



SIB 54 01 25

2025-07-17

CONVERTIBLE TOP DOES NOT OPEN AFTER SITTING IN THE SUN FOR A LONG TIME

 THIS REPAIR IS MOBILE FRIENDLY

MODEL

E-Series	Model Description	Production Date
F91	M8 Convertible	SOP (Start of Production) – September 18, 2023
G14	8 Series Convertible	

SITUATION



When the vehicle is parked in the sun for long period of time, the convertible top will not open.

Note: While pressing and holding down the top's actuation button for a normal top opening cycle-

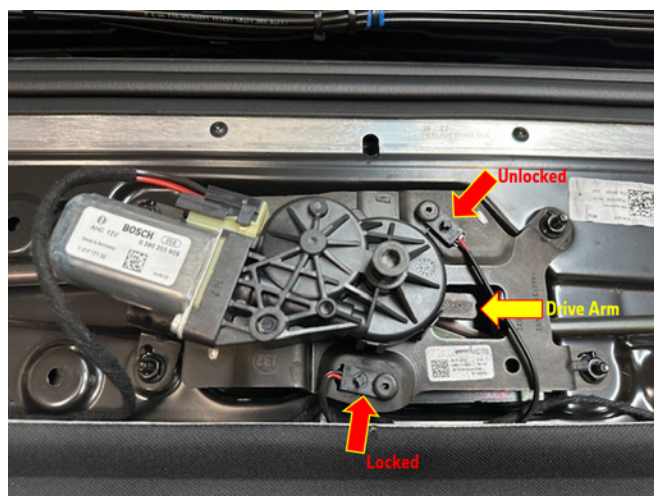
- The side windows open
- The rear bow folds upwards
- The convertible top unlocks at the front bow
- The convertible top compartment lid moves backwards

but the convertible top does not open.

If the convertible top is pushed upward by hand in the A-pillar area, the convertible top opens.

CAUSE

A malfunction of the convertible top is caused by a faulty Hall effect sensor signal (convertible top latch open) when exposed to sunlight.



The gap between the drive arm and the Hall effect sensor is already close to the permissible limit.

When exposed to strong sunlight, the gap between the Hall effect sensor and the motor drive arm expands further and causes a signal change in the Hall effect sensor. It is therefore not possible to open the convertible top.

CORRECTION

Measure, and if needed adjust the gap dimension between the Hall effect sensors and the motor drive arm for the latches on the front the bow of the convertible top.

PROCEDURE

1. Connect a BMW approved battery charger to the vehicle.
2. Read any fault codes from the vehicle using ISTA.

Note: The following fault code may be stored (805091 – Functional limitation: Timeout while unlocking/locking).



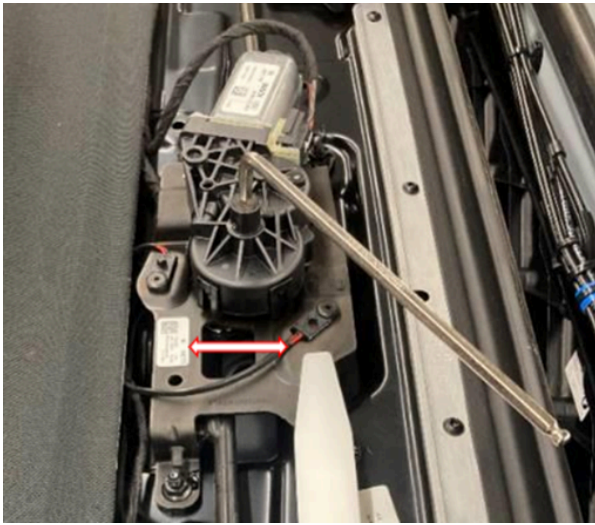
3. Place the convertible top in the convertible top compartment.



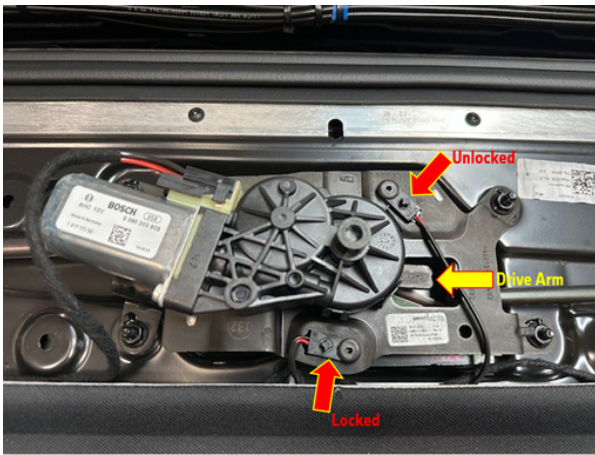
4. With the compartment lid open, remove the cowl panel trim following the repair instructions listed in ISTA/AIR 54 34 127.

5. Using a hex socket, manually rotate the motors drive arm to the **UNLOCKED** position. Using a plastic feeler gauge, measure the gap between the Hall effect sensor and the drive arm and record the value.

6. Using a hex socket, manually rotate the motors drive arm to the **LOCKED** position. Using a plastic feeler gauge, measure the gap



between the Hall effect sensor and the drive arm and record the value.

