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1. **LCD DISPLAY**: shows the test results.
2. **ENTER BUTTON**: confirms a selection of a menu list, or returns to the main menu.
3. **SCROLL BUTTON**: Scrolls through menu items or cancel an operation.
4. **OBD II CONNECTOR**: Connects the B800 to the vehicle’s Data link Connector(DLC)
DIRECTIONS

1.) Turn on key (DO NOT START ENGINE)
2.) Plug tool into diagnostic connector Tool is ready to use when it displays “FA”.
   (Reverse steps 1 and 2 if you encounter problems)
3.) Use the “Scroll” button to select one of the following functions:

   Functions:

   [FA] Read Airbag Faults.

   How to Read Airbag Faults. The tool automatically starts in the “FA” mode, (though it
   won’t read the fault codes until you press the “ENTER” button). When ENTER is pressed
   the first number shown will be the correct code chart to use.
   Note: if it shows “--” there are no codes to display. Pressing ENTER a 2nd time will
   display the first fault code (see page 6 for explanation.) To view the next fault pressing
   ENTER again, and so on. At the end of the fault list the display will show “--”. Press
   ENTER to return to “FA”. If you encounter problems see troubleshooting page 15

   [CA] Clear Airbag light/Faults:

   How to Clear the Airbag (SRS) Light. It is important what you know exactly why the
   airbag light came on before resetting it always read the code and look it up first.

   WARNING: DO NOT PROCEED WITH RESET UNTIL TAKING APPROPRIATE
   ACTION TO DIAGNOSE, UNDERSTAND AND SOLVE THE PROBLEM WITH THE
   AIRBAG SYSTEM.

   1.) Using the “Scroll” button, select “CA”; Press “ENTER”

   The tool will reset the SRS light and display if Airbag light does not appear reset, or it
   comes right back on moment you reset it, then there is still a problem with the SRS
   system needs to be fixed.
1.) On the following pages, locate the correct chart for your car according to the first two digit number displayed by the tool:

**Code Reading Example:**

After plugging the tool, "FA" is displayed (See page 5)

Pressing ENTER will start the process. Before showing a code the tool will first tell you which code chart to use:

- **First indication is the chart #:**

  **FF**  **First indication is never a fault code!** In this example, the tool is telling you to use the chart labeled FF (see page 7)

  Press ENTER again-the first code will be displayed, example:

  **1b**  This is an example of a code :“1b’(not16)

2.) Look up the two digit code in the chart to obtain meaning

After resetting a code, drive vehicle over 15mph and re-check. If code persists or the SRS light returns contact a BMW dealer.

**USE THESE CODE DEFINITIONS WISELY:**

The code definitions contained in this manual should be regarded as a starting point for diagnosing a problem. The codes that your BMW generates can be misleading. There may also be errors in this manual. Before spending your money on a repair or replacement parts, make sure you have a clear understanding of the problem.
USE THESE CODE DEFINITIONS WISELY:
The code definitions contained in this manual should be regarded as a starting point for
diagnosing a problem. The codes that your BMW generates can be misleading. There
may also be errors in this manual. Before spending your money on a repair or
replacement parts, make sure you have a clear understanding of the problem.

Table FF

<table>
<thead>
<tr>
<th>Code</th>
<th>Fault</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Crash sensor closed once</td>
</tr>
<tr>
<td>2</td>
<td>Crash sensor closed more than once</td>
</tr>
<tr>
<td>5</td>
<td>Crash sensor closed permanently</td>
</tr>
<tr>
<td>OD</td>
<td>Two firing circuits short-circuited</td>
</tr>
<tr>
<td>13</td>
<td>Crash-sensor supply wire, left, open circuit</td>
</tr>
<tr>
<td>14</td>
<td>Crash-sensor supply wire, right, short circuit</td>
</tr>
<tr>
<td>1B</td>
<td>One firing circuit, short circuit to positive</td>
</tr>
<tr>
<td>21</td>
<td>One firing circuit, short circuit to earth</td>
</tr>
<tr>
<td>2A</td>
<td>Resistance in the driver’s airbag firing circuit too low</td>
</tr>
<tr>
<td>2B</td>
<td>Resistance in firing circuit II (seat-belt tensioner or passenger’s airbag) too low</td>
</tr>
<tr>
<td>2C</td>
<td>Resistance in firing circuit III (passenger’s airbag or equivalent resistance) too low</td>
</tr>
<tr>
<td>2D</td>
<td>Resistance in the driver’s airbag firing circuit too high</td>
</tr>
<tr>
<td>2E</td>
<td>Resistance in firing circuit II (seat-belt tensioner or passenger’s airbag) too high</td>
</tr>
</tbody>
</table>

Warning 1: Codes can be misleading and there may also be errors in this manual.
Never depend solely on fault codes for diagnosis.

