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BMW E36 Blog

BMW On Board Computer (OBC) secrets!

31st March 2007

BMW On Board Computer (OBC) secrets!

posted in Interior, Technical Info, Tips & Tricks |

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Hi Friends,

I'm really excited about this new article and I think you will be excited too. I have found an article which describes the secrets hidden inside BMW E36 on board computer (OBC). It's really fascinating me that the Germans in 1993 or so were having such things. All I can say is WOW!. OK, enough talking about the Germans, so Mr. OBC here turned to be not as simple as I really thought at first. It has many information that is hidden and can be displayed with tiny effort. I'm almost sure that you're going to love the article below. I just wanted to say that you should make sure to try the **Instrument Panel Tests.** It's really cool to watch your car checking itself.

Note: I did try almost all what's written in here and it's working great.

Disclaimer: Use this info at your own risk!! I'm not responsible for your mistakes man! 😃

There are many interesting functions available on the E36 OBC (On Board Computer) that are not documented in the owner's manual, including changing the language of the display. The procedures described here work on my '97 328iC, which has the upgraded OBC - they may work on other models of similar vintage.

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- Programming the Display Order
- Accessing Data
- Unlock the Display
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Programming the OBC to Display Contents in a Desired Order:

When you repeatedly press in on the turn signal stalk, the OBC display cycles through the various information types that it has in memory. The default sequence is: CONSUM1, CONSUM2, EXT. TEMP, SPEED, LIMIT, DIST and TIMER. If you want to change the display order, use the following procedure: Press-in and hold the turn stalk for about 5 seconds. The OBC display will change to **Prog 1**. Press the button corresponding to the first function you would like to have displayed in the sequence. For example, if you would like the outside temperature to be displayed first, press the **TEMP** button. The display will then change to **Prog2**. Continue pressing the OBC buttons in the order you want, up through nine entries. You don't have to enter all nine - if you would like the display to cycle only between TEMP and RANGE, simply enter those two items as Prog 1 and Prog 2. When finished, press the **SET/RES** button to store the sequence in memory.
To revert to the default order, simply press **SET/RES** as soon as **Prog 1** is displayed.

Accessing Data in the OBC:

The OBC contains a lot of data, and displays the data in a manner determined by the country code that is stored in it. The technique to access this data is as follows:
Press the **1000** and **10** keys simultaneously. You should see **Test-Nr.**: appear in the display.
The table below lists the available test codes that are available. Enter a test code number, using the number keys, followed by the **SET/RES** key. However, to access codes other than 1, 10, 14, 19, and 21, **you have to first unlock the OBC**, using the procedure described below.
Read the results.
For test numbers 10 and 11, enter a new value (if desired) and press **SET/RES**.
Return to the normal display functions by pressing **CHECK** or any other key.

Unlock the Display:

Most of the test sequences require you to first unlock the display before. Enter test code 19 using the above procedure. The display should read **LOCK:ON**. Then enter an unlocking code consisting of the sum of the current month plus date (for example, if today is July 11, enter 18). Then press **SET/RES**, and the OBC is now unlocked.

Test Codes:

Following is a listing of the available tests, along with with my notes as to what I think each test means. Note that the display uses European conventions for decimals (i.e., the number 61,7 is 61.7f or us Americans). You will see that I don't have good explanations for several of these test codes

Test Code No.	Display	Notes	Display Must Be Unlocked First?
01	All LED display elements are lit	Verify that the display is working properly	No
02	*VBR:* n,n *l/100km*	n,n = instantaneous fuel usage in liters/100 km	Yes
03	*VBR*: n,n *l/h*	n,n = instantaneous fuel usage in liters per hour	Yes
04	*RW-VBR:* n,n *l/100*	n,n = average fuel usage in liter/100 km.	Yes

05	*RW*: nnn *km*	nnn = range in km	Yes
06	–	Not used	Yes
07	*TMTL*: nn,n *l*	nn,n = fuel remaining (in liters)	Yes
08	*V:* n *km/h*	n = instantaneous speed in km/h	Yes
09	*UB:* nn,nn *V*	nn,nn = system voltage (should be around 13,80)	Yes
10	*LAND:* n xxx *	Country code — for US drivers should be set to *2 USA* — see description below	No
11	*EINHEIT* n: xx *	?? There are two *EINHEIT* displays: the values for xx in *EINHEIT 1* can range between B0 and BF, and for *EINHEIT 2* range between 0F and FF (mine is set to *B3* and FF, respectively). Press the **1000** or **100** key to switch between *EINHEIT 1* and *EINHEIT 2.*	Yes
12	*VANK* nn *km/h*	nn = average speed	Yes
13	*ANK*: nn:nn	nn:nn = ETA (will display *–:–* if the OBC's distance function is not in use)	Yes
14	*ROM*: dd.mm.yy	dd.mm.yyyy = Software version date. Mine is *25.06.1991*	No
15	*DIAG:* nn nn nnn xx	Diagnosis code? Mine is *01 05 255 FA*	Yes
16	*PORT*: nn nnnnnnnn	Port codes? Press **1000** or **100** key to cycle port numbers. For example, *PORT 01* is *10101000*	Yes
17	*PROM*: nn nn	?? Mine reads *00 12*	Yes
18	*HORN:* xxxx	*DTON* or *DTOFF?* (Single tone horn versus dual tone)	Yes
19	*LOCK:* xx	xx = *ON* or *OFF.* See description above for method.	No
20	*KVBR: nnnn*	nnnn = Fuel rate calibration factor. Mine is set to *1000*	Yes
21	*RESET?*	Reset all defect codes? Also erases all stored values in the OBC (i.e, fuel consumption, avg. speed, timer, etc) and clock.	Yes

Note: #20 The factor is used to correct the OBC Avg Fuel Consumption figure to reality. If your OBC is off a bit, fill it UP totally and then run the tank down and refill. Then calculate your Actual MPG. Now enter test #20 get the old Correction Factor. NEW CF = OLD CF *(Actual MPG/OBC MPG)

Setting the Country Code:

If your OBC suddenly starts displaying every thing in German, and you would like to put it back to English, use test sequence number 10. Once you're into test number 10, press the **1** key several times, and you'll see the display cycle through various country options. For example, 0 is for Germany (the display reads **LAND:0 D *** - I assume D stands for Deutschland). As you cycle through the options, you'll see choices for the Great Britain, USA, France, Canada, etc. Once the display is on the country you want, press the **SET/RES** key to store your choice into memory — for US drivers the display should be set to LAND: 2 USA * . Then press the **CHECK** key, and the display will reflect the units of the country you've chosen.

