drives: '15 328iX GT Join Date: Jan 2015 Location: New Hampshire Quote: Originally Posted by p30amg08 I'm at 47000 It's your 50,000 mile check up, some
                          03-19-2017, 10:06 AM #8 Colonel Drives: 2015 228i M Sport Join Date: Jul 2007 Location: Leesburg, VA Service due at 50,000 Miles Action: Description Inspect / Adjust / Change Rotate Tires Inspect / Adjust / Change
levels Inspect / Adjust / Change Inspect suspension components Inspect suspe
Adjust / Change Inspect coolant recovery reservoir Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect / Adjust / Change Inspect automatic/manual transmission fluid Inspect | Adjust / Change I
                                                                                                                                                                                                                                                                                                                                                                                   2015 BMW 228i in EstorilBlau II Metallic / Terra Dakota Leather - 6-speed manual, M
Inspect / Adjust / Change Check shocks and struts Inspect / Adjust / Change Check radiator, coolers, heater, and A/C hoses Inspect / Adjust / Change Check battery, exterior lamps, and horn operation
Sport Package, Cold Weather Package, Lighting Package, Premium Package, Pr
The car has about 25K miles and is about 3 years old. Actual term in "Vehicle Check" 03-20-2017, 07:33 AM #10 Lieutenant General Drives: '15 328iX GT Join Date: Jan 2015 Location: New Hampshire Quote: Originally Posted by wilbur the goose The car has about 25K miles and is about 3 years old. Actual term in "Vehicle Check" Sorry, I saw
the interloper say '47,000', and thought it was you. iDrive should tell you what the service is for in the Service, at least four weeks in advance of when actually due. Why yours doesn't I can't say. Call your dealer, let him figure it out. 03-20-2017, 03:35 PM #11 Major Drives
2023 G30(530i Made in Austria Join Date: Apr 2010 Location: Metro Philly I'll do that. I have a wonderful lady who's my service advisor. She's by far the best I've ever used, and has kept my with the BMW brand. Kerrie from BMW of Reading (PA). Simply amazing customer service! 03-20-2017, 04:23 PM #12 Lieutenant General Drives: '15 328iX
GT Join Date: Jan 2015 Location: New Hampshire Maybe the iDrive needs to be serviced, because it won't tell you what service is due. 03-20-2017, 05:05 PM #13 First Lieutenant Drives: 2014 335xi Join Date: Dec 2013 Location: t.o I found that to be one of the most annoying things on the Idrive. I got a couple service notices before that the
system wouldn't provide a description for. I'd call the dealer and they would say to come in so they could scan the key and tell me and only then would they book an appointment. For how technologically advanced everything is in these cars it was a PITA. BMW Headquarters in Munich BMW Group Classic in Munich BMW logo on a 1939 motorcycle
The official founding date of the German motor vehicle manufacturer BMW is 7 March 1916, when an aircraft producer called Bayerische Flugzeugwerke (formerly Otto Flugmaschinenfabrik) was established.[1][2] This company was renamed to Bayerische Motoren Werke (BMW) in 1922. However, the BMW name dates back to 1917, when Rapp
Motorenwerke changed its name to Bayerische Motoren Werke.[3] BMW's first product was a straight-six aircraft engine called the BMW IIIa. Following the end of World War I, BMW remained in business by producing motorcycle engines, farm equipment, household items and railway brakes. This was not enough and the company was suspended,
effectively bankrupt, from 6 November 1918 to 1 February 1919. BMW turned to motorcycle engine manufacturing, building a smooth operating horizontally opposed engine to keep the centre of mass low and thus make a more responsive machine. The engine was well received but the motorcycles made using it were not and sold slowly. BMW's
General Director Franz Josef Popp had to branch out again and BMW became a sub-contract manufacturer for braking system manufacturer Knorr Bremse in May 1920, who then acquired the remaining shares to make BMW a
wholly owned subsidiary still run by Popp. Less than two years later Popp persuaded Castiglionli buy back the BMW company name and buy the Bayerische Flugzeugwerke for its production site on the other side of the air field. There the company produced its first motorcycle in 1923. This was the legendary Max Fritz designed BMW R32 shaft drive
