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Introduction

The E65 - The fourth generation BMW 7 series.

If its predecessors were at the forefront of technical innovation when first launched, then the E65 is a genuine revolution in executive class automobiles.

Sporting over 60 innovations, not only does it put the technical credentials of the BMW marque to the test but its attractiveness to buyers is beyond the boundaries of the executive sector of the market.

The highlights of the E65 innovations are:

- An entirely new body and interior design which sets the trend for future models.
- An innovative instrumentation and control concept called “iDrive” that interprets the trademark BMW “driver’s car” qualities in a manner in keeping both with technological advances and the BMW name.
- A completely new V8 engine with an innovative valve control system called **Valvetronic**.



History

From The 335 to The E3

The first “big” BMW was the showpiece 335 sedan which was launched in 1938 in London. The 335 was powered by a 3.4 liter straight six-cylinder which produced 90bhp. Between 1939 and 1941 a total of 393 were sold.

The 1951 IAA show in Frankfurt saw the launch of the 501 sedan with its 2 litre, 6 cylinder, 65 bhp engine. Three years later, it was followed by the 502 with the world’s first V8 aluminum engine; as the 3200S, it was the fastest German mass-production car in its class with a top speed of 190 km/h. From 1952 to 1964 a total of 21,851 vehicles were manufactured with various engine and body options.

The E3, which was produced between 1968 and 1977, was BMW’s first volume-production executive model. In 1968, the 2800 was the first large sedan to break the 200 Km/h barrier. A total of 217,645 vehicles with model designations from 2500 to 3.3 Li (L for long wheel-base) rolled off the production lines in Munich and Dingolfing.

E23

The first BMW called the “7 Series” was the E23. The 7 Series sported ABS, electronic engine management, On-Board Computer, driver’s side airbag and ellipsoid headlights.

In 1979 the 733i was the first mass-produced vehicle with Digital Motor Electronics.

The E23 was initially built at the Munich and Dingolfing factories. After December 1982, all 7 series have been produced only in Dingolfing. Between 1977 and 1986, 285,029 units were sold.

335



420025

501 / 502



420026

2500



420007

733i



420008

E32

The second generation 7 Series gave BMW the breakthrough into the top end of the market. Design, equipment and elegance were the selling points for the E32.

Xenon headlights, Adaptive Transmission Control (AGS) and the first German 12 cylinder engine since the end of the Thirties made the car a model of real substance in comparison with its competitors.



440008

In 1992, an eight cylinder engine was introduced to bridge the gap between the straight six and the V12. As with its ancestor the E3, the E32 was also available as a long wheelbase version which offered an extra 11 cm between the axles for greater rear-passenger comfort.

E38

The third generation of 7 series placed the emphasis on elegant styling, smoothness and ride comfort. This immediate predecessor of the E65 introduced Europe's first navigation system with color monitor, active seats, multifunction steering wheel, Steptronic and tire pressure monitoring system to a volume production car.

Another new variation first brought in with the E38 is the "Protection Line" sedan which offers security features to the private buyer as an additional option.



42-00-10

The New E65

The E65 marks the start of a completely new era in BMW design in which the individual characteristics of the different series will once again be more clearly defined. No other model re-launch in the recent history of the company has seen such a major leap in visual styling as the new 7 series.

The new lines and proportions give expression to the brand qualities of dynamic style and a challenging, cultured character. The proportions create a different impression depending on the viewpoint of the observer. Contrasting features such as short and long, high and wide, angular and curved merge seamlessly in fluid combination.



42-00-11

The front retains the typical BMW kidney grille and double headlights. The “eyes” however, always the most telling feature of a face, have been remodeled. They extend elegantly into the sides of the front fenders, emphasized by the direction indicators forming a delicate “eye-liner” above the double headlamps. Even at night the E65 is unmistakably a BMW, identified by the shape and power of the bi-xenon headlights and the four wave guide light rings.



42-00-12

The side view with its unifying line extending the full length of the vehicle from grille to tail light exudes calm and elegance. The large wheels symbolizes power and agility but also solidity and stability. The roof line is almost coupe like in style, while the door handles and roof antenna add an extravagant style.



42-00-13

The tail is as charismatic as the frontal aspect. The reversing lights are broad and bright and the intensity of the beam projects quality and sophistication.

The outward appearance is continued on the inside. The design concept follows a horizontal pattern which reinforces the impression of spaciousness and generous proportions.



