



This Service Information bulletin supersedes SI B00 01 10 **dated March 2011.**

NEW designates changes to this revision

SUBJECT

New Vehicle Preparation and Maintenance Requirements

MODEL

1 Series Coupe and Cabriolet (E82, E88)

3 Series Sedan, Touring, Coupe and Cabriolet (E90, E91, E92, E93)

528i, 535i, 535xi, 550i, 550xi Sedan (F10)

535xi, 550xi Gran Turismo (F07)

750i/Li incl. xDrive Versions (F01, F02)

760Li (F02)

ActiveHybrid 7 (F04)

Z4 Roadster (E89)

SITUATION

Model	Production Start*	Comments
1 Series	3/10	135i receives new N55 single-turbo 6-cyl. engine and optional 7-speed dual-clutch (DCT) transmission.
1 Series M Coupe	3/11**	Limited production Motorsport model, with 335hp high-output version of N54 twin-turbo engine.
3 Series Sedan; Touring	3/10	335i receives new N55 engine.
3 Series Coupe;	3/10	LCI changes.

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Cabriolet		
335is Coupe and Cabriolet	5/10	New models with 320hp high-output version of N54T twin-turbo engine and optional 7-speed DCT transmission.
528i Sedan	6/10	Completely new model, successor to the E60. Engineering designation F10. N52TU engine rated at 240hp, and 230 lb.ft of torque.
535i, 550i Sedan incl. xDrive versions	3/10**	Completely new model, successor to the E60. Engineering designation F10. 535i utilizes new N55 engine; the 550i utilizes the N63 twin-turbo V8.
535xi, 550xi Gran Turismo	9/10	No change in maintenance from 2010 models.
750i/Li	3/10	No maintenance changes from 2010.
760Li	3/10	No maintenance changes from 2010.
ActiveHybrid 7	4/10	New model within 7 Series, classified as a mild hybrid. Engineering designation F04, available in long wheelbase version.
Z4 sDrive30i, sDrive35i Roadsters	3/10	Z4 sDrive35i retains the 300hp N54 engine; 7-speed DCT transmission is optional.
Z4 sDrive35is Roadster	3/10	New model with 335hp high-output version of N54T engine. Available only with the 7-speed DCT transmission.

* Availability approx. 1 month later

** Availability approx. 2 months later

Note 1: There will be no 6 Series, M5, or 5 Series Sports Wagon for the 2011 model year.

Note 2: The 5 Series Gran Turismo will switch over to the 2011 model year in 9/10.

General Precautions regarding the High-voltage System in the ActiveHybrid 7:

The ActiveHybrid 7 utilizes modern materials and powerful electronics which require special maintenance and repair methods. There is the risk of fatal injury from the high-voltage (HV) system if repair work is performed improperly.

- **Only technicians who have successfully completed hybrid technology training may perform repairs or maintenance on this model.**
- **Diagnosis and repair operations must be followed precisely.**

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- **Do not repair or open HV components. It is only permitted to replace the component.**

To de-energize the HV system, refer to the section in "Operating the ActiveHybrid 7 Drive System".

New features

17-digit Vehicle Identification Number (VIN): The 10th digit (model year identifier) utilizes the letter "B" for MY 2011.

All 7 Series (except the ALPINA B7) will receive an 8-speed automatic transmission as standard equipment. The specific transmission depends on the torque capabilities of the engine:

- 750i, as well as the ActiveHybrid 7, get 8HP70
- 760Li gets 8HP90. Refer to SI B00 01 09.

The new 6-cylinder N55 "Twin Power" engine is utilized in the 135i Coupe and Convertible; 335i Sedan, Coupe and Convertible; and 535i Sedan (F10). Refer to Service Information Bulletin 00 01 09.

The N54T engine, available in the 1 Series M Coupe, Z4 sDrive35is; 335is Coupe and Cabriolet; and the 740i features increased power from different DME programming. An oil cooler is added to the engine lubrication circuit.