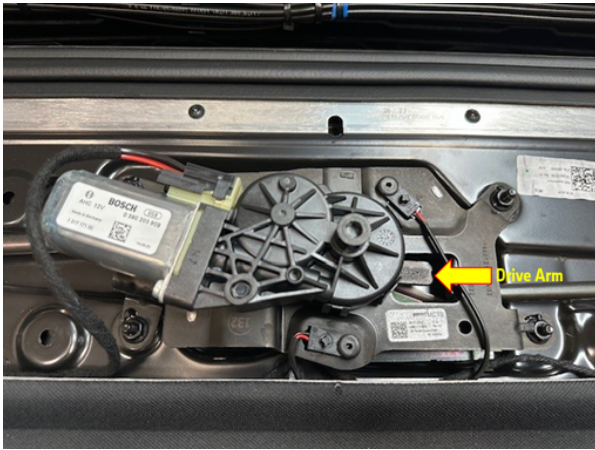


Note: Both values (UNLOCKED and LOCKED) are normally around 1.5 mm. In the event of an operating failure of the convertible top due to exposure to strong sunlight, the value is approximately 3 mm or greater.

Adjusting the gap dimension:

1. Using a hex socket, manually rotate the

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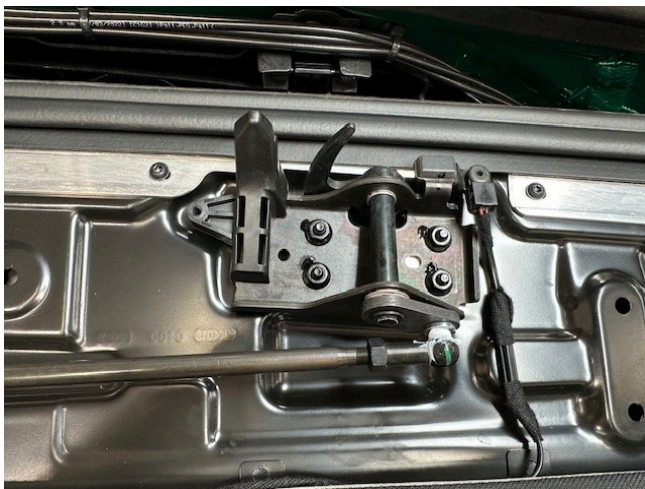
2. Using a pry bar, slightly adjust the gap dimension.

Caution: Only deform the drive arm by prying upwards in small increments. Move the motor's drive arm to the **UNLOCKED** and **LOCKED** position and remeasure the gap between the Hall effect sensor and drive arm. Be sure that no contact occurs between the drive arm and Hall effect sensors. Aim for a gap dimension of 1.5 mm.

Note 1: When aligning the tool, make sure not to damage the wiring to the Hall effect sensor.

Note 2: If surface damage occurs on the carrier plate and/or drive arm, apply corrosion protection.

Note 3: If the gap dimension is set to 1.5 mm at the largest gap between the Hall effect sensor and the drive arm, the smallest play may result in a collision and/or cause damage to the Hall effect sensor.



3. Once the repair is completed, use a hex socket to manually rotate the motor to the **UNLOCKED** position prior to closing the convertible top.

4. Validate the repair by parking/storing the vehicle in strong sunlight, and check functionality of the convertible top.

PARTS INFORMATION

No parts are required.

CLAIM INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

Repair Code:	6761051200	Drive unit, convertible top (convertible top lock) Permanent failure
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Obtain the flat rate unit (FRU) allowances for the following that applies.

Labor Operation	Description	Labor Allowance
00 00 006	Carrying out vehicle test (Main work)	As applicable
Or:		
00 00 556	Carrying out vehicle test (Plusposition work)	As applicable
And:		
61 21 528	Supporting voltage of the vehicle electrical system / recharging vehicle battery	As applicable
And, as needed		
67 00 009*	Checking electrical drive for correct function (Work time)	WT FRU
Or:		
00 58 500*	Diagnosis Worktime Flat Rate	2 FRU
And:		
54 34 627	Removing and installing the windshield panel trim (Plusposition)	As applicable
And:		
67 99 000	Work time for to place the convertible top in the convertible top compartment, with the windshield panel trim removed, checking and adjusting the drive unit's gap dimension as described above	5 FRU

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, or exclude them (including 61 21 528) when the Vehicle Test is included in another repair.

(*) Based on which one applies to your center, please refer to **SI B01 01 20** or **B01 07 20** for the applicable procedure for documenting, claiming, and explaining, on the RO and in the claim comments, your diagnosis work time (WT), job/repair work time (WT), and the vehicle repairs your center performed, unless otherwise required by State law.

BMW Group's AIR Application Resource for Flat Rate Labor Operation Codes

To obtain the corresponding flat rate unit (FRU) allowance information from the BMW Group AIR application resource, start by entering the Chassis Number (last seven (7) characters of the VIN), and click on the "Search" icon. If the "Vehicle Selection" window displays two or more model possible vehicle choices, select the applicable Model, or enter the full VIN (17 characters) instead to proceed. Click on the "Flat Rate Units" button and enter a flat rate labor operation code number "without spaces" in the field to the right, click on the "Search" icon to display the corresponding listing of "Flat rate unit group details" that are available and their corresponding FRU allowances.

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