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motorcycle, which featured an integrated gearbox, recirculating rather than total loss lubrication and with the cylinder heads poking out for cooling. BMW became an automobile manufacturer in 1928 when it purchased Fahrzeugfabrik Eisenach, which built Austin Sevens at that time under licence (under the Dixi marque).[4] The first car sold as a BMW was a rebadged Dixi called the BMW 3/15. Throughout the 1930s, BMW expanded its range into sports cars and larger luxury cars. Aircraft engines, motorcycles, and automobiles would be BMW's main products until World War II. During the war, against the wishes of Popp, BMW concentrated on aircraft engine production, with military motorcycles as a side line, and automobile manufacture stopped altogether in 1941, under government prohibition. BMW's factories were heavily bombed during the war, its automobile factory in the Russian controlled East Germany and its remaining West German facilities were banned from producing motor vehicles or aircraft after the war. Again, the company survived by making pots, pans and bicycles. In 1948, BMW restarted motorcycle production. BMW resumed car production of the cheaper Isetta microcar after acquiring the rights from Italian company Iso. Slow sales of

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loss making luxury cars, declining profitable motorcycle sales as the economy improved and small profit margins from microcars meant BMW was in serious financial trouble. A "600" 4 seat version of the Isetta, with the "fridge" front door and one side door and a 600 cc air cooled horizontal twin motorcycle engine, was a sales flop. This led to a
 "proper car" styled by Micholetti based on the 600 was developed but consumed all available fund leading to very limited production in 1959. In December 1959, the company was nearly taken over by rival Daimler-Benz. Herbert Quandt and Harald Quandt acquired a controlling interest, largely based on the sales prospect of the 700 resulted in the
company surviving as a separate entity. The Quandt's father, Günther Quandt, was a well-known German industrialist. Quandt joined the Nazi party in 1933 and made a fortune arming the German Wehrmacht, manufacturing weapons and with
 minimal compensation. At least three of his enterprises made extensive use of slave laborers, as many as 50,000 in all.[7][8] One of his battery factories had its own on-site concentration camp, complete with gallows. While the Quandt family and BMW were not directly connected during the war, funds amassed in the Nazi era by his father allowed
 Herbert Quandt to buy BMW.[9] The BMW 700 was successful and assisted in the company's recovery. The 1962 introduction of the BMW New Class compact sedans was the beginning of BMW's reputation as a leading manufacturer of sport-oriented cars. Throughout the 1960s, BMW expanded its range by adding coupe and luxury sedan models. The
BMW 5 Series mid-size sedan range was introduced in 1972, followed by the BMW 6 Series large luxury sedans in 1978. The BMW M division released its first road car, a mid-engine supercar, in 1978. This was followed by the BMW M5 in 1984 and the BMW M3
in 1986. Also in 1986, BMW introduced its first V12 engine in the 750i luxury sedan. The company purchased the Rover Group in 1994, but the takeover was not successful and caused BMW large financial losses. In 2000, BMW sold off most of the Rover brands, retaining only Mini. BMW acquired the rights to the Rolls-Royce brand in 1998. The 1995
BMW Z3 expanded the line-up to include a mass-produced turbocharged petrol engine was introduced in 1980 (m102), with most engines switching over the following decade. The first hybrid BMW was the 2010
 BMW ActiveHybrid 7, and BMW's first electric car was the BMW i3 city car, which was released in 2013. After many years of establishing a reputation for sporting rear-wheel drive car was the BMW i3 city car, which was released in 2013. After many years of establishing a reputation for sporting rear-wheel drive car was the BMW i3 city car, which was released in 2014 BMW 2 Series Active Tourer multi-purpose vehicle (MPV). 1917 BMW IIIa aircraft engine 1916 advertisement for
 Bayerische Flugzeugwerke BMW's origins can be traced back to three separate German companies: Rapp Motorenwerke, an aircraft engine manufacturer which was established in 1913 by Karl Rapp. A site near
the Oberwiesenfeld was chosen because it was close to Bayerische Flugzeugwerke (then called Otto Flugmaschinenfabrik), with whom he had contracts to supply his four-cylinder aircraft engines, under the supervision of Franz Josef Popp, who was
delegated to Munich from Vienna.[10] Popp did not restrict himself to the role of observer, becoming actively involved in the overall management of the company.[11] In April 1917, following founder Karl Rapp's departure, Rapp Motorenwerke was renamed to Bayerische Motoren Werke (BMW).[12]:11 BMW's first product was the BMW IIIa aircraft
engine. The IIIa engine was known for good fuel economy and high-altitude performance. [13] The resulting orders from the Luftstreitkrafte for the BMW IIIa engine were overwhelming for the small company, however government officials in the
relevant ministries were able to give BMW extensive practical support for the rapid expansion[14] and funding to build a new factory near BMW's existing workshops. The German Empire did not, however, wish to go on supporting BMW with loans and guarantees, and therefore urged the flotation of a public limited company.[15] The name change to
 Bayerische Motoren Werke compelled management to devise a new logo for the company, and the famous BMW logo was designed at this time. However, they remained true to the imagery of the previous Rapp Motorenwerke emblem. [16] Thus, both the old and the new emblems were built up in the same way - the company name was placed in a