1 Series M Coupe (E82)

BMW's M division introduces its M version of the 1 Series Coupe. It achieves exceptional power delivery and near-perfect driving behavior expected of a BMW M automobile. Some of the differences to the 135i:

- Redesigned front fascia with three large engine air intakes, and integrated aerodynamic air curtains
- Flared wheelwell openings to accommodate the wider track dimensions
- Redesigned rear bumper with air diffuser
- Aerodynamically optimized exterior rear-view mirrors
- Front fender chromed side gill element, containing the M badge and the side turn signal repeater
- M-tuned rear axle and suspension with mostly aluminum components
- Variable M-differential locking rear axle differential
- High-output version of the N54 twin-turbo, direct-injection engine
- Low-restriction, acoustically-engineered exhaust system with the M-traditional 4-tips
- Alcantara leather interior trim
- Anthracite-colored headliner
- M badge on door sill trims
- M Drive steering wheel button for programming and changing various settings
- M Mobility system for the conventional (non run-flat) tire design

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Selected dimensional and specification comparison between the new 2011 1 Series M Coupe to the 2011 135i Coupe with standard-equipment manual transmission:

	2011 1 Series M Coupe	2011 135i Coupe
Vehicle weight (kg)	1525	1530
Track, front (mm)	1542	1471
Track, rear (mm)	1542	1496
Wheels, front/rear (in)	228 x 483; 254 x 483	190 x 457; 216 x 457
Tires, front/rear	245/35 ZR19, 265/35 ZR19, Non run-flat	215/40 R18, 245/35 R18 Run-flat technology
Brakes, front/rear	14.2 in. (360mm); 13.8 in. (350mm) Internally vented, cross-drilled	13.3 in. (338mm); 12.8 in. (324mm) Internally vented
Steering ratio, :1	12.5	16
Engine designation	N54T	N55
Air intake	Two single-scroll turbochargers; double-VANOS	Single twin-scroll turbocharger; VALVETRONIC
Engine maximum output (hp)	335 @5900 rpm	300 @5800 rpm
Maximum torque lb. ft. (N.m)	332 (450) @1500-4500 rpm, with brief overboost to 369 (500)	300 (407) @ 1300-5000 rpm
Standard-equipment Transmission	6-speed close-ratio manual with short-throw selector lever	6-speed manual
NEW Transmission designation	GS6-45BZ	GS6-45BZ
Rear axle final drive ratio, :1	3.15	3.08
Acceleration, 0-96km/h (sec.)	4.7	5.1

Brief summary of new features on the 2011 3 Series Coupe and Cabriolet

The 2011 3 Series Coupe and Convertible are receiving numerous equipment and design changes as part of the Life Cycle Impulse (LCI):

- Front bumper

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- Headlamps
- Hood
- Kidney Grill
- Rocker panels
- Tail lamps
- Interior material and trim enhancements
- New optional Car Information Computer (CIC) and iDrive
- N55 engine on 335i models

5 Series Sedan (F10)

BMW introduces the 6th all-new generation of its mid-size sedan. It incorporates a full redesign in styling, engineering, and equipment compared to its E60 predecessor. Just like all previous 5 Series, the F10 is built in the town of Dingolfing, in Germany's state of Bavaria.

Some key features of the new 5 Series Sedan:

- Aluminum doors, front fenders, and hood
- Multi-link double-wishbone front suspension design instead of MacPherson struts
- Brake Energy Regeneration, with an electronically controlled clutch on the alternator which only engages to charge the battery during deceleration or braking. This increases engine efficiency.
- Electric Power Steering (EPS)
- 4th generation iDrive with 7" Central Information Display (CID) screen (10.2" with optional Navigation system)
- Center console electronic shifter ("E-Shift") for the optional 8-speed automatic transmission (8HP70 for the 550i; 8HP45 for the 535i)
- N63 twin-turbo V8 engine for the 550i, and N55 engine for the 535i
- Electronically actuated parking brake instead of a traditional mechanical "handbrake"
- Optional Lane Departure Warning, Active Blind Spot Detection, High-beam Assistant, Side View cameras
- Optional Integral Active Steering (IAS) with speed-sensitive rear wheel steering
- Optional Parking Assistant supports the driver to safely maneuver into parking spaces situated parallel to the road.

The 5 Series' battery state-of-charge (SOC) can be checked when the transport mode is active; this is useful when the vehicle is in storage prior to performing the Pre Delivery Inspection.