Instrument Panel Tests:

With the engine off, press and hold the trip mileage reset button, and then turn the key to accessory position 2 (OBC and radio come on). The LED display on the instrument panel (which normally is the odometer) will change to **tEStO1** and then will begin to cycle through several displays. Release the button.

The display will continue to cycle through several displays. Here's the data my car displays:

Display	Display Sequence	Notes
363758	1	BMW Part No.
0000	2	Code No.?
7504	3	K No.?
nnnnn	4	Last 5 digits of VIN
230	5	Software Version
62	6	Revision Index Hardware No.

Finally, all LED elements will light, and all gauges will cycle once.
You can press the mileage-reset button again to access more tests. Tests 2 through4 are always unlocked and hence available. Tests 5 through 14 are normally locked — to access these you must first unlock the display-using test 15.Otherwise the display simply shows: ———.

Display	Test Sequence	Notes
n	02	Engine type: n = 2 for 4-cylinder engine, 3 for 6-cylinder, and 4 for 8-cylinder
nnnnnn	03	km traveled since last oil service reset.
nnnn	04	Age of car, in days
For tests 5 - 13, display must first be unlocked using sequence 15.		
n	05	SI evaluation factor: n = 0 or 1 (over-rev), t= 0 or 1 (engine temp over heat)
	06	Fuel level and coolant temp. Displays hexadec codes relating to gauge position: Fuel Gauge Hex value: A (empty) —-> 0d End of Reserve —-> 37 B ——> 54 C ——-> 90 D ———> c4 E (full) ——> f0 Engine Temp Hex value: A ——-> ce B ——-> 6d C ——-> 5c D (center) ——> 4f-23 E ——-> 1e F ——-> 18
	07	Current engine RPM
	08	Current road speed in km/h
nnnnnn A	09	Distance - used to compare odometer mileage in the EPROM vs. the coding plug. If the two values don't agree (for example, if

		one of these elements was replaced), the manipulation dot will illuminate. This function will synchronize the two readings to the highest value. Press and hold the reset button for 4 seconds, and the lower mileage reading will be overwritten by the higher, and the manipulation dot is cancelled.
bbbbbb	10	Status bits - input signal (0=low or 1= high): 1: seat belt: fastened =0 2: ignition lock: key inserted=0 3: door contact: door open = 0 4: clock button pressed = 0 5: SI reset = 0 6: EGS transmission failure = 0
bbbbbb	11	Status bits - output signals: 1: Gond output 2: Brake warning lamp 3: Low fuel warning lamp 4: EGA lamp 5: Seat belt lamp 6: manipulation dot
——	12	Not used
nn	13	Country code of cluster (USA = 02)
	14	Software reset
L On/Off	15	Lock Status (on or off). Press and hold the reset button for about five seconds until the display reads "OFF". Now you can access test sequences 5 through 14.

Wait for more from . . . BMW E36 Blog

Best regards,
Tony Sticks.

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There are currently 115 responses to "BMW On Board Computer (OBC) secrets!"

Why not let us know what you think by adding your own comment! Your opinion is as valid as anyone elses, so come on... let us know what you think.

1. [1](#) On April 10th, 2007, *sbu* said:

   hi,

   i cant access test 2 - 15 on the instrument panel test,test 1 is working fantastic
   can you tell me what is it that im doing wrong or what else can i do.

   posted on April 10th, 2007 at 1:31 am

2. [2](#) On April 10th, 2007, *[Tony Sticks](#)* said:

   Did you try to unlock the tests? If not, please check the section "Unlock the Display" above.

   I already tried all these things on my car and they work great!

   posted on April 10th, 2007 at 10:32 pm

3. [3](#) On May 11th, 2007, *zandi* said:

   I've heard of digital rpm gauges on the e36's (stock), which are obviously accessed electronically. How do you so this?

   posted on May 11th, 2007 at 4:13 pm

4. [4](#) On May 13th, 2007, *[Tony Sticks](#)* said:

   I don't recall seeing these, but anyway, I tried to do some research and I can't find any. Where did you hear about them?

   posted on May 13th, 2007 at 10:40 pm

5. [5](#) On May 19th, 2007, *Brandon* said:

   Hey is this for an 11 or 18 button OBC? Or maybe both?

   posted on May 19th, 2007 at 6:40 pm

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6. [6](#) On May 19th, 2007, *Tony Sticks* said:

> I have the 18 button OBC and everything here works great on it. However, I'm not 100% sure about the 11 button OBC. I think you can try and see for yourself. Some or all of these features may work.

posted on May 19th, 2007 at 9:57 pm

7. [7](#) On July 1st, 2007, *Brandon* said:

> Hey i just recently did the 18 button conversion and have a few questions. Some reason now my car beeps really fast
> consecutively and idk why.. something with the computer im guessing. And 2, with the speed button, does yours
> catch on very fast? By the time i'm going 40 my speed is still slowly climbing up on the OBC and displays about 20..

posted on July 1st, 2007 at 2:33 am

8. [8](#) On July 1st, 2007, *Tony Sticks* said:

> Hi Brandon,
>
> I guess the problem is with either the computer or the installation. I didn't try this conversion as my car came with 18-buttons already. If you're the one who did the conversion, I think you should make sure that everything is done correctly.
>
> My car's speed changes almost instantly in the OBC. I don't see any "climbing". I will double check again for you today.

posted on July 1st, 2007 at 5:06 am

9. [9](#) On July 1st, 2007, *Brandon* said:

> Crap so i probably have to take it back to the people that did it… UGH
> And the distance button doesn't even work…

posted on July 1st, 2007 at 1:40 pm

10. [10](#) On July 1st, 2007, *Tony Sticks* said:

> Brandon,
>
> If you have it installed correctly. Everything should work smoothly.
>
> Listen, I've double checked it as I promised and it responds instantly as I said above.
>
> BTW, how much did they charge you for the conversion ?

posted on July 1st, 2007 at 10:18 pm

11. [11](#) On July 2nd, 2007, *Brandon* said:

> Just 70$, apparently it took them all day from like 12-5 and then even the next day from 8-11 and when i got it back
> he said it was the biggest pain in the @$$ and he's never going to do that again. I called him and he said he'll
> double check all the wires because i just can't even drive with the car beeping from the moment i start it

up every milisecond
hate my life…

posted on July 2nd, 2007 at 8:55 pm

12. [12](#) On July 2nd, 2007, *Tony Sticks* said:

70$ … Wow! It's a good price for the work that needs to be done. Anyway good luck with fixing the problem and let us know what happens.