black circle, which was once again given a pictorial form by placing a symbol within it. By analogy with this, the blue and white panels of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of the Bawarian national flag were placed at the center of th
founding date of Bayerische Flugzeugwerke (7 March 1916) to be the birth of the company.[2] BFw Helios motorcycle After the end of World War I in 1918, BMW was forced to cease aircraft engine production by the terms of the Treaty of which
were obtained from his father-in-law Julius Auspitzer. Following Wiedmann's capitulation, the company was renamed from BMW GmbH.[19][additional citation(s) needed] The shares in BMW AG were owned
by the Viennese financier Camillo Castiglioni (33%), the Nuremberg industrialist Fritz Neumeyer (33%), Bayerische Bank (17%).[14] To remain in business, BMW produced farm equipment, household items and railway brakes. The BMW M2B15 industrial engine was also used in various motorcycles, including the 1920
 Helios model built by Bayerische Flugzeugwerke (which would later merge with BMW). This was not enough and BMW became a sub-contract manufacturer for braking system manufacturer for braking 
Castiglioni as member of the supervisory board On 20 May 1922, Camillo Castiglioni purchased back the rights to the name BMW for 75 million reichsmarks. Castiglioni was also an investor in another aircraft company, called Bayerische Flugzeugwerke (formerly Otto Flugmaschinenfabrik), which he renamed to Bayerische Motoren Werke AG.[20]
The disused factory of Bayerische Flugzeugwerke on Lerchenauer Straße was re-opened to produce engines for buses, trucks, farm equipment and pumps under the BMW brand name. BMW's headquarters have been at that location ever since.[10][21][22][23] BMW 801 radial engine BMW 003 jet engine With German rearmament in the 1930s, the
company again began producing aircraft engines for the Luftwaffe. In 1939, BMW bought Brandenburgische Motorenwerke, also known as Bramo, from the Siemens group of companies and merged it with its aircraft engine division under the name BMW Flugmotorenbau GmbH. A new factory at Allach, outside Munich, began production of aircraft
engines later that year.[24] Over 30,000 aero engines were manufactured through 1945, as well as over 500 jet engines such as the BMW 003. To enable this massive production effort, forced labor was utilized, consisting primarily of prisoners from concentration camps such as Dachau and Munich-Allach.[25][26] By the end of the war, almost 50% of
the 50,000-person workforce at BMW AG consisted of prisoners from concentration camps. [27] Among its successful World War II engine designs were the BMW 132 and BMW 801 air-cooled radial engines, and the pioneering BMW 003 axial-flow turbojet. Towards the end of the Third Reich, BMW developed some military aircraft projects for the
Luftwaffe— the Strahlbomber, Schnellbomber and Strahljäger— but none of them reached production. Main article: History of BMW motorcycles BMW reached production. Main article: History of BMW motorcycles BMW reached production. Main article: History of BMW motorcycles BMW reached production.
1923 with the BMW R 32,[28] which was powered by a flat-twin engine (also called a "boxer-twin" engine (also called a "boxer-twin" engine (also called a "boxer-twin" engine). Production of motorcycles with flat-twin engine (also called a "boxer-twin" engine). BMW 3/20 (1932-1934)BMW 3/20 (1932-1934)BMW 3/20 (1936-1940) BMW's production of motorcycles with flat-twin engine (also called a "boxer-twin" engine).
 automobiles began in 1928, when the company purchased the Automobilwerk Eisenach car company from Gothaer Waggonfabrik. Eisenach's current model was the Dixi 3/15, a licensed copy of the Austin 7 which had begun production in 1927. Following the takeover, the Dixi 3/15 became the BMW 3/15, BMW's first production car.[29][30][31][32]
Towards the end of 1930, BMW attempted to introduce a new front axle with independent wheel suspension for both their models, the BMW 'Dixi' 3/15 DA4 and BMW 'Wartburg' DA3, but this resulted in accidents with the prototypes because of construction faults.[33] In 1932, the BMW 3/20 became the first BMW automobile designed entirely by
 BMW. It was powered by a four-cylinder engine, which BMW designed based on the Austin 7 engine. BMW's first automotive straight-six engine was released in 1933,[34][35] in the BMW does not be a four-cylinder engine, which BMW designed based on the Austin 7 engine. BMW's first automotive straight-six engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine. BMW's first automotive straight-six engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine. BMW's first automotive straight-six engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine. BMW's first automotive straight-six engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine. BMW designed based on the Austin 7 engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine. BMW designed based on the Austin 7 engine was released in 1933,[34][35] in the BMW designed based on the Austin 7 engine was released in 1933, [34][35] in the BMW designed based on the Austin 7 engine was released in 1933, [34][35] in the BMW designed based on the Austin 7 engine was released in 1933, [34][35] in the BMW designed based on the Austin 7 engine was released in 1933, [34][35] in the BMW designed based on the Austin 7 engine was released by the Austin 7 engine was re