Selected dimensional and specification comparison between the new 2011 535i sedan (F10) to the 2010 535i Sedan (E60) with standard-equipment manual transmission:

	2011 535i (F10)	2010 535i (E60)
Engine platform	N55B30	N54B30
Transmission	Manual 6	Manual 6
Number of doors/seats	- 4 / 5	4 / 5

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Vehicle length	mm	4899	4855
Vehicle width (excluding mirrors)	mm	1860	1846
Vehicle height, unloaded	mm	1464	1464
Wheelbase	mm	2968	2888
Turning circle	m	11.95	11.4
Track, front	mm	1600	1558
Track, rear	mm	1627	1582
Width at shoulder height, front	mm	1480	1455
Width at shoulder height, rear	mm	1427	1454
Effective leg room, front	mm	1052	1054
Effective leg room, rear	mm	917	914
Effective head room, front	mm	1028	1028
Effective head room, rear	mm	973	967
Trunk volume per SAE J1100	L	520	520
Approx. fuel tank capacity	gal.	18.5	18.5
Unladen weight	kg	1700	1540
Weight distribution, front/rear	%	50.8 / 49.2	51.2 / 48.8
Engine type/# cylinders/valves per cyl		Inline 6 / 6 / 4	Inline 6 / 6 / 4
Fuel management		MEVD172	MSD81
Air intake		Single twin-scroll	Two single-scroll

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		turbocharger; VALVETRONIC	turbochargers; double-VANOS
Engine displacement	liters/ cm ³ / inch ³	3.0 / 2979 / 181.8	3.0 / 2979 / 181.8
Bore	mm/inch	84.0 / 3.31	84.0 / 3.31
Stroke	mm/inch	89.6 / 3.53	89.6 / 3.53
Rated power output/Engine speed	SAE hp/ rpm	300 / 5800	300 / 5800
Max. torque/engine speed	ft lbs(Nm)/ rpm	300 / 1200 - 5000	300 / 1400 - 5000
Compression ratio	:1	10.2	10.2
Emissions classification		ULEV2	ULEV2
Transmission supplier; designation		ZF GS6-45BZ	ZF GS6-53BZ
Final drive ratio	:1	3.23	3.08
Steering type/ratio		Rack-and-pinion / 17.1	Rack-and-pinion / 13.7
Brake type front/ diameter	mm / inch	Vent. Disc / 348 / 13.7	Vent. Disc / 348 / 13.7
Brake type rear/diameter	mm / inch	Vent. Disc / 345 / 13.6	Vent. Disc / 345 / 13.6
Drag coefficient	Cd	0.29	0.29
Total drag (Cd x frontal area)	ft ²	7.26	7.05
Top speed (optional Sports package)	Km/h	241	241
Acceleration 0-100 km/h	sec.	6.0	5.9
EPA fuel consumption city	L/100km	To be provided	13.8
EPA fuel consumption highway	L/100km	To be provided	9.05

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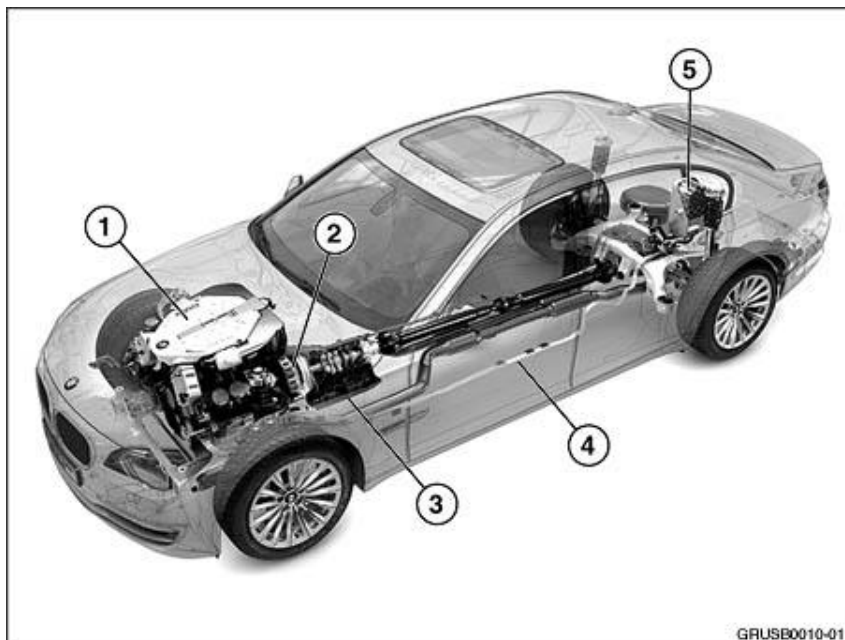
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ActiveHybrid 7

