



SI M62 01 19
Instruments

January 2019
Technical Service

CENTRAL INSTRUMENT PANEL LED SURROUND RING DOES NOT ILLUMINATE WHEN IGNITION IS TURNED ON

MODEL

F54 (MINI Clubman)	F55 (MINI Hardtop 4 Door)	F56 (MINI Hardtop 2 Door)	F57 (MINI Convertible)
F60 (MINI Countryman)			

Produced from July 1, 2015 thru July 1, 2019

SITUATION



The central instrument's outer perimeter LED ring (arrows) does not illuminate when switching on the ignition, or with the engine start-stop button. It only illuminates after direct actuation of a component (e.g., setting the temperature, radio volume, etc.). F57 shown; other models similar.

CAUSE

Software error in the Automotive Pixel Link driver (APIX driver).

APIX is the serial high-speed Gigabit multichannel link that connects displays such as the LED ring with vehicle control modules.

PROCEDURE

Read out the Integration level (I-level) of the vehicle.

- If the I-level is older (lower) than 19-07-5xx:
 - o Program/encode the vehicle to I-level 19-07-5xx or higher.
 - o This will be supported by ISTA 4.18.x, **estimated available in early July, 2019.**



Attention: Always connect a MINI-approved battery charger/power supply (SI [M04 08 09](#)).

For information on programming and coding with ISTA, refer to CenterNet / TIS / Technical Documentation / Programming and Diagnostics / Programming Documentation

- If the I-level is 19-07-5xx or more recent (higher):
 - o Do not program the vehicle. Perform diagnosis with ISTA, then recheck the vehicle.



Note: Parts replacement will not provide a solution to this situation.

WARRANTY INFORMATION

As noted above, when the software solution becomes available, the following repair is covered under the terms of the MINI New Passenger Car Limited Warranty or specifically programming and encoding the control units only under the MINI NEXT/MINI Certified Pre-Owned Limited Warranty.

Defect Code:	6550138600	Central instrument including ring trim, LED (MINI) does not light up
Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to AIR/KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Main work)
Or:		
00 00 556	Refer to AIR/KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Plus work)
And:		
61 21 528	Refer to AIR/KSD2	Connect an approved battery charger/power supply (indicated in KSD2 as "Charging battery")
And:		
61 00 730	Refer to AIR/KSD2	Programming/encoding control unit(s)

And, additionally for the:

e-Vehicle

Labor Operation:	Labor Allowance:	Description:
61 25 910	Refer to AIR/KSD2	Recharging high-voltage battery unit (to high voltage charging socket)

If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead of 00 00 006.

Refer to AIR/KSD2 for the corresponding flat rate unit (FRU) allowances.

During the same workshop visit, if a vehicle also requires another Technical Campaign or repair that also includes programming and encoding the control units, the programming procedure may only be invoiced one time.

Programming and Encoding - Vehicle Control Units

A. The programming procedure automatically reprograms and encodes all vehicle control modules which do not have the latest software i-level. If one or more control module failures occur “during” this programming procedure:

- Please claim this “consequential” control module-related repair work under the defect code listed in this bulletin with the applicable AIR/KSD2 labor operations.

Please explain this additional work (The why and what) on the repair order and in the claim comments section.

B. For control module failures that occurred “prior” to performing this programming procedure:

- When “covered” under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations (including diagnosis) in AIR/KSD2.

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