characteristic of BMW styling.[37] The 303 formed the basis for the four-cylinder 309 and the larger-engined 315, and 319,[38][39] while the 303.[38][40] and the restyled 329.[41] The 303 platform was supplemented in 1936 by the BMW 326, a larger luxury car with a more rigid frame
The 326 was BMW's first four-door sedan.[42][43] A shortened version of the 326 chassis was used in the BMW 320 (which replaced the 329), the BMW 321 (which replaced the 329), the BMW 327 coupé.[44][45] Also in 1936, the BMW 328 sports car replaced the 329), the BMW 328 sports car replaced the 329), the BMW 320 (which replaced the 329), the BMW 321 (which replaced the 329), the BMW 328 sports car replaced the 329), the BMW 328 sports car replaced the 329), the BMW 328 sports car replaced the 329 (which replaced the 329), the BMW 328 sports car replaced the 329), the BMW 328 sports car replaced the 329 (which replaced the 329), the BMW 328 sports car replaced the 329 (which replaced the 329), the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the BMW 328 sports car replaced the 329 (which replaced the 329) and in the 329 (which replaced the 329) 
a unique engine (the BMW M328) which produced 59 kW (79 bhp; 80 PS).[41][46] From its introduction at the Eifelrennen race at the Nürburgring in 1936, where Ernst Henne drove it to win the 2.0 litre class,[41][47] to the overall victory of Fritz Huschke von Hanstein at the 1940 Brescia Grand Prix during World War II.[48][49] The 328 was highly
successful in motor racing, with more than 100 class wins in 1937 alone.[50] The BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 335 luxury car was produced from 1939 to 1941.[51] It was built using an extended version of the 326 chassis with the larger BMW 345 luxury car was produced from 1939 to 1941.[51] It was built using a luxury car was produced from 1939 to 1941.[51] It was built using a luxury car was 
1955)Bristol 400 (1947-1950) In East Germany, the BMW factories at Eisenach was taken over by the Soviet Awtowelo Company.[53][54] and resumed production of the BMW 321 in 1945, just after motorcycle production also resumed.[53][54] A
 mildly revised BMW 327 entered production in 1948, followed by the BMW 340 in 1949. These were sold under the BMW name with the BMW logo affixed to them. [55] To protect its trademarks, BMW AG legally severed its Eisenach branch from the company. The Soviet Awtowelo Company continued production of the 327 and 340 under the
 Eisenacher Motorenwerk (EMW) brand with a red and white version of the logo until 1955.[53] In West Germany, many of the BMW factories had been heavily bombed during the war. By the end of the war, the Munich plant was completely destroyed.[56] BMW was banned by the Allies from producing motorcycles or automobiles. During this ban,
BMW used basic secondhand and salvaged equipment to make pots and pans, later expanding to other kitchen supplies and bicycles. In 1948, BMW was still barred from producing automobiles, however, the Bristol Aeroplane Company (BAC) inspected the factory, and returned to Britain with plans for the 327 model and the six-cylinder engine as
 official war reparations. Bristol then employed BMW engineer Fritz Fiedler to lead their engine development team.[57] In 1947, the newly formed BMW's double-kidney grille.[57] By the end of the 1940s BMW had returned to motorcycle manufacture but still
had not restarted automobile manufacture. [58] There were several approaches considered regarding how to re-enter the automotive market. Kurt Donath, technical director of BMW and general manager of the Milbertshofen factory, [53] advocated to produce the
cars from the other manufacturer. [59] Chief engineer Alfred Böning's preferred approach was a small economy car, and he developed the BMW 331 prototype, powered by a 600 cc (37 cu in) motorcycle engine. [59] In the end, it was sales director Hanns Grewenig's proposal that was successful. Grewenig believed that BMW's small production
capacity was best suited to luxury cars with high profit margins, similar to the cars BMW made just before the war. To this end, he had Böning and setting up equipment caused production of the 501 to be delayed until late 1952.[61][62]
BMW 502 (1954-1964)BMW Isetta (1955-1962)BMW 600 (1957-1959)BMW 507 (1956-1959) There were several other shortcomings with the 501 luxury sedan. The cost was approximately DM15,000— about four times the average German's earnings.[61] It was also much heavier than expected, so the 2.0 L (120 cu in) six-cylinder engine (based on a
pre-war design) struggled to provide adequate performance. [61] [63] Construction of the 501 bodies was originally expected to be done in-house, however BMW ended up using bodies built by Karosserie Baur in Stuttgart for more than a year. [62] In 1954, the 501 model range received some much-needed changes, which resulted in a doubling of