Warning 2: Most SRS repairs require a BMW factory trained technician.
Resistance in firing circuit III (passenger’s airbag or equivalent resistance) too high

Airbag warning light
Diagnostic unit faulty

**Table 01**

**Code Fault**

<table>
<thead>
<tr>
<th>Code</th>
<th>Fault</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Control nit fault, A/D Convertor</td>
</tr>
<tr>
<td>2</td>
<td>Firing circuit, driver’s airbag</td>
</tr>
<tr>
<td>3</td>
<td>Firing circuit, belt tensioner, driver’s side</td>
</tr>
<tr>
<td>4</td>
<td>Firing circuit, belt tensioner, passenger’s side</td>
</tr>
<tr>
<td>5</td>
<td>Firing circuit, passenger’s airbag</td>
</tr>
<tr>
<td>6</td>
<td>EEPROM</td>
</tr>
<tr>
<td>7</td>
<td>SPI communication</td>
</tr>
<tr>
<td>0C</td>
<td>Ignition voltage, driver’s airbag</td>
</tr>
<tr>
<td>0D</td>
<td>Ignition voltage, belt tensioner, driver’s side</td>
</tr>
<tr>
<td>0E</td>
<td>Ignition voltage, belt tensioner, passenger’s side</td>
</tr>
<tr>
<td>0F</td>
<td>Ignition voltage, passenger’s airbag</td>
</tr>
<tr>
<td>10</td>
<td>Voltage autarky capacitor</td>
</tr>
<tr>
<td>11</td>
<td>Supply voltage</td>
</tr>
<tr>
<td>12</td>
<td>Control unit fault, TZ-locking wire</td>
</tr>
<tr>
<td>13</td>
<td>Fault lamp</td>
</tr>
<tr>
<td>14</td>
<td>Seat occupancy passenger</td>
</tr>
<tr>
<td>15</td>
<td>Pressure sensor driver</td>
</tr>
<tr>
<td>16</td>
<td>Pressure sensor passenger</td>
</tr>
<tr>
<td>17</td>
<td>Control unit fault, temperature</td>
</tr>
<tr>
<td>18</td>
<td>Seat belt buckle driver</td>
</tr>
<tr>
<td>19</td>
<td>Seat belt buckle passenger</td>
</tr>
<tr>
<td>30</td>
<td>Control unit fault, autarky case marker</td>
</tr>
</tbody>
</table>

**Warning 1:** codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2:** Most SRS repairs require a BMW factory trained technician.
31  control unit fault, safety switch/supervision
32  control unit fault, airbag driver LSH
33  Control unit fault, airbag driver LSL
34  Control unit fault, airbag driver LSL
35  Control unit fault, ignition contact feet point
36  Control unit fault, belt tensioner driver LSH
37  Control unit fault, belt tensioner driver LSL
38  Control unit fault, swinging voltage test
39  Control unit fault, belt tensioner driver LSH
3A  Control unit fault, belt tensioner passenger LSL
3B  Control unit fault, power source fault
3C  Control unit fault, airbag passenger LSH
3D  Control unit fault, airbag passenger LSL
3E  Control unit fault, reed coil
3F  Control unit fault, multiplexer
41  Control unit fault, ignition capacitor airbag driver
43  Control unit fault, ignition capacitor airbag driver
44  Control unit fault, ignition capacitor belt tensioner driver
45  Control unit fault, ignition capacitor belt tensioner passenger
46  Control unit fault, ignition capacitor airbag passenger
47  Control unit fault, signal track M1
48  Control unit fault, signal track M2
49  Short circuit between firing squibs
4C  Control unit fault, Universal ZAE fault
4D  ault crashtelegramm
4F  Unknown error location

**Warning 1:** Codes can be misleading and there may also be errors in this manual. Never depend solely on fault for diagnosis.