Brandon, don't hate your life, you have E36 🙂

posted on July 2nd, 2007 at 9:46 pm

13. [13](#) On July 7th, 2007, *Brandon* said:

Hey i had it checked yesterday and the retraced every wire and found no problem..
On my way home about 2 minutes away the thing goes off again beeping like crazy..
today it did the same thing BUT today when i turned the car off the OBC said: Check coolant level which i did and its full..
any suggestions and dealing with this problem? Have no idea how bad it is to drive with constant beeping

posted on July 7th, 2007 at 9:58 pm

14. [14](#) On July 7th, 2007, *Tony Sticks* said:

Hi Brandon,

I feel you man. sorry to hear that they couldn't fix the problem. I'm 100% sure they're doing something wrong and since they couldn't fix it in the second time, it means that you can't get any help from them no more. I suggest:

1. try to find another electrician who can help you to check the installation again.
2. You can check everything yourself (if you have moderate skills 🙂). Here are some links that I have found that may help you check the installation yourself.

http://www.pelicanparts.com/bmw/techarticles/E36-OBD_Convert/E36-OBD_Convert.htm

http://forums.bimmerforums.com/forum/showthread.php?s=&threadid=87693&highlight=obc%2A+conversion

I hope these will help you.

posted on July 7th, 2007 at 10:19 pm

15. [15](#) On July 8th, 2007, *Brandon* said:

oh man im SO bad with wires thats why i didn't do the installation. Im thinking i have to take it to the BMW
dealership and have them deal with it… makes me so depressed

posted on July 8th, 2007 at 1:01 am

16. [16](#) On July 8th, 2007, *Tony Sticks* said:

Don't feel depressed. I'm sure they can fix the problem. It's just that many mechanics/electicians try to avoid such precise work. They prefer the usual thing 🙂

Please feel free to post about any progress that you make in the problem.

posted on July 8th, 2007 at 5:36 am

17. 17 On July 8th, 2007, *Brandon* said:

totalled the car today… wont see anymore of my E36..

posted on July 8th, 2007 at 6:19 pm

18. 18 On July 8th, 2007, *Tony Sticks* said:

Oh … are you sure about this? Come on it's your babe ? Isn't it?

posted on July 8th, 2007 at 10:27 pm

19. 19 On July 9th, 2007, *Brandon* said:

I'm only 18 and my dad bought the car for me aouth 2 months ago.. he's super mad and i know he wont get me another
half the engine is crunched in along with the back

posted on July 9th, 2007 at 9:39 am

20. 20 On July 10th, 2007, *Tony Sticks* said:

I'm sorry to hear that. Anyway good luck man and I hope you will get another car soon 🙂

posted on July 10th, 2007 at 5:26 am

21. 21 On July 24th, 2007, *George* said:

The unlock step 15, the reset button is the mileage or the border computer button?
They car key should be in with position? Thanks

posted on July 24th, 2007 at 4:35 pm

22. 22 On July 24th, 2007, *Tony Sticks* said:

I think it's the mileage reset button. I will confirm this today on my car 🙂

posted on July 24th, 2007 at 10:31 pm

23. 23 On July 26th, 2007, *Tony Sticks* said:

George,

I've checked this and I couldn't even get to test 2~4. After watching my guages being tested. I tried pressing the rest button again and it failed to show the rest of the tests! It's really weird. Did you successfully run tests 2~4 ?

posted on July 26th, 2007 at 4:44 am

24. 24 On July 26th, 2007, *George* said:

Tony
Mine is a M3 95 USA, and same as your, nothing happens after de gauges test.

posted on July 26th, 2007 at 11:34 am

25. [25](#) On July 26th, 2007, *Tony Sticks* said:

> Anyone with E36 97+ ? Can you try this and see if you can get into the tests 2~15
>
> At least, you can try test sequence 2:
> Engine type: n = 2 for 4-cylinder engine, 3 for 6-cylinder, and 4 for 8-cylinder
>
> Please post your results here.

posted on July 26th, 2007 at 10:31 pm

26. [26](#) On August 27th, 2007, *Kelvin 323* said:

> Can E36 323 add the OBC? many thx

posted on August 27th, 2007 at 7:11 am

27. [27](#) On August 27th, 2007, *Tony Sticks* said:

> I'm sorry Kelvin, I don't understand. You mean you don't have OBC and want to install one ? I think this may help you:
>
> http://www.pelicanparts.com/bmw/techarticles/E36-OBD_Convert/E36-OBD_Convert.htm

posted on August 27th, 2007 at 10:20 pm

28. [28](#) On September 1st, 2007, *Dennis* said:

> Hi i cant acces test 2-15,
> my part no. is 364384
> code: 0000
> K no.: 4663
> VIN number: 61967
> Software version: 200
> rev. 53.
>
> I have tried to unlock it with seq. 15, but it is not working.
>
> Regards Dennis
>
> nice site btw!

posted on September 1st, 2007 at 6:49 pm

29. [29](#) On September 1st, 2007, *Tony Sticks* said:

> Dennis,
>
> I've failed to do this as well on my car. I'm not sure what is the problem. Please read the comments above as we discussed this problem before.

posted on September 1st, 2007 at 10:27 pm

30. [30](#) On September 7th, 2007, *Craggsy* said:

Hi There i have a M3 E36 and your diagnostics have worked perfectly. I have a problem with my trip computer. It always shows 99.9mpg or 0 Litres/ 100km on instantaneous consumption, and of course the range is wrong. I have tried changing the actual computer, but this dosent fix the problem. Do you know what it could be, i reckon it is a relay but i cant find where it is in the car, no sensors appear to be faulty, could it be something else. I have tried everything i know.

posted on September 7th, 2007 at 5:39 am

31. 31 On September 7th, 2007, *Tony Sticks* said:

Hi Craggsy,

If you tried to read the distance on your OBC, does it read correctly? If not, that's your problem because CONSUM calculations use distance divided by fuel flow.