 sales.[64] The 501 became the 501A and received a price reduction of DM1,000. An entry-level 501B model was introduced, priced at DM1,000 below the 501A.[65][64] Both models received an upgraded version of the six-cylinder engine. A new BMW 502 flagship model was introduced, with a higher trim level[65][64] and the new 2.6 L (160 cu in)
BMW OHV V8 engine, [65][66][67] BMW's first V8 engine. [65][64] At the same time, BMW sought to offer a more affordable car. Motorcycles were BMW's largest money earner at the time, and their sales had peaked in 1954. Germans were turning away from mopeds and motorcycles toward light automobiles such as the Messerschmitt KR175 and
the Goggomobil. After seeing the Iso Isetta bubble car at the 1954 Geneva Motor Show,[68][69] BMW entered talks with Iso Rivolta and bought both a licence to manufacture its body.[69][70] Production of BMW's version of the Isetta began in 1955; more than ten thousand Isettas were sold that
year.[70] BMW made more than a hundred thousand Isettas by the end of 1958,[71] and a total of 161,728 by the end of production in 1962.[72] The Isetta chassis was lengthened to create the BMW 600, since BMW knew that it needed a larger four-seat family car to keep up with the rising wealth and expectations of the German people, but could not
 afford to develop a new model from scratch. The rear-mounted engine was increased in size from 300 to 600 cc (18 to 37 cu in) and the 600's rear suspension was BMW's first use of the semi-trailing arm system that would be used on their sedans and coupes until the 1990s. Released in 1957, the 600 could not compete against the larger, more
 powerful Volkswagen Beetle. Production ended in 1959 after fewer than 35,000 were built.[73][74][75] Influenced by the public response to the introduction of the BMW 502 luxury sedan.[76] The styling was contracted out
models. Max Hoffman, the BMW importer for the United States, told BMW that he would order 2000 507s if he could sell them for US$5,000 each. When the selling price was given as about twice that, and higher than the 300SL, he withdrew his offer.[80][81] 412 units of the 503 and 253 of the 507 were built during their production runs from 1956
 (May for the 503, November for the 507) to March 1959.[81][82][83] BMW 700 (1959-1965)BMW New Class (1962-1972)Munich BMW factory in 1968 By 1959, BMW was in debt and losing money.[84] The Isetta was selling well but with small profit margins.[85] Their 501-based luxury sedans were not selling well enough to be profitable and were
 becoming increasingly outdated.[86] Their 503 coupé and 507 roadster were too expensive to be profitable.[86] The BMW 600, a four-seater based on the Isetta, was selling poorly.[73] The motorcycle market imploded in the mid-1950s with increasing affluence turning Germans away from motorcycles and toward cars.[87] BMW had sold their Allach
plant to MAN in 1954.[88] American Motors and the Rootes Group had both tried to acquire BMW.[89] At BMW's annual general meeting on 9 December 1959, Dr. Hans Feith, chairman of BMW's supervisory board, proposed a merger with Daimler-Benz. The dealers and small shareholders opposed this suggestion and rallied around a counter-
 proposal by Dr. Friedrich Mathern, which gained enough support to stop the merger. [85][89] At that time, the Quandt Group, led by half-brothers Herbert and Harald Quandt, had recently increased their holdings in BMW and had become their largest shareholder. [89] By the end of November 1960, the Quandts owned two-thirds of BMW's stock
between them.[84] By this time, BMW had launched the BMW 700, a small car with a rear-mounted 697 cc (43 cu in) engine (based on the BMW R67 motorbike engine). The 700 was available as a 2-door sedan, a coupe and a "RS" model for racing.[90][91] In 1960, the development program began for a new range of models, called the "Neue Klasse
(New Class) project.[92] The resulting BMW New Class four-door sedans, introduced in 1962, are credited for saving the company financially and establishing BMW's identity as a producer of sports sedans. The New Class had front disc brakes and four-wheel independent suspension,[93] which helped establish BMW's reputation for sporting cars. It
 was the first BMW to officially feature the "Hofmeister kink", the rear window line that has been a styling feature of most BMWs since.[94] By 1963, with the company back on its feet, BMW offered dividends to its shareholders for the first time since World War II.[95] In 1965, the New Class range was expanded with the New Class Coupés luxury
models. The following year, the two-door version of the 1600 was launched, along with a convertible in 1967. These models began the BMW 02 Series, of which the 2002 sports sedan model was the best known. [96] BMW acquired the Hans Glas company based in Dingolfing, Germany, in 1966. Glas vehicles were briefly badged as BMW until the
company was fully absorbed. It was reputed that the acquisition was mainly to gain access to Glas' development of the timing belt with an overhead camshaft in automotive applications, [97] although some saw Glas' Dingolfing plant as another incentive. However, this factory was outmoded and BMW's biggest immediate gain was, according to