42-00-05

The instrument panel has been full redesigned and addresses driver and front passenger alike. All driver controls are arranged within the driver's immediate line of sight and reach, while all convenience functions are equally easily visible and accessible from both front seats.

Large expanses of wood, high quality fabric and leather upholstery and the subtle texturing of the cockpit surfaces set a distinctive tone. All plastic components are finished in a fine textured coating and frequently used contact surface are highlighted in a metallic finish.

A variety of types of wood and upholstery fabrics, classical and modern interior color schemes and exterior paint finishes with new and unusual metallic effects lend the E65 a wide range of distinctive appearances entirely dependent on the individual taste of its owner.

“iDrive”

The ever increasing number of functions and associated controls in cars makes it more and more difficult for the driver to concentrate on the essential activity of driving. “iDrive” groups functions into two clearly defined areas:

“Driving” and “Comfort” and by doing so simultaneously creates more space.



42-00-05

All functions related purely to driving are arranged within the **“driving area”** in the trademark BMW “driver’s car” style. Behind the Multi-function steering wheel with Steptronic buttons an LCD instrument cluster provides the driver with all essential information.



Arranged around the steering column are the cruise control lever, the direction indicator/high-beam stalk and the automatic transmission selector lever which has been moved from its previous location on the center console.

On the left hand side of the instrument panel there is a switch for the Electro-Mechanical Parking Brake (EMF), the light switch and the trunk release button.



On the right there is the Park Distance Control (PDC) button, the Start/Stop button and the ignition switch with the slot for the remote control transmitter (instead of a key).

Finally, immediately to the left of the steering column is the adjuster “joystick” for the steering wheel and the button for the optional steering wheel heater.



The **“comfort area”** is positioned centrally in the dashboard and combines all convenience functions into one area for easy access by the driver or front passenger.

Clear grouping into frequently and less frequently used functions ensures that, on the one hand, an adequately wide range of adjustment options is provided according to need and on the other the number of controls remains manageably small.

The central element of the comfort area is the control display which is operated by turning, pressing or sliding the “controller” on the center armrest. All functions that do not necessarily have to be directly accessible (up to 700 of them depending on equipment level) are controlled by it.



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Below the center air vents are the controls for the most important automatic air-conditioning functions. The CD and volume control is located underneath the air-conditioning control panel.

Electrical System

The demands on modern cars are continually increasing. Buyers expect an ever growing array of functions, while legal requirements relating to fuel consumption and emission levels are becoming stricter all the time. Such demands can only be met by the increased use of electronic components and intelligent interaction between them.

Conventional electrical systems are no longer capable of handling the ever growing volume of data in modern cars. In order to be able to process all information in real time, substantially faster communication channels are required.



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That is why new data bus systems have been introduced on the E65. Two of them are based on fiber-optic technology. The “Media Oriented System Transport” (MOST) system for multimedia applications (data transfer rate: 22.5 MBd) and the “*byteflight*” safety systems bus (10 MBd).

The body Controller Area Network (K-CAN, 100kBd) on the E65 consists of two copper twist wires and replaces the previous K-Bus (9.6 kBd).

The PT-CAN (500 kBd) for the powertrain related control units has been expanded to a 3-wire interface.

The power supply to all electric components is controlled by the “Power Module”. This is a new development for the E65 which ensures that the charge level of the battery is maintained both when the engine is running and when it isn’t and even in the event of faults in the electrical system. If necessary, the Power Module switches to “emergency mode” in order to ensure that essential systems remain functional while driving.



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For the first time, a lightweight aluminum ribbon cable is used for the positive lead. The high current plug in contacts are also a new feature and can withstand peak currents of up to 220 A, with a continuous load rating of 100 A: despite such high current ratings, these contacts are crimped not soldered.

If no electrical functions are operated for a continuous period of three weeks, the E65 battery is automatically isolated from the electrical system. This ensures that the battery is adequately protected against power drain. An additional data memory that can be accessed using the Diagnostic program provides a status read-out of the battery load and life.

Engine

When launched, the E65 will be supplied exclusively with the completely new N62 engine. The key features of this new power unit are the new fully variable intake valve travel control system (Valvetronic) and optimized cylinder charging made possible by a variable intake system.

Thanks to this sophisticated technology, power output and torque have been impressively improved as compared with the M62 (N62: 325hp/325Nm) and fuel consumption and harmful emissions simultaneously substantially reduced.