BMW introduces its first hybrid sedan, with engineering designation F04. The gasoline-powered N63 twin-turbocharged V8 engine from the 750i is supplemented by an electric motor located inside the transmission bellhousing, and a high-voltage (HV) lithium-ion compact-sized battery pack located in the forward left section of the trunk. The same electric motor starts the gasoline engine, eliminating a traditional starter. The electric motor also functions as a generator to provide current back to the HV battery during vehicle regenerative braking. Although the motor provides a supplemental power boost to the gasoline engine during certain acceleration situations, it cannot propel the vehicle by itself. This classifies the drivetrain as a "mild hybrid".

The vehicle also incorporates a "stop/start" function, known as Auto Start/Stop. This increases fuel efficiency by stopping the engine when the vehicle comes to a stop, without any driver interaction.

The following illustration shows the general location of the main components for the drivetrain and HV systems. Some components are explained in further detail below.



- 1 N63 engine
- 2 Electric motor
- 3 Transmission
- 4 HV lines
- 5 HV battery pack

The HV battery pack consists of 35 lithium-ion cells each rated at 3.6 volts, for a total rating of 120 volts. The battery pack is cooled by the vehicle's air conditioning system via a separate circuit.

The electric motor located at the transmission bellhousing generates boost of approximately 20 hp and peak torque of 155 lb-ft.

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In total, the BMW ActiveHybrid 7 features a maximum system output of 455 hp and peak torque of 515 lb-ft.

Some design and equipment differences to the 2011 750i:

- Aerodynamically optimized 19" wheels
- "ActiveHybrid 7" badging on the trunk lid, C-pillars and door sills
- Electric/gasoline operating mode display in the lower part of the tachometer
- Hybrid category and energy flow diagrams in the CID
- Electric Power Steering
- Electric Air Conditioning (A/C) Compressor (EKK), allowing A/C operation even when the engine is turned off during Auto Stop/Start
- One 90Ah Activated Glass Mat (AGM; aka "gel" cell) 12V battery for on-board systems

HV system safety-related components:

- HV cables have orange-colored jacketed insulation (uniform color used by all hybrid vehicle manufacturers).
- HV components have yellow-colored warning labels, shared by all hybrid vehicle manufacturers.
- Terminal ends on HV components have touch-proof recessed connectors.
- HV cables and many HV components do not utilize the body shell as a ground path, to reduce the risk of short-circuiting due to component damage.
- Short-circuit monitoring with automatic shut-down among the HV components (HV contact monitoring, aka "HV interlock").
- Sensors in the airbag system detect an accident, disabling the HV system via the Battery Safety Terminal (BST).
-

Also refer to the section below, "General Precautions regarding the High-voltage System".

Operating the ActiveHybrid 7 Drive System:

In contrast to a full hybrid such as the BMW ActiveHybrid X6 (refer to SI B00 07 09), the mild hybrid system on the ActiveHybrid 7 will always start the gasoline engine when first driving off. Therefore, selecting the "accessories" (aka "radio ready") and "ignition on" positions have not changed, compared to other 7 Series. This also pertains to shutting off the engine and the ignition when leaving the vehicle.

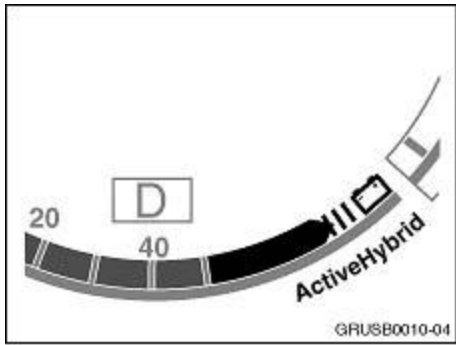
The display at the bottom of the tachometer provides a status of the hybrid system, depending on system operating temperature.