themselves, a stock of highly qualified engineers and other personnel.[98] The Glas factories continued to build a limited number of their existing models, while adding the manufacture of BMW front and rear axles until they could be closer incorporated into BMW.[99] E9 3.0 CSL In 1968, production of the BMW M30 engine began, BMW's first
straight-six engine since World War II which would remain in production for 24 years. This engine coincided with the launch of the BMW 5 Series mid-size sedans were introduced in 1972, to replace the
New Class sedans. The 5 Series platform was also used for the BMW 3 Series coupes, which were introduced in 1976. In 1975, the first generation of the BMW 7 Series large sedans were introduced in 1978. E30 M3 The
1978 BMW M1 was BMW's first mid-engined sports car and was developed in conjunction with Lamborghini. It was also the first model based on a regular produced by BMW's motorsport division, BMW M. In 1980, the M division produced by BMW's motorsport division, BMW M. In 1980, the M division produced by BMW's motorsport division, BMW M. In 1980, the M division produced by BMW's motorsport division, BMW M. In 1980, the M division produced by BMW's motorsport division, BMW M. In 1980, the M division produced by BMW's motorsport division produced by BMW's motorsport division produced by BMW M. In 1980, the M division produced by BMW's motorsport division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BMW M. In 1980, the M division produced by BM
 which was introduced in 1985 based on the E28 5 Series platform. In 1983, BMW introduced its first diesel engine, the BMW M21. The first all-wheel drive BMW was the E30 3 Series 325iX model, which began production in 1985. The E30 became BMW's first model produced in a station wagon (estate) body style, when the "Touring" model was
introduced in 1987. The 1986 E32 7 Series 750i model was BMW's first car to use a V12 engine. The E32 was also the first sedan to be available with a long-wheelbase body style (badged "iL" or "Li"). The BMW M3 was introduced in 1989.
and in 1992 was the first application of BMW's first V8 engine in 25 years, the BMW M60. It was also the first BMW to use a multi-link rear suspension, a design which was implemented for mass-production in 1990 E36 3 Series. The E34 5 Series to be produced with all-wheel drive or a wagon body style. In
1989, the limited-production BMW Z1 began BMW's line of two-seat convertible Z Series models. In 1993, the BMW's first hatchback model (except for the limited production 02 Series platform) was BMW's first hatchback models formed a new entry-level model range below the other 3
 Series models. In 1992, BMW acquired a large stake in California-based industrial design studio DesignworksUSA, which they fully acquired in 1995. Their first automotive assembly plant outside of Germany was announced to be built in Greer, South Carolina (between Greenville and Spartanburg) in the United States. It was assembling cars a year
later. The 1993 McLaren F1 is powered by a BMW V12 engine. BMW
not successful. Already struggling after years of industrial disputes, Rover had a poor reputation but in trying to improve its image it would become a rival to the BMW market segment. BMW found it difficult to reposition the English automaker alongside its own products and the Rover division was faced with endless changes in its marketing
strategy. In the six years under BMW, Rover was positioned as a premium automaker, a mass-market automaker, a division of BMW and an independent unit. The 1996 documentary, When Rover was incurring huge losses and BMW decided to sell off
several of the brands. The MG and Rover brands were sold to the Phoenix Consortium to form MG Rover, while Land Rover was taken over by Ford. BMW, meanwhile, retained the rights to Mini (the all new Mini was launched in 2001). Back in Germany, the 1995 E38 7 Series 725tds was the first 7 Series to use a diesel engine. The E39 5 Series was
also introduced in 1995 and was the first 5 Series to use rack-and-pinion steering and a significant number of suspension parts made from lightweight aluminum. The Z3 two-seat convertible and coupe models were introduced in 1995. These were the first mass-produced models outside of the 1/3/5 Series and the first model to be solely manufactured
outside Germany (in the United States, in this case). In 1998, the E46 3 Series was introduced, with the M3 model featuring BMW's most powerful naturally aspirated engine to date. E53 X5 (1999-2006)E65 7 Series (2001-2008) with controversial rear-end styling BMW's first SUV, the X5, was introduced in 1999. The X5 was a large departure from
BMW's image of sporting "driver's cars", however, it was very successful and resulted in other SUVs being introduced, such as the smaller X3 in 2003. The 2001 E65 7 Series was BMW's first model to use a 6-speed automatic transmission and the iDrive infotainment system. The E65 also attracted controversy for its exterior styling.[102] In 2002, the
Z4 two-seat coupe/convertible replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 1 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3. In 2004, the 2 Series hatchbacks replaced the Z3.