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There is no other engine on the market at present which offers comparable technology.

Handling Dynamics

“Dynamic Drive” is a revolutionary system that minimizes or even completely eliminates body roll when cornering. It incorporates an active anti-roll bar (ARS) which optimizes the line-holding characteristics and thereby substantially improves the handling, agility and stability of the E65. Rear-seat passengers in particular will find that reading and working are considerably easier and more pleasant.

Dynamic Drive sets new standards in chassis and suspension engineering. The Continuous Electronic Damping Control system (EDC-K: Optional) instantaneously and



420063

infinitely variable adjusts the damping force of the shock absorbers.

All vehicle movement that affects handling characteristics are continuously monitored and analyzed. A microprocessor then permanently controls the shock absorbers in response to the driving conditions and the vehicle load.

As a result, maximum comfort and maximum safety are guaranteed at all times.

Refinements

Only a driver who is in a comfortable and relaxed position in the car can be in full control of it. That is why the optional BMW comfort seat with memory has been further improved.



The 20 way power front comfort seats have many new innovations over the predecessor E38. In addition to electrically adjustable seat cushion depth and backrest width, there are luxury head restraints with side retaining bolsters. Optional seat heating includes a fast heat-up function and adjustable balance between seat cushion and backrest.

Active seats that reduce driver fatigue as first seen on the E38 are also available for the E65 comfort seat and finally, a seat ventilation system optimizes seat climate by means of fans mounted directly in the seat cushions.



The E65 will be equipped with the basic seat in the rear. Head restraints are electrically adjustable if rear airbags are ordered. Heated rear seats are available as well.

A door-closing assistance system (optional: Automatic Soft Close) minimizes the force required to close the doors. The doors will automatically close if they have not been properly closed.



A variable position door brake mechanism on all doors ensures that doors are securely fixed in any open position, there are no pre-set stop positions any more.

Top quality LOGIC 7 Hi-Fi system with dash installed CD changer are as much a natural accessory of the E65 as up to date communication systems (fax and internet planned).



Other new equipment includes such features as a vanity mirror for rear passengers and ventilated storage compartment in the center console.



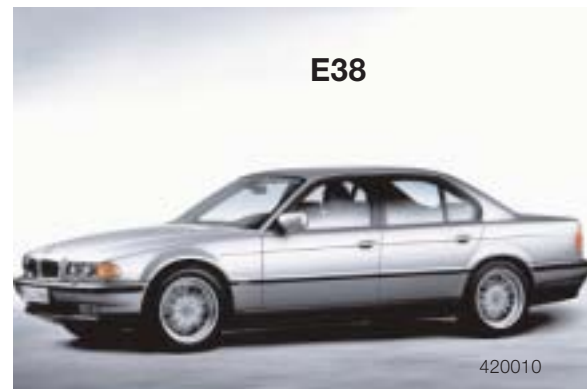
E65 Specifications

Dimensions

The E65 is larger than its predecessor model, the E38, the dimensions are as follows:

Dimensions	E65	E38
Length	5029mm/198in.	4964mm/195in.
Width	1902mm/74.9in.	1864mm/73.3in
Height	1470mm/57.8in.	1410mm/55.4in
Wheelbase	2090mm/117.7in.	2030mm/115.1in.
Curb weight	1945kg/4288lb	1930kg/4255lb

The E65 is 45mm longer, 38mm wider and 60mm taller than the E38. The wheelbase of the E65 is also 60mm longer than that of the E38.



Additional Dimensions:

Accommodations	E65	E38
Seating capacity, persons	5	5
Shoulder room, front/rear, in.	59.3/58.7	58.4/58.4
Head room, front/rear, in.	37.4/38.5	37.4/37.9