posted on September 7th, 2007 at 4:07 pm

32. 32 On September 14th, 2007, *Craggsy* said:

Hi Tony,

After doing your diagnostics again the test code ANK 13 shows -:- so the distance function is not in use. How do i reset or change this as i reckon this is the problem with the OBC. Could this be a relay or sensor problem if so where will they be situated.

posted on September 14th, 2007 at 5:13 am

33. 33 On September 24th, 2007, *zikas* said:

shit man ,, u stole these tricks ……..loli know and u know that web …………..and the worst thing is that u didnt test them …until lately when someone asked about test 2 - 4 with the mileage button…………….so u *****………since when u got ur E36 ???????? do u have an a/c digital?and u dont evennnnnnnnnnn know abut the digital rpm in the clusterrrrrrrrrrr!!!!!!!!!!!u ******.see u

posted on September 24th, 2007 at 12:11 pm

34. 34 On September 24th, 2007, *Tony Sticks* said:

Zikas,

I wanted to delete your message because it's so rude and I don't like this uneducated way of talking. But at the last minute, I decided not to do that. I think your messages deserves some sort of reply.

First of all, it seems you didn't read the full article. You just jumped into bad mouthing. in the beginning of my post I said "I have found an article which… " with a link to the original website. This means, in case you don't understand it, that I didn't write this article myself.

Second, I tried almost all the tests on my car, but some of them didn't work. that's why I said "Note: I did try almost all what's written in here and it's working great." … pay attention to "almost all"

Third, I have a BMW E36 and posted some of its photos. If you don't believe it, I just don't care.

So, I think you're mistaken pal and you should have the courage to apologize for me about that. Otherwise, please feel free not to come back to this blog again and I will be happy not to display anymore of your comments on this blog.

posted on September 24th, 2007 at 12:35 pm

35. 35 On November 22nd, 2007, *Eve* said:

> Tom Sticks
> This is not a reply but a new question.
> We purchased a 2003 BMW 525i in the states and brought it up to Canada. It does not pass RIV bescause 1) we require daytime running lights up here, and 2) air bag light was on.
> I can see BMW service charging up $135.00 but $500.00 to put it on a diagnostic to turn a light on is a little steep…as a matter of fact I don't want to pay it…sounds like we can do ourselves from what I see on this site on 'on board comp.'
> Can you tell where to find this info. Thanks Eve

posted on November 22nd, 2007 at 11:17 am

36. 36 On November 22nd, 2007, *Tony Sticks* said:

> Eve,
>
> I don't have enough information about 525i's, so I can't help you, but I've heard about a kit called "CarSoft" which is supposed to cost you around 200$ (ummm maybe less) that can connect your car to your laptop and you can use it to reset the airbag light. I'm not sure 100% if this will work though.
>
> Concering the OBC, AFAIK, I don't think you can use it to reset airbag light .

posted on November 22nd, 2007 at 7:26 pm

37. 37 On November 28th, 2007, *eric birch* said:

> Took my 95 325i to the dealer because it wouldnt start. They told me my computer was fried and needed to be replaced. I was wondering if you can run somehow wire the car to run without buying a new computer.

posted on November 28th, 2007 at 7:42 pm

38. 38 On January 6th, 2008, *aji* said:

> Hi,
> my fan belt recently snapped whilst i was driving on the motorway, i have replaced it but
> now the car will not start, there seems to be no aparks coming from the spark plugs.???do u know what the problem could be??

posted on January 6th, 2008 at 6:58 pm

39. 39 On January 13th, 2008, *Wes* said:

> I have a 1992 325i and am unable to run the steps 2-15 on the instrument cluster, the first test works great though. I realize others are having the same problem, is it really a test? Another question. I can not figure out how to run a diagnostics check, i tap the gas five times like everyone says but it just doesn't work.

posted on January 13th, 2008 at 11:07 pm

40. 40 On January 14th, 2008, *Tony Sticks* said:

> Hi Wes,
>
> I tried to run these tests (2-15) myself and they didn't work on mine too. I guess, we're missing something.
>
> I'm really sorry.

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41. 41 On January 16th, 2008, *Jaime Quiel* said:

    Hi, I have been searching for information about my car (BMW 328i, Black Coupe 97, automatic), and I found your page. I think it is really usefull, I had learn a lot with your DIY, I subscribe my email, to receive more info, from you. I am from Rep. of Panama, and I know a lot of BMW mehanics that doesn't about all this info… I have a problem with my car that I hope you can help me. I will write soon about it… meanswhile continue with your blog it is interesting… bye Jaime Quiel.

    posted on January 16th, 2008 at 7:13 pm

42. 42 On January 17th, 2008, *Tony Sticks* said:

    Thank you Jaime for the kind words and welcome to my blog.

    posted on January 17th, 2008 at 10:06 am

43. 43 On January 17th, 2008, *Jaime Quiel* said:

    Tony, hi again. As soon I was at home I check the codes and the panel test, and everything works. Thanks
    I notice that the voltage in my car is 12.7 not 13.8, wht taht mean?
    I change Country code from Europe to US (2)
    The instrument Panel Test 04, age of my car, show me just 19 (days?) why?
    And code 05 (evaluation factor) show me n0 (fine)and t1 (?)was my engine temp over heat any time
    before I bought my car?
    And the last code 09, has no value (no mileage, why?)
    Thank a lot for everything?
    Jaime

    posted on January 17th, 2008 at 3:40 pm

44. 44 On January 21st, 2008, *Tony Sticks* said:

    Hi Jaime,

    Sorry for my late response. I was very busy.

    About your car's voltage, does your car have a low rpm or hesitation maybe? AFAIK, the usual voltage should be 13.8, maybe you need to check battery/charging mechanism.

    >> The instrument Panel Test 04, age of my car, show me just 19 (days?) why?
    LOOL! Congrats. You have a 2008 E36 😄 . I'm not really sure why is that.

