



This Service Information bulletin supersedes SI B12 15 12 **dated June 2012**.

NEW designates changes to this revision

SUBJECT

MSA II: Automatic Start/Stop System Benefits and Operation

MODEL

NEW All with MSA II (Option Code 01CC) from 9/2011

INFORMATION

The Automatic Start/Stop (MSA) system is a further BMW Efficient Dynamics measure aimed at meeting BMW's commitment to reducing CO2 emissions and enhancing fuel economy.

BMW, always a leader in innovative technology, will be the first automobile manufacturer to bring MSA technology to all new models.

Automatic Start/Stop systems will become prevalent in the future, as manufacturers strive to meet increasingly stringent emissions and fuel economy requirements.

By automatically switching the engine off when the car is stationary, MSA can improve fuel economy and reduce emissions.

NEW New E84, E89 and F Series vehicles now incorporate the second generation of MSA (MSA II), which has been further developed to operate in combination with an automatic transmission and the BN2020 electrical system.

A detailed description of the MSA Automatic Start/Stop function can be found in the ICP Technician library under Technical Training course ST1112.

SITUATION

Some drivers have expressed the desire to deactivate this function in certain situations. This can be done manually via the Automatic Start/Stop function button with the LED switched on, indicating that the start/stop function is deactivated.

However, by default, the Automatic Start/Stop function is reactivated each time the engine is started.

At the request of an owner, it is possible to modify this default logic to "Last user mode."

With this logic, the current MSA's activated or deactivated setting is stored and used on the next trip.

Note: All new BMW M models have the "Last user mode" as the default setting from production.

PROCEDURE

Explain the benefits of the MSA technology to the customer:

- The environmental benefit of reduced greenhouse gases and the financial benefit of improved fuel economy

The attachment is a document that you can share with customers, which provides an overview and answers to some of the most commonly asked questions. It should be given to all customers at the time of sale, and placed inside service loaner vehicles equipped with MSA.

Should a customer still request “Last user mode,” submit a PuMA case entitled “Activate MSA memory conversion.”

- The IBAC code necessary to perform this conversion will be provided in the response to the PuMA case.
- Using the latest version of ISTA/P, perform the conversion “Activate MSA memory,” along with a complete vehicle coding and any required programming as determined in the measures plan.
- Upon successful completion of the measures plan, the option OMSA is added to the vehicle order.

Note: When the ISTA system message displays: Battery voltage only “XX.XX” V. Please connect charger. Please note the displayed battery voltage reading in the repair order comments section.

NEW WARRANTY INFORMATION

The conversion procedure outlined above can be submitted for reimbursement, **one time** on eligible vehicles, during the BMW New Vehicle/SAV Limited Warranty coverage period of 48 months or 50,000 miles, whichever occurs first.

Reimbursement for this conversion procedure is through normal claim entry utilizing the following information.

Situation 1: Retailed/Leased New Vehicles - Prior to Customer Delivery (In-Stock)

When a customer requests a MSA Memory conversion on an eligible new in-stock vehicle during the retail/lease transaction and it is performed prior to delivery, claim the conversion procedure under the defect: **85 10 01 96 NA**.

Situation 2: Retailed/Leased Vehicles – All After Customer Delivery

When a customer requests a MSA Memory conversion on an eligible vehicle after delivery, claim the conversion procedure under the defect: **10 20 11 20 00**.

Please document the customer’s MSA Memory conversion request and retain that information at your center in the appropriate vehicle file.

Note: MSA Memory conversions on vehicles **without** documented customer requests will not be accepted.

Defect Code: **85 10 01 96 NA** **MSA Memory conversion - Situation 1**

or

Defect Code: 10 20 11 20 00 **MSA Memory conversion - Situation 2**

Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)

and if necessary, also

61 21 528	Refer to KSD2	Charging battery
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Labor operation code 00 00 006 is a Main labor operation. If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead.

and

F Series Vehicles

Labor Operation:	Labor Allowance:	Description:
61 00 730	Refer to KSD2	Programming / encoding control unit(s)

or

E84 and E89 Vehicles

Labor Operation:	Labor Allowance:	Description:
61 00 710	Refer to KSD2	Programming/encoding control unit(s), without CAS

or

61 00 720	Refer to KSD2	Programming/encoding control unit(s), with CAS
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Refer to KSD2 for the corresponding flat rate unit (FRU) allowance. Enter the Chassis Number, which consists of the last 7 digits of the Vehicle Identification Number (VIN). Click on the “Search” button, and then enter the applicable flat rate labor operation in the FR code field.

If a control module fails to program correctly or initializations are required, the additional work must be claimed with separate labor operations under the defect code listed above, refer to KSD2.

ATTACHMENTS

view PDF attachment [B121512 Q&A](#).

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