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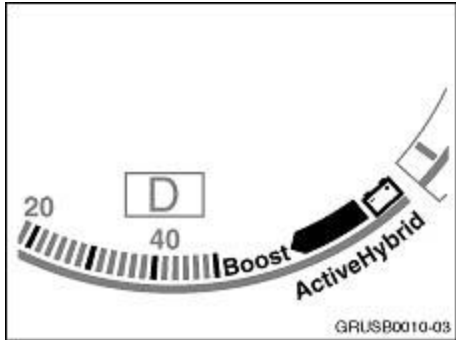
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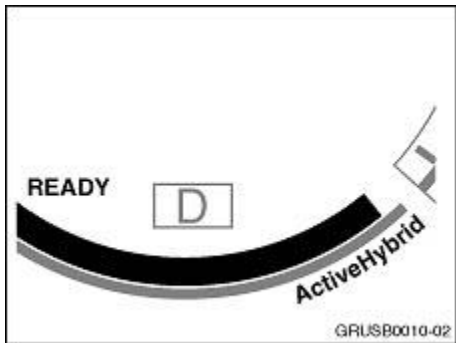
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Energy recovery in the form of regenerative braking.



Hard acceleration will briefly utilize the electric motor for boost function.



The Auto Start/Stop function can begin under the following conditions, whereby the display will show "READY":

- The engine has reached operating temperature.
- The selector lever is in the "automatic" mode "D".
- The vehicle comes to a complete stop using the service brake.
- No steering input during braking

The engine is automatically switched off, yet the ignition remains on. As soon as the brake pedal is released, the engine starts automatically.

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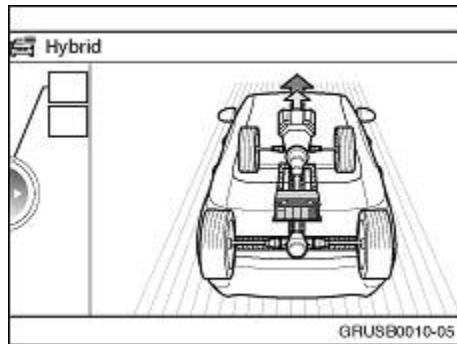
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Note: Auto Stop/Start will not function if:

- The engine has not yet reached operating temperature.
- The HV battery has a low state-of-charge.
- The vehicle's electrical system is under high load.
- The hood is not fully locked.
- The driver's door is open.
- The driver's safety belt is not buckled.
- The hybrid system has detected a fault.

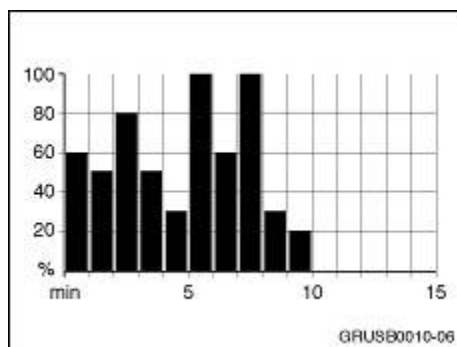
The driver can select a menu in the CID to show:



The immediate energy flow, found by selecting "Vehicle info", then "Hybrid", and the upper icon "energy flow".

At the bottom of the screen, one of three modes will be shown per the table below.

Mode	System	Tachometer	CID energy flow colors	CID phrase
Drive	Gasoline only	Engine speed	red	DRIVE
eBoost	Gasoline and electric	Engine speed	blue and red	eBOOST
Regenerative	Gasoline and electric	Engine speed or at "Ready"	blue and red	CHARGE



A history of the energy flow is available in the CID, found by selecting "Vehicle Info", "Hybrid", then "Hybrid Usage". The display is updated every minute and shows the percentage of driving time during which the hybrid system provided either driving support or energy recovery during the last 15 minutes.