**Warning 2:** Most SRS repairs require a BMW factory trained technician.
# Table 02 and Table 38

## Code Fault

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Internal ECU error</td>
</tr>
<tr>
<td>2</td>
<td>Warn lamp</td>
</tr>
<tr>
<td>3</td>
<td>Supply voltage</td>
</tr>
<tr>
<td>4</td>
<td>Firing circuit, driver airbag</td>
</tr>
<tr>
<td>5</td>
<td>Firing circuit, belt tensioner, driver side</td>
</tr>
<tr>
<td>6</td>
<td>Firing circuit, belt tensioner, passenger side</td>
</tr>
<tr>
<td>7</td>
<td>Firing circuit, passenger airbag</td>
</tr>
<tr>
<td>8</td>
<td>Firing circuit, side airbag, front left side</td>
</tr>
<tr>
<td>9</td>
<td>Firing circuit, side airbag, front right side</td>
</tr>
<tr>
<td>0A</td>
<td>Firing circuit, side airbag, rear left side</td>
</tr>
<tr>
<td>0B</td>
<td>Firing circuit, side airbag, rear right side</td>
</tr>
<tr>
<td>0C</td>
<td>Firing circuit, head airbag, front left side</td>
</tr>
<tr>
<td>0D</td>
<td>Firing circuit, head airbag, front right side</td>
</tr>
<tr>
<td>0E</td>
<td>Firing circuit, battery disconnection</td>
</tr>
<tr>
<td>0F</td>
<td>Firing circuit, passenger airbag, Stage 2</td>
</tr>
<tr>
<td>10</td>
<td>Seat belt buckle switch, driver</td>
</tr>
<tr>
<td>11</td>
<td>Seat belt buckle switch, passenger</td>
</tr>
<tr>
<td>12</td>
<td>Sensor, side airbag, left, data line</td>
</tr>
<tr>
<td>13</td>
<td>Sensor, side airbag, left, parameter fault</td>
</tr>
<tr>
<td>14</td>
<td>Sensor, side airbag, right, data line</td>
</tr>
<tr>
<td>15</td>
<td>Sensor, side airbag, right, parameter fault</td>
</tr>
<tr>
<td>16</td>
<td>Sensor, side airbag, rear, data line</td>
</tr>
<tr>
<td>17</td>
<td>Sensor, side airbag, rear, parameter fault</td>
</tr>
<tr>
<td>18</td>
<td>Seat occupancy detector, passenger</td>
</tr>
<tr>
<td>19</td>
<td>Seat occupancy detector, passenger</td>
</tr>
<tr>
<td>1A</td>
<td>Seat occupancy detector, passenger: Coding data</td>
</tr>
</tbody>
</table>

**Warning 1:** Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2:** Most SRS repairs require a BMW factory trained technician.
1B  Child seat detector
1C  Child seat detector
1D  Child seat detector: Coding data
1F  Child seat detector: Hardware
20  sensor, side airbag, left, Line fault
21  sensor, side airbag, right, Line fault
35  sensor, side airbag, left: Coding data
36  sensor, side airbag, right: Coding data
FF  Unknown error location

**Table 40**  
**Code Fault**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>firing circuit, driver airbag, Stage 1</td>
</tr>
<tr>
<td>2</td>
<td>firing circuit, belt tensioner, driver side</td>
</tr>
<tr>
<td>3</td>
<td>firing circuit, belt tensioner, passenger side</td>
</tr>
<tr>
<td>4</td>
<td>firing circuit, passenger airbag, Stage 1</td>
</tr>
<tr>
<td>5</td>
<td>firing circuit, side airbag, front left side</td>
</tr>
<tr>
<td>6</td>
<td>firing circuit, side airbag, rear left side</td>
</tr>
<tr>
<td>7</td>
<td>firing circuit, side airbag, rear left side</td>
</tr>
<tr>
<td>8</td>
<td>firing circuit, head airbag, front left side</td>
</tr>
<tr>
<td>9</td>
<td>firing circuit, head airbag, front right side</td>
</tr>
<tr>
<td>0A</td>
<td>firing circuit, battery disconnection 1</td>
</tr>
<tr>
<td>0B</td>
<td>firing circuit, passenger airbag, Stage 2</td>
</tr>
<tr>
<td>0C</td>
<td>firing circuit, driver airbag, Stage 2</td>
</tr>
<tr>
<td>0D</td>
<td>firing circuit, head airbag, rear left side</td>
</tr>
<tr>
<td>0E</td>
<td>firing circuit, head airbag, rear left side</td>
</tr>
<tr>
<td>0F</td>
<td>firing circuit, battery disconnection 2</td>
</tr>
<tr>
<td>10</td>
<td>firing circuit, battery disconnection 2</td>
</tr>
<tr>
<td>11</td>
<td>Supply voltage</td>
</tr>
</tbody>
</table>