    I'm sorry about the rest of the questions. These didn't work for me. So, I can't give you any info about them.

    posted on January 21st, 2008 at 9:34 am

45. 45 On February 11th, 2008, *dave smith* said:

    hi, i am having trouble finding the OBD plug on my BMW 2.0D e46 I've had it inside out but can only find the round servce plug under the bonnet. please could you help me find it. I've looked under the center consol, under the dash,both sides and in foot wells arggggg.

    posted on February 11th, 2008 at 1:15 am

46. 46 On February 12th, 2008, *ulises arellano* said:

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can someone help me how to reset the air bag lightn on a bmw 323i nothing else is on just the air bag, and everithinng is fine thank you for your help.

posted on February 12th, 2008 at 10:52 pm

47. 47 On February 15th, 2008, *zouzou* said:

come on tantoun , u are not helping anyone here……. why?????? u dont have time…… so stop tis site …..
what are u working on ………………………….

posted on February 15th, 2008 at 6:28 pm

48. 48 On February 15th, 2008, *Tony Sticks* said:

Hi Zouzou,

LOL! I'm really sorry If I don't reply to all comments asking for help. I'm trying my best to answer as many questions and emails as I can but my job is leaving me exhausted sometimes. That's all.

posted on February 15th, 2008 at 9:54 pm

49. 49 On February 15th, 2008, *Tony Sticks* said:

Hi Ulises,

I'm really sorry for not replying to your message before. I'm very busy as usual.

Anyway about your airbag light, I suggest you run a diagnosis for your car b/c your airbag light is trying to tell you that something is wrong with your airbag and believe me when I say, you don't want to ignore this particular warning light.

I had this light on before and when I ran a diagnosis for my car, I've found that the airbag right sensor (crash sensor) is defective and when I replaced it, everything went to normal.

posted on February 15th, 2008 at 9:59 pm

50. 50 On February 17th, 2008, *Craggsy* said:

Hi Tony,I am still having problems with my trip computer, after doing your diagnostics again the test code ANK 13 shows -:- so the distance function is not in use. How do i reset or change this as i reckon this is the problem with the OBC. Could this be a relay or sensor problem if so where will they be situated. I have changed the head unit i.e the actual computer unit, could it actually be a problem in the ecu? I have had this problem for over a year now with no result i really need some help with this mate.

posted on February 17th, 2008 at 3:35 pm

51. 51 On February 17th, 2008, *Tony Sticks* said:

Hi Craggsy,

I've checked my test #13 and it's showing the same value -:-. I guess this is the default reading for the OBC and this doesn't indicate a problem b/c my range/distance readings are working perfectly on my car. This means that this is not your problem.

What I need to know is the distance reading when you press the "Distance" button on the OBC itself, not in these tests. Does it work correctly?

posted on February 17th, 2008 at 9:26 pm

52. [52](#) On February 17th, 2008, *Craggsy* said:

> Hi Tony,
>
> Thanks for getting back so quickly. I have just checked my distance / range readings the distance readings are all —- —-A and mi range is showing +634 as i nearly have a full tank and my consump readings are showing 99.9 on 1 & 2. So i guess it is something to do with the distance readings and thbe consumption readings.

posted on February 17th, 2008 at 10:26 pm

53. [53](#) On February 17th, 2008, *Craggsy* said:

> Hi Tony another thing if i input a distance to travel such as 100 miles it does count down and give me an ETA. So i guess that bit works, but the consumption still shows 99.9 on 1 & 2. The range always seems very high as though the car dosent use fuel i.e the consumption is nothing. Hope this helps you as i am totally stuck.

posted on February 17th, 2008 at 10:44 pm

54. [54](#) On February 19th, 2008, *Tony Sticks* said:

> Hi Craggsy,
>
> Check this:
> http://www.bmw-syndikat.de/bmwsyndikatforum/topic_p34610_E36_OBC_problem.html

posted on February 19th, 2008 at 9:40 am

55. [55](#) On February 19th, 2008, *Craggsy* said:

> Hi Tony,
>
> I checked out the forum but i think that is a different problem. I am totally stuck everything on the OBC is working except the consumption readings and obviously the range is always showing the maximum it could be. I had problems with my ECU just before this happened, having water coming into the ECU this is the only thing i think it could be except a relay or something like a sensor, but i cant find any in the parts catalogue. I dont know if you have any knowledge on the relays or ECU, if this could affect the OBC.
>
> I have seen an article for removing an repairing the ECU at
> http://www.pelicanparts.com/bmw/techarticles/E36-DME-Repair/E36-DME-Repair.htm
>
> Also the BMW Car Club in the UK suggest that the DMU is at fault or one of the fuel sender units may be faulty. I will test these and get back to you if they are the problem. I dont know anything about the DMU and dont really want to mess around with the ECU. I guess i could change the ECU over with another one but it is expensive change on an M3.

posted on February 19th, 2008 at 11:59 am

56. [56](#) On February 20th, 2008, *Tony Sticks* said:

> I'm really out of ideas Craggsy, but one last thing that I think you should consider. Your fuel consumption is showing 99.9 right? So, why this number and nothing else? Exactly, because it's the highest number that can be displayed in the OBC. Now, how you get a number out of a formula like this:

consum = fuel / distance (every 100 km)

so if distance, was not being counted (for some reason), it will end up 0, in which the consum will end up in infinity thus ==> showing 99.9

I'm sorry for not being able to help you more with this.

posted on February 20th, 2008 at 9:42 am

57. 57 On February 20th, 2008, *Craggsy* said:

Hi Tony,

I guess like you say the sensor on the diff must be broken, but i thought the eta system wouldnt work. But i guess i will have to test that and check after that it must be the DMU or ECU that has a problem. Thanks for all the help.

posted on February 20th, 2008 at 10:52 am

58. 58 On February 20th, 2008, *Tony Sticks* said:

You're welcome Craggsy. I'm sorry I couldn't be of more help to you.

posted on February 20th, 2008 at 4:29 pm

59. 59 On February 21st, 2008, *zouzou* said:

graggssy, did u reset ur consumption when u have changed or fixed ur ECU………
if not press the consumption button and then press reset or just press consump button for about 5 sec….then drive the car a
little bit so that u can read something on the obc

posted on February 21st, 2008 at 6:56 pm

60. 60 On February 21st, 2008, *Craggsy* said:

Hi Zouzou,

Yeah i tried that, still broken, i am thinking it must be a relay in the system somewhere that is causing this. Thanks for the help though.

posted on February 21st, 2008 at 7:59 pm

61. 61 On February 22nd, 2008, *zouzou* said:

i read something about this but i dont remember where>>>!!!!!!!!!!!!!

yeah there should be some relay or sensor …… i will check it to see if i can find that article……..

u got an m3 ….. did u have the 11 button obc before the current obc???

posted on February 22nd, 2008 at 6:38 pm

62. 62 On February 23rd, 2008, *Craggsy* said:

Hello again Zouzou,

Thanks for the info i havent seen the article so i would be grateful if you could find it again.