 licensed use of the Rolls-Royce name and logo to BMW, but Vickers sold the remaining elements of Rolls-Royce Motor Cars to Volkswagen. In addition, BMW's first V10 engine was introduced in the M5 model of the E60 5 Series range. The E60
platform was also used for the E63/E64 6 Series models after a hiatus of 14 years. F01 7 Series (2008-2016) ActiveHybrid 7 model BMW's first mass-production turbocharged petrol engine was the six-cylinder BMW N54, which debuted in the 2006 E92 3 Series 335i model. In 2011, the F30 3 Series was released, with
 turbocharged engines being used on all models. This shift to turbocharging and smaller engines was reflective of general automotive industry trends. The M3 model based on the F30 platform is the first M3 to use a turbocharged engine, the BMW N63, was introduced in 2008. Despite the trend to downsizing, in
introduced. The BMW 5 Series Gran Turismo fastback body style was also introduced in 2010. i8 (2014-2020) BMW released their first electric car, the BMW i3 city car, in 2013. The i3 is also the first mass-production car
to have a structure mostly made from carbon-fiber. BMW's first hybrid sportscar (and their first mid-engined car since the M1) is called the BMW 838. In 2013, the BMW 4 Series replaced the coupe and convertible models of the 3 Series, Many
elements of the 4 Series remained shared with the equivalent 3 Series model. Similarly, the BMW 2 Series model. Similarly, the BMW 2 Series model of the 1 Series in 2013. The 2 Series model of the 2 Series model of the 2 Series model of the 3 Series model. Similarly, the BMW 2 Series model of the 2 Series model of the 3 Series model of the 4 Series m
by BMW. The F48 X1 also includes some front-wheel-drive models. The BMW X4 compact SUV was introduced in 2014. The 2016 G11 7 Series 330e models are the first plug-in hybrid versions of the 7 Series and 3 Series respectively. BMW Group Classic Citations ^ Tony Lewin (November 2016). The BMW Century: The
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ISBN 0-525-12522-1. Halwart Schrader, Ron Wakefield (1979). Bmw: A History. Motorbooks Intl. ISBN 0-915038-15-3. BMW Group archives Archived 2022-03-17 at the Wayback Machine BMW models history in pictures Retrieved from "2The BMW 3/15 was BMW's first car, produced in its first version as a "Dixi" between 1927 and 1929 and then
following BMW's acquisition of the Automobilwerk Eisenach business in October 1928, in three subsequent versions as BMWs from July 1929 till March 1932, when BMW gave up the licence under which the Austin designed cars were produced.[1] 9,307 Dixi 3/15s were manufactured between 1927 and 1929, which was almost as many cars as all the
earlier Dixi models together.[2] 18,976 BMW 3/15s were manufactured between 1929 and 1932.[3] Main article: BMW Dixi Motor vehicle Dixi 3/15 DA-10verviewManufacturerFahrzeugfabrik EisenachBayerische Motoren Werke AG (BMW)Also calledDixi 3/15 PS DA-1Production1927-1929Body and chassisLayoutFR layoutRelatedAustin
7PowertrainEngine747 cc side valve I4Transmission3-speed manualDimensionsWheelbase75 in (1,905 mm)Kerb weightapprox. 400 kg (882 lb) (laden weight)ChronologySuccessorBMW 3/15 DA-2 In 1927, Fahrzeugfabrik Eisenach, which manufactured automobiles under the Dixi marque, entered a contract with the Austin Motor Company to
manufacture the Austin Seven under licence. The first fifty Eisenach-built Sevens were right-hand-drive cars assembled in September 1927, Dixi had begun building their version of the Seven, the left-hand-drive Dixi 3/15 PS DA-1, built from parts made by Dixi. The 3/15
designation was derived from a taxable power rating of 3 PS with an actual power output of approximately 15 PS (11 kW). The DA-1 designation stood for Erste Deutsche Ausführung ("First German Version"). The main differences between the BMW Dixi 3/15 DA-1 and the contemporary Austin Seven were the addition of Bosch shock absorbers, the
placement of the driver's controls on the left side of the vehicle, and the use of metric fasteners. Top speed: 75 km/h (47 mph) in 10 seconds Fuel consumption: appr. 5.5 L/100 km (51 mpg-imp; 43 mpg-US) BMW bought Fahrzeugfabrik Eisenach from parent company Gothaer Waggonfabrik in October 1928. As
a result, the Dixi 3/15 PS DA-1, when upgraded for 1929 became the BMW Dixi 3/15 DA-2 or, increasingly, simply as the BMW 3/15 DA-2BMW Wartburg DA-3BMW 3/15 DA-2OverviewManufacturerFahrzeugfabrik EisenachBayerische Motoren Werke AG