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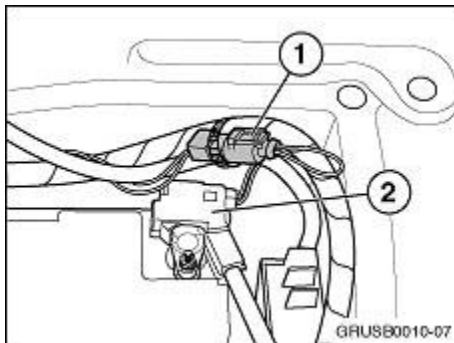
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General Precautions regarding the High-voltage System

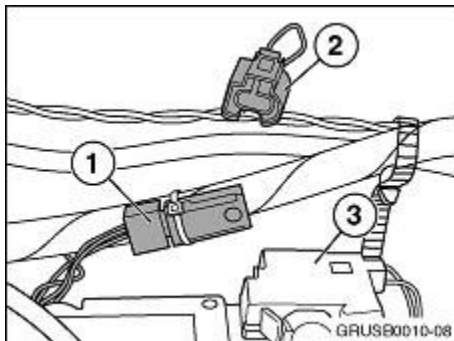
The ActiveHybrid 7 utilizes modern materials and powerful electronics which require special maintenance and repair methods. There is the risk of fatal injury from the high-voltage system if repair work is performed improperly.

- Only technicians who have successfully completed hybrid technology training classes may perform repairs or maintenance on this model.
- Diagnosis and repair operations must be followed precisely.
- Do not repair or open HV components. It is only permitted to replace the component.

To de-energize the HV system prior to repairs:



1. With the ignition turned off and any external power source removed, access the HV interlock loop safety connector by removing the trunk floor panel. The safety connector (1: shown in its normally locked position) is located near the 12V vehicle battery's ground terminal (2).



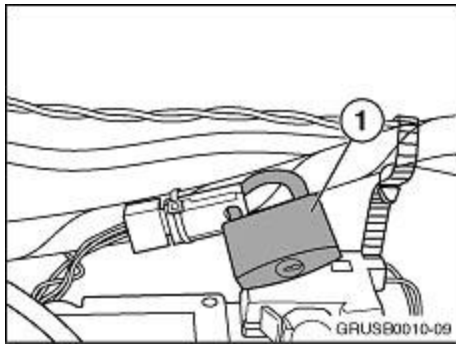
2. Separate sections 1 and 2 from the connector. For further information, refer to Technical Training Course ST920 "BMW ActiveHybrid Technology".

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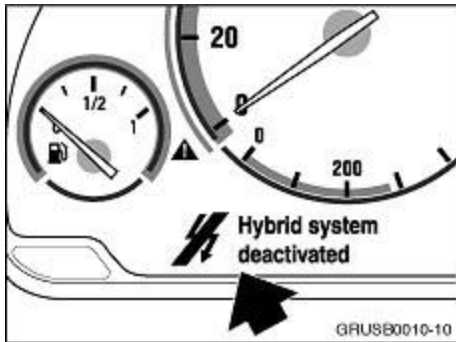
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3. Secure the safety connector from being inadvertently reconnected while repairs are still being performed by using a conventional padlock (1). The technician must keep the key on his person during repairs.



4. Turn the ignition on. Monitor the display in the instrument cluster for the "low voltage" indicator (arrow), signaling that there is no more high voltage being carried in the system outside of the battery pack.

5. Turn the ignition off, and start with the repairs.

Pre-Delivery Inspection (PDI)

A new PDI form has been developed for the 2011 models covered in this bulletin.

Changes compared to 2010:

- Delivery check, Technician: It is no longer necessary to install the Navigation Map DVD when the vehicle is equipped with this system, because this information is already contained in the CIC. However, the Navigation road map must be activated. Refer to 28850836 and 28850818.

ActiveHybrid 7:

- Delivery check, Salesperson: Set the CID to show the hybrid energy flow diagram.

Service Maintenance

All models: With the 5/10 version of KSD, the engine air filter replacement interval has been lengthened to every 3rd engine oil service or approx. 72,000 km (335d: approx. 62,000 miles). This change is retroactive to the start of the 2011 model year.

For the 335is (Coupe and Cabriolet) and Z4 sDrive35is:

- There is no 2 000 km Service.
- Engine oil is the same as for the 335i (recommended: BMW High Performance 5W-30 Synthetic oil P/N 07 51 0 017 866)

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- Spark plug replacement interval is 75,000 km or at every 3rd engine oil service.
- Engine air filter replacement interval is at every 2nd engine oil change.