**Warning 1**: Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2**: Most SRS repairs require a BMW factory trained technician.
12 Error lamp (AWL)
13 Information lamp (HWL)
14 Seat belt buckle switch, driver
15 Seat belt buckle switch, passenger
16 Satellite, left sensor (for side airbag), comms fault or open circuit
17 Satellite, right sensor (for side airbag), comms fault or open circuit
18 External over roll sensor (UERS)
19 Seat occupied recognition 2 (SBE1)
1A Seat occupied recognition 1 (SBE1)
1B crash telegram memory
1C Firing circuit coupling, driver airbag, Stage 1
1D Firing circuit coupling, belt tensioner, driver side
1E Firing circuit coupling, belt tensioner, passenger side
1F Firing circuit coupling, passenger airbag, Stage 1
20 Firing circuit coupling, side airbag, front left side
21 Firing circuit coupling, side airbag, front right side
22 Firing circuit coupling, side airbag, rear left side
23 Firing circuit coupling, side airbag, rear right side
24 Firing circuit coupling, head airbag, front left side
25 Firing circuit coupling, head airbag, front right side
26 Firing circuit coupling, battery disconnection 1
27 Firing circuit coupling, passenger airbag, Stage 2
28 Firing circuit coupling, driver airbag, Stage 2
29 Firing circuit coupling, hear airbag, rear left side
2A Firing circuit coupling, hear airbag, rear right side
2B Firing circuit coupling, battery disconnection 2
2C Checksum coding data
2D Satellite, front, comms fault or open circuit
2E Seat back locking driver

**Warning 1**: Codes can be misleading and there may also be errors in this manual.

Never depend solely on fault codes for diagnosis.

**Warning 2**: Most SRS repairs require a BMW factory trained technician.
<table>
<thead>
<tr>
<th>Code</th>
<th>Fault Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Firing circuit, driver airbag, Stage 1</td>
</tr>
<tr>
<td>2</td>
<td>Firing circuit, belt tensioner, driver side</td>
</tr>
<tr>
<td>3</td>
<td>Firing circuit, belt tensioner, passenger side</td>
</tr>
<tr>
<td>4</td>
<td>Firing circuit, passenger airbag, Stage 1</td>
</tr>
<tr>
<td>5</td>
<td>Firing circuit, side airbag, front left side</td>
</tr>
<tr>
<td>6</td>
<td>Firing circuit, side airbag, front light side</td>
</tr>
<tr>
<td>7</td>
<td>Firing circuit, side airbag, rear left side</td>
</tr>
<tr>
<td>8</td>
<td>Firing circuit, side airbag, rear light side</td>
</tr>
<tr>
<td>9</td>
<td>Firing circuit, head airbag, front left side</td>
</tr>
<tr>
<td>10</td>
<td>Firing circuit, head airbag, front light side</td>
</tr>
<tr>
<td>11</td>
<td>Firing circuit, battery safety switch 1</td>
</tr>
<tr>
<td>12</td>
<td>Firing circuit, passenger airbag, Stage 2</td>
</tr>
<tr>
<td>13</td>
<td>Firing circuit, head airbag, Stage 2</td>
</tr>
<tr>
<td>14</td>
<td>Firing circuit, head airbag, rear left side</td>
</tr>
<tr>
<td>15</td>
<td>Firing circuit, head airbag, rear right side</td>
</tr>
<tr>
<td>16</td>
<td>Firing circuit, battery safety switch 2</td>
</tr>
<tr>
<td>17</td>
<td>Firing circuit, belt tensioner, rear left</td>
</tr>
<tr>
<td>18</td>
<td>Firing circuit, belt tensioner, rear right</td>
</tr>
<tr>
<td>19</td>
<td>Firing circuit, belt tensioner, rear middle</td>
</tr>
<tr>
<td>20</td>
<td>Firing circuit</td>
</tr>
<tr>
<td>21</td>
<td>Firing circuit, driver airbag, Stage 2</td>
</tr>
</tbody>
</table>