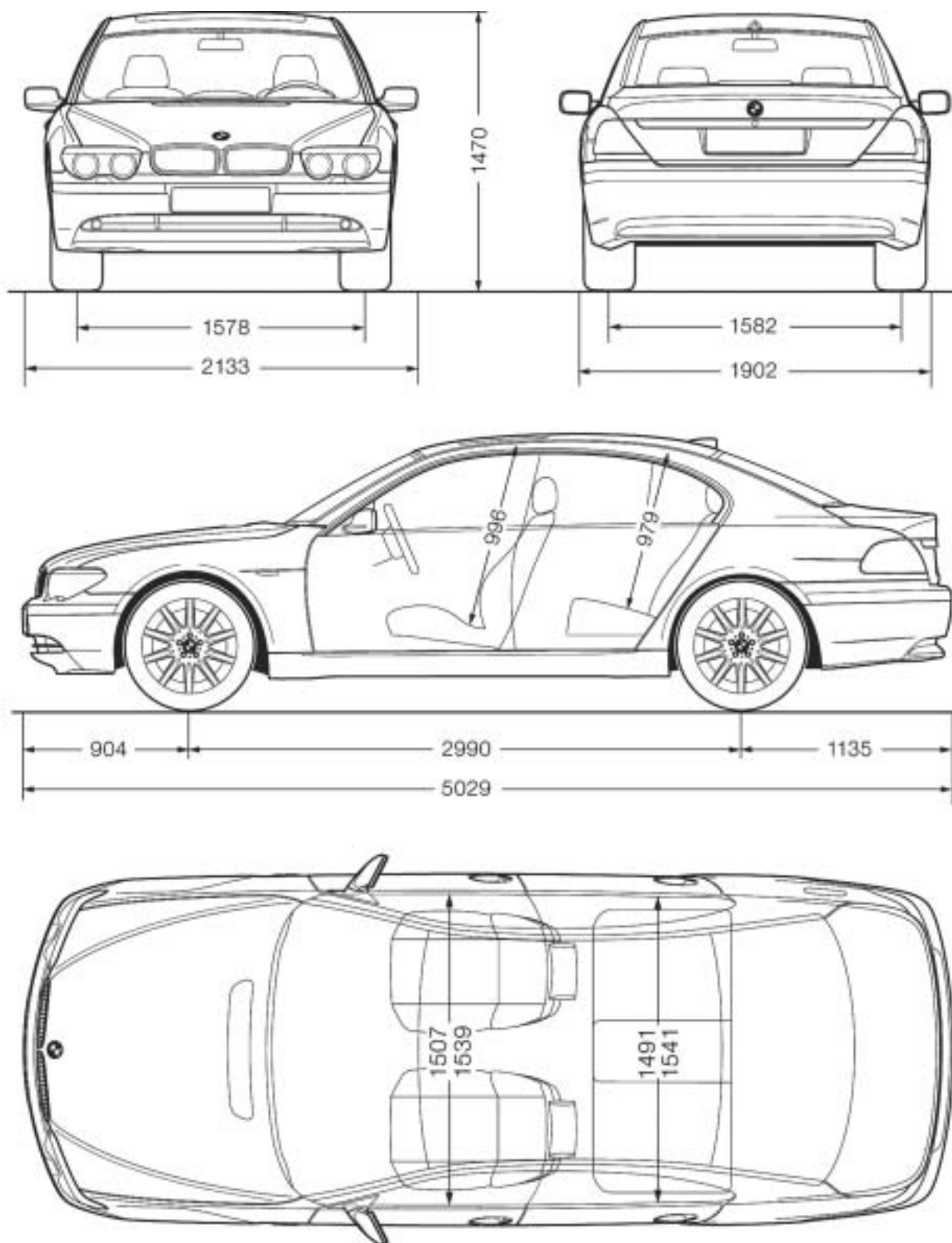
Weight

Despite the bigger sedan, larger tires/brakes and the new engine, the E65 tips the scales at only 15kg (35lbs) heavier than the E38.

Additional Specifications:

Engine and Electrical	E65
Engine Type	DOHC 32 Valve V-8 Valvetronic and VANOS
Bore x Stroke, mm	92.0 x 82.7
Displacement, cc	4398
Compression Ratio	10:1
Power @ rpm, hp	325 @ 6100
Torque @ rpm, lb-ft	330 @ 3600
Engine Management	Motronic ME 9.2
Fuel Requirement	91 Octane Unleaded
Fuel Capacity U.S. gal.	23.2
Battery Capacity	110Ah
Drivetrain	
Automatic Transmission ZF 6HP26, 6 speed	
Ratios:	
1st	4.17:1
2nd	2.34:1
3rd	1.52:1
4th	1.14:1
5th	0.87:1
6th	0.69:1
Reverse	3.40:1
Chassis	E65
Body/Frame	Unitized all-steel structure with aluminum hood and fenders.
Front Suspension	Double-pivot McPherson strut. All Aluminum Components. Active Roll Stabilizer. Opt. EDC-K
Rear Suspension	4 link integral suspension. All Aluminum Construction. ARS. Opt. EDC-K and EHC
Steering Type	Rack & Pinion, Servotronic
Turn Radius, ft.	
Front Brake Discs Diameter and Thickness. mm	348/30
Rear Brake Discs Diameter and Thickness, mm	
Wheels, Standard Optional	275/40R-19 Front 275/40R-19 Rear Performance

