



## SIB 61 02 26

009CBB - SHORT CIRCUIT IN THE FOOTWELL MODULE (FRM)

2026-04-30

<input checked="" type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
<input type="checkbox"/>	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

## MODEL

E-Series	Model Year	Model	Description
R55	2010 to 2014	MINI Clubman	Cooper, Cooper S, JCW
R56	2007 to 2013	MINI Hardtop	Cooper, Cooper S, JCW
R57	2010 to 2014	MINI Convertible	Cooper, Cooper S, JCW
R58	2012 to 2014	MINI Coupe	Cooper, Cooper S, JCW
R59	2012 to 2014	MINI Roadster	Cooper, Cooper S, JCW
R60	2011 to 2014	MINI Countryman	Cooper, Cooper S, Cooper S ALL4, JCW
R61	2013 to 2014	MINI Paceman	Cooper, Cooper S, Cooper S ALL4, JCW

## SITUATION

While performing a 12-Volt battery jump start, disconnect, or replacement, vehicle test, and/or programming procedure- the MINI Footwell Module (FRM) may become unresponsive.

As a result, one or more of the following vehicle electric system-related issues may occur:

- Headlights including the high beams, and/or taillights are not turning on or off
- Interior lights are not turning on
- Turn indicators are not working
- Instrument cluster indicator lights stay on
- The IHKA climate control system is not working
- Power windows are not working
- Folding mirrors are not working, and/or a
- Functional remote-control key FOB will not unlock and lock the doors

## CAUSE

Fault Code 9CBB FRM (actual FC listed as 009CBB): Short-circuit fault is stored. This is often caused by-

- Previously repaired, or currently existing defective light bulbs
- and/or short-circuits in the associated vehicle electrical system wiring

The FRM controls the vehicle's interior and exterior lighting, power windows, side mirrors, and certain other special electrical equipment. It stores, logs, counts, and processes operational data inputs from multiple sensors and switches to control and monitor the applicable body electric systems, and when necessary, displaying corresponding Check Control Messages (CCMs) for related issues.

When these issues continue for prolonged periods without repair, the excessive amount of repetitive data generated could exceed the FRM's data storage capabilities. If this occurs, the FRM becomes corrupt and unresponsive.

## CORRECTION

**As a preventive measure to protect the FRM, the primary objective of this Service Information Bulletin is to attempt performing a FRM lamp short-circuit counters' "reset" first by using the FRM Diagnostic Adapter ("dongle") special tool.**

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The FRM Diagnostic Adapter may not function or communicate properly through the OBD II connector if one or both of the following KOMBI error codes are present:

- **A3B4** Message error (lighting state, 0x21A), receiver instrument panel, transmitter footwell module
- **A3C1** Message error (footwell module, 0x4F0), receiver instrument panel, transmitter footwell module

After the FRM counters are reset, a vehicle diagnostic and visual check must still be performed to identify the repairs that are needed to address the pre-existing root causes that are responsible for the vehicle electrical system's short circuits.

It is important to notify the customer about this further diagnosis, and the corresponding repair work when they are responsible for the expenses.

**If these issues are not repaired, the counters will start accumulating the fault generated-related data again despite the fact the FRM was reset. The inaction of rectifying the underlying FRM related issue(s) can potentially result in permanent damage to the FRM in addition to other required repairs.**

**Inaction by the vehicle's owner to have underlying FRM related issue(s) rectified can potentially result in permanent damage to the FRM in addition to the other required repairs.**

An FRM replacement and in conjunction vehicle programming procedure may be required if the FRM cannot be reset to allow the other related issues to be addressed.

## **PROCEDURE**

When an applicable vehicle arrives with defective light bulbs, corresponding Check Control Messages, and /or issues with shorts in the related electrical system wiring, identify and document all the issues that may require repair later.

It may also be helpful to review the vehicle's Repair History (Claims) section located at the bottom of the Warranty Vehicle Inquiry (WVI), and your dealer's vehicle history file to identify if there was a recent / prior FRM replacement, and / or other FRM-related electrical system repairs that were performed on the vehicle.

**Then as a preventative measure to protect the FRM, use the dongle tool first to reset the FRM.**

### **A. Perform Steps 3, 4, and 5 below first**

- If the **LED is RED**, fault code 009CBB is stored, and one or more short-circuit counters are greater than zero; perform the FRM reset (Steps 6 to 9 below) and continue lighting system-related diagnosis
- If the **LED is GREEN**, no FRM reset is necessary

### **B. While performing the ISTA test plan ABL**

**"Supply, Footwell Module (FRM) and Short Circuit Processing (ABL-DIT-B6300\_70000)"** for fault code 9CBB

The following **"Notice"** pop-up will then appear stating:

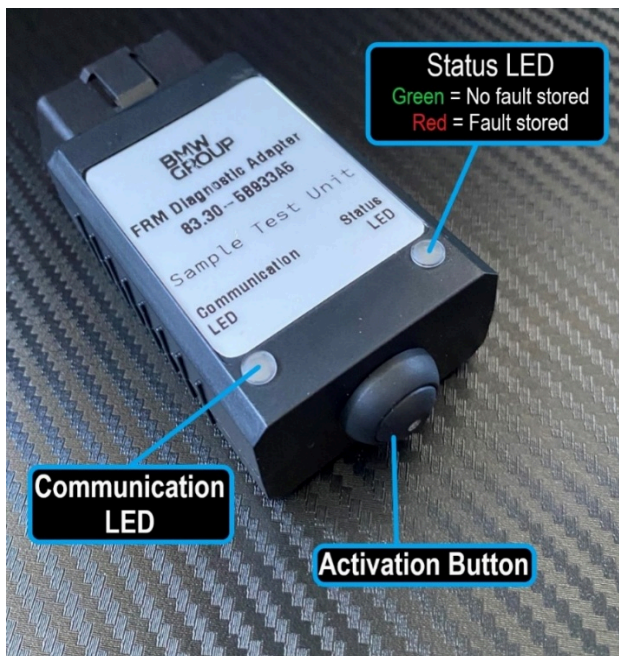
- *"There is a diagnostic connector 83.30 – 5B933A5 for rectifying fault code 9CBB in the footwell module. The diagnostic connector can be ordered via ATLAS and used according to the instructions below."*

