

Resetting the service indicator lights

(Procedure for BMW E36 series)

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1) A beautiful car

Hi, my name is Federico Žuljan, 18, and I write a bad english. I'm the owner of a very nice car, a '97 318 tds (E36 series). This car has already 138000 kilometres, but it seems like new. I've bought it this year and I've done by myself the "service inspection", changing all the oils, the filters, the belts, the water pump and cleaning the radiator.

If you own a car like this



you must be very happy, because it's a really good driving experience.

2) Locating the diagnostic connector

Let's go on with the search. The diagnostic connector (the black cylinder in the figure) is located in the engine compartment, near the brake fluid box.



You have to remove the cap on top and you'll see a 20-pin connector like this:

Our interest is to use the pins 7 and 19 (red-marked in the figure), necessary to reset the service indicator lights.

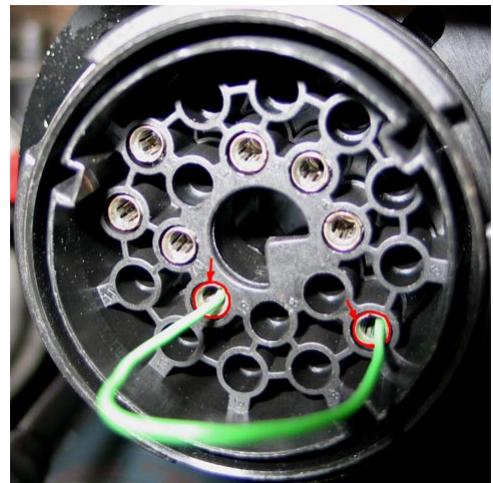


3) Reset procedure

It is better to find a friend to help you in this procedure, otherwise you need a 2 metres flexible arm! (I've found a trick to make this alone, ha ha)

First, make sure that the ignition switch is in position 0 (that means no operating of any kind). Remove the key. Then place a jumper wire* (refer to the end of this file) between the pins 7 and 19.

Your friend must only take care of this wire* and remove it when necessary.



Oil service reset

Read the whole thing before proceeding!

When you see that crappy "OILSERVICE" light in the instrument cluster, it's time to perform an oil service reset. When the wire* is placed, take the key and insert it into the ignition switch. Turn the ignition switch to position 2 (run, not start). After approx. 3 seconds your friend should remove the jumper wire*. You'll see that the "OILSERVICE" light disappears and all the green lights come out. Turn the switch back to position 0, remove the key. Replace the cap on the diagnostic connector and close the engine compartment. Done.



Inspection reset

When you see that crappy "INSPECTION" light in the instrument cluster, it's time to perform an inspection reset. The reset procedure is the same as above, except for the time to maintain the connection. In this case your friend should remove the jumper wire* after approx. 12 seconds. The "INSPECTION" light disappears and the green lights come out. Turn off, replace the cap, close. Done.

*UPDATE (2007-05): it is better to use a 12V 2,5W lamp instead of the wire. I tested it, works perfectly too and the current flow between the pins is stabilized.