(BMW)Production1929-1931 (BMW DA-2)1930-1931 (BMW DA-3)1930-1931 (BMW DA-3)1931-1932 (BMW DA-4)Width1,275 mm (50.2 in) (DA-2 & DA-4)Width1,275 mm (50.2 in) (DA-2 & DA-4)Width1,275 mm (50.2 in)
4)Height1,625 mm (64.0 in) (DA-2 & DA-4)Kerb weightapprox. 400 kg (882 lb) (laden weight)ChronologySuccessorBMW 3/20 The all four wheels: brakes on the DA-1 had operated only the rear
wheels. Other changes included larger tyres and a lower final drive ratio. There was no change in either the size or the claimed output and performance from the car's four cylinder four-stroke side-valve engine.[5] Available body styles included a steel-bodied two-door saloon, a two-seat convertible, and a delivery van.[6] The 3/15 DA-3 Wartburg was
a sports roadster version of the 3/15, and was consequently BMW's first sports car. A drop-centre from 5.6:1 to 7.0:1,[6] raising maximum output to 18 PS (13 kW) at 3500 rpm.[7][8] Despite sharing the wheelbase and track of the other
models, the Wartburg bodied roadster was 100 mm (3.9 in) longer, 125 mm (4.9 in) narrower and at a height of just 1,300 mm (51 in), 325 mm (12.8 in) lower than the standard bodied DA-2 and DA-4 cars.[9] The Wartburg was introduced in 1930, at a time when the Great Depression had drastically reduced the market for sports cars.[6] It was
discontinued in 1931, after 150 had been sold. [8] The 3/15 DA-4 replaced the DA-2 in mid-February 1931. While the engine, gearing, and chassis of the DA-4 was a step away from the original Austin design. The DA-4 was the first BMW automobile with independent front suspension, which
used the ends of the transverse leaf spring to act as lower control arms, with further wheel location performed by two diagonal leading arms. The DA-4 was heavier than the DA-2, and a larger wheel diameter was used to compensate for this.[6] The Austin-based 3/15 series was discontinued before the March 1932 expiration of BMW's licence to
manufacture Austin Sevens. It was replaced by the BMW 3/20.[10] ^ Oswald, p 52 ^ 
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2008-02-18. Oswald, Werner (2001). Deutsche Autos 1920-1945, Band (vol) 2 (in German). Motorbuch Verlag. ISBN 3-613-02170-6. Retrieved from "3Motor vehicle BMW 3/20[1]OverviewManufacturerBMWAlso calledAM-1, AM-2, AM-3, AM-4Production1932-1934AssemblyGermany: EisenachDesignerAlfred BöningBody and chassisClassCity
carBody stylefour seat saloonfour seat cabriolettwo seat convertible coupéLayoutFR layoutPowertrainEngine788 cc (48.1 cu in) OHV straight-4Transmission4-speed manualDimensionsWheelbase2,150 mm (84.6 in)Length3,200 mm (126 in)Width1,420 mm (56 in)Height1,550 mm (61 in)Kerb weight650 kg (1,433 lb) with saloon
bodyChronologyPredecessorBMW 3/15SuccessorBMW 3/20 PS was the first BMW automobile designed entirely by BMW. It was manufactured from 1932 to 1934, replacing the 3/15 model that was initially an Austin 7 manufactured from the Austin Motor Company. BMW 3/20 AM 4 engine used in the 3/20 was
based on the Austin Seven engine used in the 3/15, but its crankshaft ran in plain bearings and had an 80 mm (3.1 in) stroke, generating a displacement of 788 cc (48.1 cu in).[1] The new engine design also had a water pump and an overhead valve cylinder head. These design changes caused the engine to generate 20 hp, but
did not change the taxable horsepower rating of 3 PS, thus giving the model designation 3/20.[2] The 3/20 was larger than the 3/15 DA-4's independent front from the 3/15. [2] The 3/20 used a backbone frame unrelated to the 3/15 backbone frame unrelated to the 3/15. [2] The 3/20 used a backbone frame unrelated to the 3/15 backbone frame unrelated to the 3/15.
suspension and added a swing axle independent rear suspension, using a transverse leaf spring similar to that used at the front.[1][4] The standard bodies for the car were built by Daimler-Benz in Sindelfingen.[1][4] Journalist and engineer Josef Ganz, who had criticized the 3/15 DA-4's suspension system in the magazine Motor-Kritik,[5] was
contracted in July 1931 as a consultant in the design of the 3/20 AM-1.[citation needed] Four versions of the 3/20 were built: AM 1, AM 2, AM 3 and AM 4, where AM denoted Automobil München.[1] Citations ^ a b c d e Norbye, p.30 ^ a b Unixnerd: BMW's Early History ^ Noakes, p.24 ^ a b c Robson, p.36 ^ Article 'Die Schwingachse des Kleinen,
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