**It is recommended to exit the ABL at this stage and avoid continuing, as the test plan may reactivate the short circuit, potentially causing the FRM to become unresponsive due to a full memory.**

**Make sure to record the short circuit location indicated by the test plan for further diagnostics.**

1. Exit the test plan.
2. Disconnect the ICOM from the Connection Manager and remove the (OBD-II) On-board Diagnostics connector from the vehicle.
3. Insert the FRM dongle (**5B933A5**) into the vehicle's OBD-II port.
  - The Communication LED will light solid "**blue**".
4. Activate Terminal 15 by inserting the vehicle key and turning the ignition ON.
  - The Communication LED will begin flashing slowly "**blue**".

If the **blue** "Communication LED" stays solid and **does not flash** after Terminal 15 activation, please refer to the troubleshooting section below.



5. The dongle automatically queries the status of the short-circuit counters in the FRM module.

**Observe the Status LED indicator:**

**Green:** No fault stored / All short-circuit counters are at zero; no FRM reset needed.

**Red:** Fault code 9CBB is stored / One or more short-circuit counters are greater than zero; FRM reset is required.

### **FRM Reset Process (If required):**

6. If the Status LED is red (**reset required**), briefly press the Activation Button to start the reset process.
  - The Communication LED will flash (**white**) indicating the reset is in progress (may take up to 30 seconds).
7. Upon completion, the Communication LED will return to slow **blue** flashing.
8. The Status LED will then indicate the result of the reset:
  - **Green:** All counters reset successfully; fault was cleared
  - **Red:** Reset unsuccessful; fault remains

**Note:** Resetting may take up to 30 seconds depending on vehicle protocol.

9. Remove the dongle from the OBD-II port and reconnect the ICOM via the Connection Manager.

10. Clear all fault codes and verify the 9CBB error has been cleared.

11. Continue troubleshooting to identify and resolve the root cause of the short circuit.

**Note: If the cause of the short circuit is not repaired, there is a risk of damaging the FRM.**

### **Communication troubleshooting:**

If the **blue** "Communication LED" remains solid and **does not flash after the dongle is plugged in**, it indicates that communication with the FRM could not be established.

- Verify ignition is ON (IGN ON).
- **For K-Line vehicles:**
  - Check for 12 V power at OBD-II pin 1
  - Verify K-Line connection at OBD-II pin 7
- **For CAN bus vehicles:**
  - Verify connections at OBD-II pins 6 (CAN high) and 14 (CAN low)

## **PARTS INFORMATION**

Per Workshop Tool Service Information - M04 01 26

Part Number	Description
83 30 5 B93 3A5	Diagnosis plug (FRM reset dongle tool, not for claim submission)

## **CLAIM INFORMATION**

This Service Information Bulletin provides technical, diagnosis, and repair-related information.

Damage and/or issues caused by outside influences, vehicle issues and/or issues caused by non-genuine MINI parts and/or used MINI passenger car or light truck parts are not covered under MINI limited warranties.

### **1. Eligible and Covered Work/Repairs**

Repairs that address a verified defect in materials and/or workmanship are covered under the terms of an applicable MINI limited warranty.

To submit a claim, please follow the established and applicable warranty policy and procedures (Labor/Part/Sublet – Bulk supply materials) that apply to the repair being performed.

Refer to AIR for the claim submission's line-item Repair Code.

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

To obtain repair-related labor operation codes (including diagnosis\*) and the corresponding flat rate unit (FRU) allowance information from the AIR application resource, enter 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 description or number 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, when applicable in conjunction with a covered repair:

Labor Operation	Description (Associated Work)	Labor Allowance
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61 99 000	Work time (WT) to reset the FRM with the FRM reset dongle tool <b>(Plusposition)</b>	2 FRU
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(\*) Based on which one applies to your dealer, please refer to **SI M01 01 20** or **M01 04 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 dealer performed, unless otherwise required by State law.

Or, for eligible model vehicles that qualify, refer to:

## **2. SI M01 06 16 FOOTWELL MODULE (FRM) EXTENDED LIMITED WTY (ELW) INCREASE TO 5 YRS/186,000 MLES**

Eligible US-specification MINI vehicles that are registered and operated in the United States (including Puerto Rico), this component-specific 15 year (180 month) / 186,000-mile extended limited warranty coverage for defects in materials and/or workmanship applies to qualifying repairs performed by authorized MINI dealers.

### **FEEDBACK REGARDING THIS BULLETIN**

Technical Feedback	To submit feedback for the technical topic of this bulletin: Submit your feedback in the rating box at the top of this bulletin
Warranty Feedback	To submit feedback for the CLAIMS section of this bulletin: Submit an IDS ticket to the Warranty Department, or use the chat available in the Warranty Documentation Portal
Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department