**Warning 1**: Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2**: Most SRS repairs require a BMW factory trained technician.
16 Firing circuit
30 Firing circuit, driver airbag, Stage 1
31 Firing circuit, belt tensioner, river side
32 Firing circuit, belt tensioner, passenger side
33 Firing circuit, passenger airbag, Stage 1
34 Firing circuit, side airbag, front left side
35 Firing circuit, side airbag, front left side
36 Firing circuit, side airbag, rear left side
37 Firing circuit, side airbag, rear right side
38 Firing circuit, head airbag, front left side
39 Firing circuit, head airbag, front right side
3A Firing circuit, battery safety switch 1
3B Firing circuit, passenger airbag, Stage 2
3C Firing circuit, driver airbag, Stage 2
3D Firing circuit, head airbag, rear left side
3F Firing circuit, battery safety switch 2
40 Firing circuit, belt tensioner, rear left
41 Firing circuit, belt tensioner, rear right
42 Firing circuit, belt tensioner, rear middle
43 Firing circuit
44 Firing circuit, passenger airbag, Stage 2
45 Firing circuit,
50 Supply voltage
51 Fault lamp (AWL)
52 Warning lamp (HWL)
60 Seat belt buckle switch, driver
61 Seat belt buckle switch, passenger
62 Seat belt buckle switch, rear left

**Warning 1:** Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2:** Most SRS repairs require a BMW factory trained technician.
63  Seat belt buckle switch, rear right
64  Seat belt buckle switch, rear middle
70  Seat occupancy sensor
71  Seat occupancy sensor II
72  Seat occupancy sensor and K-Bus
73  Seat occupancy sensor Driver
74  Seat occupancy sensor Passenger
75  External Roll Sensor
80  Satellite (MRSA).front
81  Satellite (MRSA).front left
82  Satellite (MRSA).front left
83  Satellite (MRSA).front left
84  Satellite (MRSA).front right
85  Satellite (MRSA).front right
86  Satellite (MRSA).front right
87  Satellite (MRSA).front right
88  Satellite (MRSA).front left
90  Coding block (CBD-Block)
91  Crash telegram memory
F0  Internal error

End of Code Tables

**Warning 1:** Codes can be misleading and there may also be errors in this manual. Never depend solely on fault codes for diagnosis.

**Warning 2:** Most SRS repairs require a BMW factory trained technician.
Glossary

AC=Air conditioner
ABS=Anti-lock Brake System
ASC=Aid control (see "Intervention")
ADS=Aux Throttle Position Motor
AHK=Active Rear Axle Kinematics
BLS=Brake Light Switch
Check Engine Light: on the dashboard, indicates the DME was detected a problem
CC=Check control
CD=Carbon Monoxide
CDE=ECU for Diesel Engine
Diagnostic Connector: Where the SRS Scan and Reset for BMW plugs into the car.
DISA=Intake runner length tuning mechanism
DME=Engine ECU (Gasoline engine): Monitors and controls all engine sensors and functions
DSC=Dynamic Stability Control
DTC=Diagnostic Trouble Code
DWA=Alarm system
E=Communications error: See “Flashing E below”
EGS=Electronic Automatic Transmission
EKAT=Electrically heated catalytic converter
EKM=electronic Body Module
EML=Electronic Throttle Control
EVAP=relates to fuel vapor recovery often his code indicates a loose gas cap
EWS=Drive away protection (alarm system)
Fault code: a “code” stored in the SPS controller memory bank that indicates a past or present problem.
Fuel Trim=adjustments to maintain proper air fuel ratio (see Lambda Control)
Flashing E: (in this product display) communication problem in the following
GM=General Module
Intervention, MSR, ASC=Intervention is when another control unit (1.e.sdid control) requests a power/torque change from the DME. Code indicates DME assessed the request as being incorrect or too long.
Lambda Control=Code means DME is unable to maintain requisite air/fuel ratio due to external factor (air see fuel trim)
LDP=Loss Diagnosis Pump
Load Calculation Cross Check (HFM VS TPS)=when actual air flow exceeds +/-25% of calculated air flow.
MDX=Motorized Throttle Valve
MLF=Multi function Steering Wheel
MSR=Drag Torque Intervention (torque reduction for anti skid) see Intervention above
NTC=coolant temperature sensor
Oilservice & Inspection: Also called SI (abbrev. For service interval) maintenance reminder lights
PWG=Pedal Sensor Potentiometer
QL=Idle air mass adaption (see Fuel Trim)
RAM=SRS random access memory
ROM=SRS program memory
Scan Tool: Generic tern for this product
SI=Service Interval
SMG=BMW Motorsport Sequential Gearbox
TD=Tachometer Signal
TEV=Evap, fuel tank vent/purge valve
Ti Additive: idle fuel adaption (see fuel trim)
Ti multiplicative: adaption a percentage +/- of injector tome (see Fuel Trim)
TR signal=from DME, RPM and valve position
VANOS=Adjustable Valve Train
VDS=Vehicle Description System. VIN Digits 4-7
VIN=vehicle identification number.
ZAB=see ASC
ZKE=Central Body Electronics For further definitions, please consult documentation for the vehicle.
Flashing E message on tool:

Occasionally the B800 will flash “E” when an attempt is made to read codes or reset the Airbag/SRS light. “E” means the car is not responding to the tool: This happens when the data line (also called “diagnostic bus”) in the car “hung” or disabled.

Things To Try to Resolve the Flashing “E”:

1.) Reversing the power-up sequence: Plug in the SRS Scan Reset for BMW in first, then turning on the ignition key. This in the opposite of the routine specified by the manual and the tool label. This procedure has proven very effective on some cars.

2.) Insertion Depth: Check the insertion depth of the SRS Scan Reset for BMW. If it is not fully inserted the unit will not work.

3.) Pin 19: Observe that pin 19 of your diagnostic connector is not processed. A number of models had pin 19 improperly installed. While you’re looking at the diag port enter ahead and check out all the pins.

4.) Cycle power: Plug in tool, cycle the ignition key on and off two or three times (do not start engine)

5.) Other warning lights: Observe that no other malfunction indicator lights are on. Often a malfunctioning module (i.e. DME, EGS/transmission, ABS traction control, etc...) can hang the diagnostic bus (see above).

6.) Power resetting of all modules (entire car)
   a.) Disconnect the main car battery.
   b.) Activate the emergency flasher lights (this will fully drain all power from all ECUs) wait 5 minutes.
   c.) Reconnect the main battery and try the tool again.
Module Troubleshooting: If you suspect a particular module is malfunctioning or damaged, you may wish to consult repair documentation for the car and attempt to isolate the problem by removing the module from the diagnostic bus. WARNING: This Procedure is for qualified mechanics only.

ABS service bulletin 34 01 96: BMW circulated a service bulletin and low cost repair advice detailing the malfunction of the ABS unit wiring which caused diagnostic bus problems on a large number of BMWs. This is often the problem on BMWs built prior to 10/1994 that are getting the “E” message on the SRS Scan Reset for BMW code tool.

The Dealer
Visit your local BMW dealership. It will not serve its intended purpose if the diagnostic bus is impaired by a malfunctioning control module. If one of the modules is inhibiting communications it is necessary to visit a BMW dealer or qualified repair facility to diagnose and fix/replace the bad module.

Flashing E message on older BMWs:
The SRS Scan and Reset for BMW was designed to work on 1991 and later BMWs. However, from 1991 to 1993 the tool often will not work due to two factors: BMW did not wire the SRS controllers to the main diagnostic lines, and BMW did not cleanly phase out the older 5WK4-025,027 and 035 controllers (which it is not compatible with.)

Display is not working.
Every unit goes through two display tests before being shipped to you, so it is unlikely that the display is dead. The display on it is not bright enough to be read in direct sunlight or strong indirect sunlight. Cup your hand around the display or move the vehicle to a darker area. It is also possible that the tool is not powered due to insufficient insertion into the diagnostic connector or recessed pins in the BMW diagnostic connector port. See above problem 1, section 3 “Pin 19”.