Yes I have a M3 E36, it has the 18 button OBC as standard, so its not a retrofit.

posted on February 23rd, 2008 at 12:21 pm

63. 63 On April 16th, 2008, *Rommel* said:

Thanks for all the info…. But do you know what pppp means.

posted on April 16th, 2008 at 7:30 am

64. 64 On April 16th, 2008, *Tony Sticks* said:

Hi Rommel,

Check this. It shows how the pppp code issue should be resolved.

posted on April 16th, 2008 at 12:13 pm

65. 65 On April 20th, 2008, *Mike* said:

How do you run a diagnostics test for the airbags? My airbag light comes on with all the instrumental panel when the car is started, turns off then immediately turns back on for a few minutes and shuts off. I just recently changed the bowden cable (release cable for coupe seats, allows seat to collapse forward) in the passenger seat.

posted on April 20th, 2008 at 9:14 pm

66. 66 On April 21st, 2008, *Tony Sticks* said:

Hi Mike,

I'm not sure if the seat cable is the reason for the airbag warning. Anyway, you should know that whenever the airbag warning light turns on, it will need to be reset and there's no way to turn it off. For example, if you removed your steering wheel and then put it back again, the airbag light will turn on and it will not go away unless you reset it. With that being said, it's possible that you don't have any problem with your car but you only need to reset your airbag warning light.

Any decent BMW service garage will have a specific device for this. You can also run a diagnosis (while being there) just to make sure everything is set right (I recommend that). After all, you don't want to mess with the airbag because it's a very important to your safety.

I hope this helps.

posted on April 21st, 2008 at 9:14 am

67. 67 On June 3rd, 2008, *ukfrog* said:

Graggsy,
Have you tried to reset your OBC, code 21?
It may just need to calibrate fuel rate on code 20.

posted on June 3rd, 2008 at 11:53 pm

68. 68 On June 6th, 2008, *Craggsy* said:

Hello UKfrog,

Thanks for the suggestion about resetting the unit, I tried that and also I changed the unit, so it isnt that. I really think that there is a relay problem or even an ECU problem as I have changed all the changeable components etc, and had no joy. The ECU is my next try, but sourceing an ecu for an M3 or one that will work and changing it will be costly I reckon. If you have any other ideas please let me know as I would love to solve it.

posted on June 6th, 2008 at 10:12 pm

69. [69](#) On June 23rd, 2008, *Leo* said:

Hi People, well I have an e36/95 and check light sometimes blinks and turned off, and sometimes it remains on until I turn off the engine an d turn it on again, It still on a couple of days and then it turn off, how may I to accede a diagnostics routine to know what is failing?, thanks in advance!!

posted on June 23rd, 2008 at 7:26 am

70. [70](#) On June 23rd, 2008, *ukfrog* said:

@Graggsy
I found this for you.
Due to the formation of a non-conducting deposit on the conductor surface of the fuel level sensor, the fuel gauge does not read full after re-fuelling, or the fuel gauge is erratic. Remedy:
Remove and replace both fuel level sensors with "Gold system" sensors.
This may be related to you.
Hope I don't put you off track.

posted on June 23rd, 2008 at 11:15 pm

71. [71](#) On June 23rd, 2008, *ukfrog* said:

@Leo
Hi mate,
To access test control, you must have 18 botton OBC.
Just press the check botton. Top right.

But if your check control light comes one, I for one, would go and get a diag test done at BMW.
Get a printout of the fault codes.
Then go to the correct thread and open a new thread with the fault codes you found.
Let us know please.

posted on June 23rd, 2008 at 11:22 pm

72. [72](#) On June 24th, 2008, *Liridon* said:

Hi i just changed the oil on my 2003 M3 how do I reset the CHANGE OIL COUNTDOWN please?

posted on June 24th, 2008 at 5:36 am

73. [73](#) On June 24th, 2008, *Tony Sticks* said:

@Liridon: Take a look at this [Reset BMW E36 oil service light](#) . It may help you.

posted on June 24th, 2008 at 9:58 am

74. [74](#) On June 24th, 2008, *Liridon* said:

Tony thanks for the tip…I will try that first thing tomorrow…but I don't have the light indicatorm, it's the "MILES OIL SERVICE OVERDUE" the message that I get when I enter the key into the ignition… sorry I am a newbie first time ever ownin an M3 and I love it 😀

posted on June 24th, 2008 at 11:08 am

75. 75 On June 24th, 2008, *Craggsy* said:

Hi Ukfrog,

I have already changed the fuel senders, I have had the diff sensor checked, i am thinking it is a problem with the ECU, I just need to find an ecu that will work on an E36 M3. I have seen a list somewhere that shows the ECUs that are useable on an M3, but I cant remember where. Thanks for the suggestions.

posted on June 24th, 2008 at 12:12 pm

76. 76 On June 24th, 2008, *ukfrog* said:

@Graggsy

I saw an article about the ECU from E36 being the same than many other cars, just the chip that you need to migrate to the new ECU.
I'll try and find it for you!
I made a note of mine, for my 325i 1993. It's Bosh Motronic M3.1 part#0261200402. now as long as you swap for the same, all you need to do is change the chip over. I'm not sure if you have to recode it…
Hope this helps.

posted on June 24th, 2008 at 12:27 pm

77. 77 On June 24th, 2008, *ukfrog* said:

@Graggsy

Find you ECU and Motronic version here.

http://www.bimmerboard.com/forums/posts/93517

posted on June 24th, 2008 at 12:46 pm

78. 78 On June 24th, 2008, *Craggsy* said:

Hello Again,
Thanks for that you are right I guess that I will have to migrate the chip and probably have to re-map it, oh well more power and better fuel economy!! Again thanks for your help I would be very grateful for that article if you can find it.

posted on June 24th, 2008 at 1:12 pm

79. 79 On June 24th, 2008, *ukfrog* said:

@Graggsy

You'll have to had the http://www.

pelicanparts.com/bmw/techarticles/E36-DME-Repair/E36-DME-Repair.htm

posted on June 24th, 2008 at 6:27 pm

80. [80] On June 24th, 2008, *ukfrog* said:

> Had problems posting the link fr some reason.
> Hope I didn't brake any forum rules! LOL

posted on June 24th, 2008 at 6:29 pm

81. [81] On June 25th, 2008, *Lake Critzer* said:

> Hi: I have a '95 E36. The computer recently began telling me that I had a "Brake Circuit Error". Needless to say, you can't clear this message by hitting the check button. I've checked every light bulb and fuse. There is no problem with the brake light circuit. They work fine. This warning is intermittent and will go off when you turn the key off and will not come back on for several minutes of driving. Its driving me buggy! Suggestions? Other than throwing lots of money at it?

posted on June 25th, 2008 at 2:50 am

82. [82] On June 25th, 2008, *Tony Sticks* said:

> @Lake Critzer: Hi, check this. It may fix your problem.

posted on June 25th, 2008 at 4:56 pm

83. [83] On June 25th, 2008, *Tony Sticks* said:

> @Liridon: I think it's the same procedure. Did you have the chance to try it?

posted on June 25th, 2008 at 5:01 pm

84. [84] On June 26th, 2008, *Lake Critzer* said:

> Thanks for the tip. It seems to have fixed the problem. I have a couple of twists: Getting the old switch off is not as easy as it seems. I worked at it for a while trying to break the red collar and noticed that the whole assembly was held in place with one 10 mm bolt so, I dropped it and removed the switch in the upright human position! Getting it back on required a bit of dexterity. a simpler suggestion was made by the mechanic at the dealership; simply grab the back side of the switch and rotate gently. Why didn't I think of that! Second. There are two switches listed and the vin number doesn't help. You just have to take up the old switch. Third. I wish I had your dealer. Mine charged $42.10!!! Good luck to anyone else who tries this.

posted on June 26th, 2008 at 7:58 pm

85. [85] On July 6th, 2008, *sach767* said:

> hi all,
>
> E36, OBC showing "LOW PROM FAILURE"….
>
> Can someone explain this? thx
>
> sach767

posted on July 6th, 2008 at 6:55 am

86. [86] On July 12th, 2008, *sach767* said:

> PROM = Programmable Read Only Memory

*type of non-volatile memory used in computers and other electronic devices to store small amounts of data that must be saved when power is removed, e.g., calibration tables or device configuration.

*Failure modes…

There are two limitations of stored information; endurance, and data retention.

During rewrites, the gate oxide in the floating-gate transistors gradually accumulates trapped electrons. The electric field of the trapped electrons adds to the electrons in the floating gate, lowering the window between threshold voltages for zeros vs ones. After sufficient number of rewrite cycles, the difference becomes too small to be recognizable, the cell is stuck in programmed state, and endurance failure occurs. The manufacturers usually specify minimal number of rewrites being 106 or more.

During storage, the electrons injected into the floating gate may drift through the insulator, especially at increased temperature, and cause charge loss, reverting the cell into erased state. The manufacturers usually guarantee data retention of 10 years or more.

thats all i know for now…cheers

posted on July 12th, 2008 at 10:29 am

87. 87 On July 12th, 2008, *ukfrog* said:

woooooouuuuuuaaaaaaa!

Sach,

That is very informative, thank you for posting this.
Can you clarify one or two things please?
1) Does the charge loss effect the PROM cell, (is it only the cell that has loss of charge)?
2) Is there a fix for it, to clear the accumulated electrons. (Discharge in some form or an other?)

posted on July 12th, 2008 at 1:15 pm

88. 88 On July 15th, 2008, *sach767* said:

its pretty simple, reset the OBC… follow step #21 and it works fine.

cheers…

posted on July 15th, 2008 at 7:12 am

89. 89 On July 20th, 2008, *matxng* said:

does it work for 1993 318is? (these obc secrets) coz when i press the 1000 and the 100 buttons it appear "FUNKTION –" i know its a german word of function but i dont know technically what it stands for… nor what does it do… thanks

posted on July 20th, 2008 at 10:58 pm

90. 90 On July 21st, 2008, *Tony Sticks* said:

@matxng: Yes. My car is 1993 318is and it's working fine. After you see the FUNKTION — , you can use the 10 & 1 buttons to insert the test code that you need then press Set to run that function.

Also, if you need to change the language, you can do that by following the "Setting the Country Code" section instructions.

posted on July 21st, 2008 at 9:15 am

91. [91](#) On July 21st, 2008, *Faiz Aziz* said:

> HI there everyone.I have an E36 BMW 328i but I can't remember its year.The thing is that I have the old OBC instead of this one that can do all this stuff.My question is what can the old OBC do?could it at least show the speed?

posted on July 21st, 2008 at 3:13 pm

92. [92](#) On July 25th, 2008, *matxng* said:

> Hi again,
>
> my 318is has only 7 functions….
>
> 00- obc test
> 01- language (eng,ital,german,span)
> 02- time format
> 03- date format
> 04- temp. format display (C or F)
> 05-
> 06- something with quarz -0027
> 07- status (it displays ac00002)
>
> other codes dosent work… 🤕

posted on July 25th, 2008 at 1:05 pm

93. [93](#) On July 26th, 2008, *Tony Sticks* said:

> @matxng: How many buttons does your OBC have?

posted on July 26th, 2008 at 10:22 pm

94. [94](#) On July 27th, 2008, *Matxng* said:

> 12 in all (including the number buttons eg,1000,100,10,1)

posted on July 27th, 2008 at 5:41 pm

95. [95](#) On July 28th, 2008, *Tony Sticks* said:

> @Matxng: The steps in this are for the 18-button OBC. I'm guessing this is the reason why they didn't work for you.

posted on July 28th, 2008 at 10:03 am

96. [96](#) On August 4th, 2008, *georges hadchity* said:

> hey i have e36 94 ,what can the obc do to the car?
> power?or info?

posted on August 4th, 2008 at 7:59 pm

97. [97](#) On August 5th, 2008, *ukfrog* said:

> @Hadchity

The OBC functions are clearly illustrated at the top of this article, and the description that follows it give a clear understanding of most of the functions of the OBC.
What you can do with it;
Well first, how many buttons do you have on it?
With the 18 button you get the full works.
with the 11 button you get basic info.
With the 7 button one, you don't get much more than temp, and time I think!
Check on this thread for your model functions.
But if you have in mind to change your car's power setting with the OBC, you can forget about it!
It is designed to be a diag and info display unit.