For the 135i (all versions), 335i (all versions), and 535i with the N55 engine:

- Spark plug replacement interval is 100,000 km or at every 4th engine oil service.
- Engine air filter replacement interval is at every 2nd engine oil change.

Vehicle check: Check the expiration date on the M Mobility System sealant bottle. Change the bottle if needed.

ActiveHybrid 7:

Maintenance is comparable to a 750i.

All models with fully automatic transmissions: The transmission fluid replacement at 100,000 miles is no longer required. Transmissions now have a long-term fluid rating.

1 Series M Coupe:

- The rear axle differential is equipped with the Variable M differential lock, shared with the M3. For this reason it requires the same differential fluid changes as the M3, starting with the 2000 km Service.
- **NEW** The manual transmission fluid must be changed at the 2000 km Service. Additional fluid replacements coincide with those of the rear axle differential oil.
- M Mobility system: Check the expiration date on the sealant bottle at each Vehicle Check.

1 Series M Coupe maintenance overview:

The following chart shows the service operations needed at the approximate mileage, linked to the CBS' internal counter. The counter increases by one whenever it is reset after a scheduled service has been performed.

Note: Although the A/C system ventilation microfilter does not have its own interval per CBS, it must be replaced at the same time as performing the bi-annual brake fluid change. The average driving distance for these 2 years roughly corresponds to each Vehicle Check.

Approx. CBS mileage	Required Service	CBS service counter	Operations to perform, and items to replace
2000	2000 km Service, aka "running-in" Check	1	Engine Oil Service Differential oil NEW Manual transmission fluid MTF-LT-5 (P/N 83 22 2 167 666)
26,000	Engine Oil Service	2	Engine Oil Service Engine air filter

Management/ Gestion <input checked="" type="checkbox"/>	Service/reception Réception / service <input checked="" type="checkbox"/>	Service/ workshop Atelier / service <input checked="" type="checkbox"/>	Service/warranty Garantie/service <input checked="" type="checkbox"/>	Parts and access. Pièces et access. <input checked="" type="checkbox"/>	Sales Ventes <input type="checkbox"/>
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50,000	Vehicle Check	3	Engine Oil Service Vehicle Check Differential oil NEW Manual transmission fluid MTF-LT-5 (P/N 83 22 2 167 666) Replace spark plugs
74,000	Engine Oil Service	4	Engine Oil Service Engine air filter
98,000	Vehicle Check	5	Engine Oil Service Vehicle Check
122,000	Engine Oil Service	6	Engine Oil Service Engine air filter Differential oil NEW Manual transmission fluid MTF-LT-5 (P/N 83 22 2 167 666) Replace spark plugs
146,000	Vehicle Check	7	Engine Oil Service
Continue as per 26,000 km			

Spark Plug Replacement Intervals

2011 Model	Engine	Interval (km); coincides with every _ Engine Oil change
128i, 328i, Z4 sDrive30i	N52TU	100,000; 4th
135i, 335i, 535i	N55	100,000; 4th
1 Series M Coupe	N54T	50,000 3rd (first oil change is at 2000 km)
Z4 sDrive35i	N54	75,000; 3rd
335is, Z4 sDrive35is	N54T	75,000; 3rd
M3	S65	60, 000; 3rd (first oil change is at 2000 km)

Management/ Gestion <input checked="" type="checkbox"/>	Service/reception Réception / service <input checked="" type="checkbox"/>	Service/ workshop Atelier / service <input checked="" type="checkbox"/>	Service/warranty Garantie/service <input checked="" type="checkbox"/>	Parts and access. Pièces et access. <input checked="" type="checkbox"/>	Sales Ventes <input type="checkbox"/>
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550i, 750i, ActiveHybrid 7 N63 100,000; 4th
760Li N73 100,000; 4th

General Notes

2011 Service and Warranty Information booklets:

P/N: 93 03 2 011 134

Management/ Gestion <input checked="" type="checkbox"/>	Service/reception Réception / service <input checked="" type="checkbox"/>	Service/ workshop Atelier / service <input checked="" type="checkbox"/>	Service/warranty Garantie/service <input checked="" type="checkbox"/>	Parts and access. Pièces et access. <input checked="" type="checkbox"/>	Sales Ventes <input type="checkbox"/>
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