In order to mod power, look at engine mod, air intake mod, ECU chip mod, etc.

posted on August 5th, 2008 at 4:17 pm

98. 98 On August 7th, 2008, *Mark Armstrong* said:

Thanks a bunch I tried everything but learning German I read your article 1 time and wahlaaaaaa, my dash is now english.

posted on August 7th, 2008 at 6:11 am

99. 99 On August 7th, 2008, *Tony Sticks* said:

@Mark Armstrong: No problem! I'm glad to help.

posted on August 7th, 2008 at 4:36 pm

100. 100 On August 8th, 2008, *Duff* said:

You will see a "K No." on the instrument panel test. This is the number of impulses while the car drives one kilometer.

For example: Each kilometer the reed contact will give 7504 (as show on the example above) impulses.

posted on August 8th, 2008 at 1:24 pm

101. 101 On September 6th, 2008, *Alex* said:

Hey guys, Thanks for the fantastic info. I have a 91 model 320i in Australia, and so far I have tried everything with mixed results. When I try to unlock the obc, I enter the date plus the month, but it still says lock:on. However, I can access all of the 18 button obc functions. A few questions - 1. Can the fuel consumption features be changed so that consum1 shows average fuel consumption while consum2 shows the instantaneous consumption? 2, can the speed button be changed to show the instantaneous speed instead of the average speed? 3. I can not access the features through the trip meter, it runs through the 6 numbers and then the gauges cycle, but holding or pressing the trip meter button again achieves nothing (not even the unlocked features) - Any ideas why??? 4. On my OBC, I have a button labelled "code", when i press it displays 0000. I have no idea what this means, or does… any ideas??? Thanks very much, any help will be greatly appreciated! Alex

posted on September 6th, 2008 at 3:57 pm

102. 102 On September 7th, 2008, *Alex* said:

Tony, any idea how to remove the interior light?? Mine has a horrible rattle, annoying at highway speeds as it hums from the vibrations, and I have just tried to pull it out so I can sort it out, but looked and couldnt find an obvious way to remove it out of the headlining. I didnt want to rip it out and be left with a ugly mess a foot from my eyes! Once again, any help would be greatly appreciated. Alex

posted on September 7th, 2008 at 6:45 am

103. 103 On September 7th, 2008, *Tony Sticks* said:

@Alex: Hi Alex, About changing the fuel consumption and speed buttons display, I'm not aware of any method to do that. About your trip meter question, I have the exact problem. I guess that some cars do not have this feature, only test 01.

Now for the Code button, it's a security feature that should prevent anyone from turning your engine on unless the security code is entered. Please refer to my post BMW E36 on board computer . . . learn how to use it for instructions on how to use this feature.

posted on September 7th, 2008 at 11:58 am

104. 104 On September 7th, 2008, *Tony Sticks* said:

@Alex: I recall that I have used a flat screwdriver to remove it. It should popup easily with some effort. But try to do it carefully.

posted on September 7th, 2008 at 12:35 pm

105. 105 On September 7th, 2008, *Alex* said:

Thanks very much Tony, I thought being such an early model it may not have the other odometer functions. Ive checked out the link you gave me regarding the code button, thanks, and Ill give the interior light another look at tomorrow.
Cheers, Alex

posted on September 7th, 2008 at 12:58 pm

106. 106 On September 9th, 2008, *Tony Sticks* said:

@Alex: Good luck Alex.

posted on September 9th, 2008 at 10:25 am

107. 107 On October 28th, 2008, *Nurman* said:

Dear Tony,

I have e36 m43, and i would like to put an on board computer in this car. cause in my car have analog clock only (poor me rite). on ebay i found multi information display 18 button for e36. Can i have this MID on my car. Just plug and play or i must face some kind hot wiring stuff…
can i do it by myself on these project????

thanks tony

posted on October 28th, 2008 at 4:24 am

108. 108 On October 28th, 2008, *Tony Sticks* said:

@Nurman: Well, to be honest, I didn't try the upgrade myself. But I recall that I've seen some DIYs to upgrade from the 7-button to the 18-button OBC. I think it's a little bit complicated if you don't have electrical knowledge about cars.

posted on October 28th, 2008 at 11:03 am

109. 109 On March 4th, 2009, *rado* said:

Q

ahoj potreboval by som zistit preco mi pocitac ukazuje na chek control INAKTIV? NEVIETE MI PORADIT?

posted on March 4th, 2009 at 2:03 pm

110. [110](#) On March 19th, 2009, *Vusi* said:

My OBC is currently displaying Prog.1 nothing else seem to be happening except when i turn on the key, it displyas temp for 3sec then revert back to Prog. 1 what do you suggest i do?

posted on March 19th, 2009 at 2:21 pm

111. [111](#) On April 8th, 2009, *Dayo* said:

Hi Tony, I am trying to replace my OBC as the '100′ button is broken. I saw a used one online for about $50. Will a used one work just fine? What do I need to watch out for? Any suggestions? I am assuming all I need to do is remove, unplug wires and replug wires into new OBC. Please advise.
thanks

posted on April 8th, 2009 at 8:11 pm

112. [112](#) On April 21st, 2009, *rev.bess* said:

anyone know who has a ecm for a 92 bmw 325i (e36) #0 261 200 402. and also how much is 30 Euros in US dollars too thanks.

posted on April 21st, 2009 at 11:10 pm

113. [113](#) On April 23rd, 2009, *ukfrog* said:

Ebay for the ECM
And 30 Euros is about $40 US. In the future you can search google for "currency converter", I don't want to plug any sites, but they are EASY to find.

posted on April 23rd, 2009 at 9:05 pm

114. [114](#) On April 23rd, 2009, *rev.bess* said:

thanks a lot for some reason my computer started back working i opened it and replaced the dinan chip with the original it didn't work right away but it worked the next morning???? that's funny but thank the lord its working. anyone have a comment on this situation please post. i don't know what the heck happened. it did this 1 time before.

posted on April 23rd, 2009 at 10:54 pm

115. [115](#) On May 13th, 2009, *howardf* said:

hi, jut found your blog and read most of it, i will try the oil reset tomorrow on my 1997 bmw 316i coupe and let you know. one thing that is on the the [air bag](#) light. i have read other blog about replacing the sensor, but where on the car would these sensor be

great blog by the way

posted on May 13th, 2009 at 12:43 am

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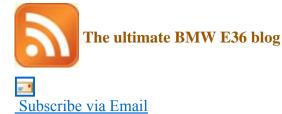- Performance (15)
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