Garage Dimensions



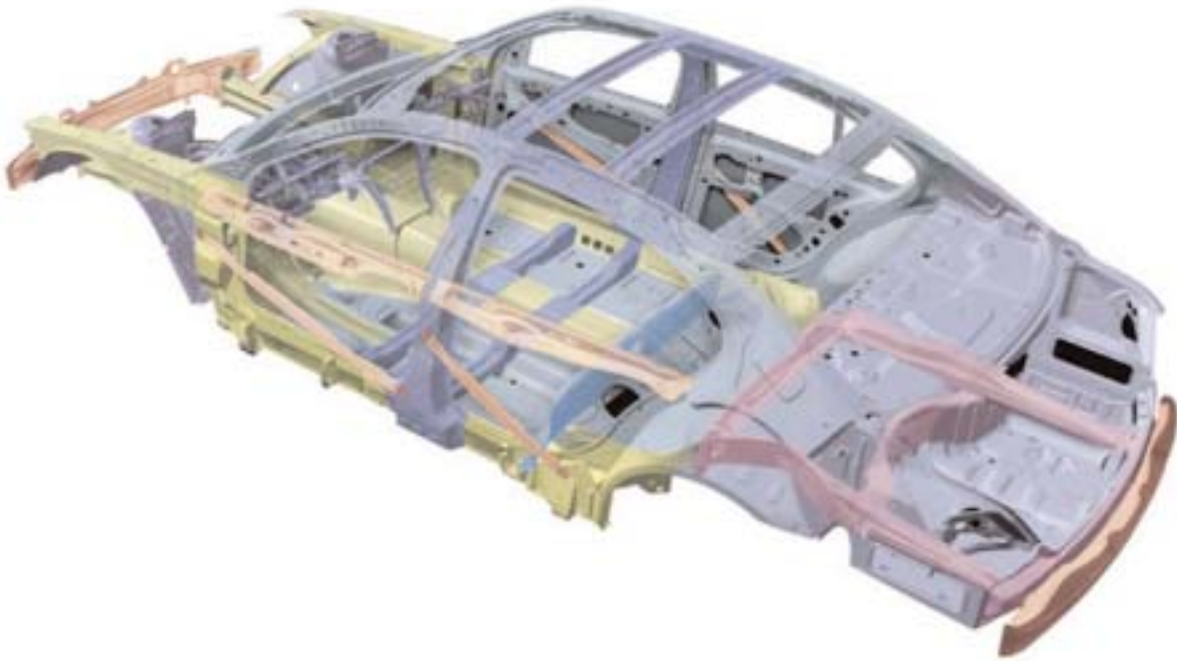
Drawing dimensions are in mm

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E65 Bodyshell

Introduction



42-02-27

The body of the E65 is a light weight design.

The design has essentially been determined by styling, crash performance, comfort, ergonomics and quality.

The E65 panels are made of different steel types and material thickness. These factors together create strong bonding advantages:

- The unladen weight of the vehicle is reduced, thereby lowering energy consumption.
- Improved crash performance resulting in increased passive safety.
- Increased body rigidity resulting in improved directional stability.
- A reduction of vibrations and acoustic noises provides the driver with increased driving comfort.

Through the use of high tensile steel and the use of spot weld bonded joints, it is possible to avoid an excessive body weight increase.

Materials

The choice of materials for the bodyshell is geared towards the design objectives:

- Static Performance (rigidity and strength)
- Dynamic Performance (reduction of vibrational and acoustic disturbances)
- Crash Performance (Improve passive safety)
- Weight Optimization (reducing fuel consumption and improving handling)

Roughly 90% of the sheet panels used in the bodyshell consists of higher-tensile steels. In comparison, only roughly 30% of higher-tensile steels was used in the E38 while only 5% was used in the E32.

In addition to the benefits of reduced weight and increased strength, the use of higher-tensile sheet panels provides the possibility of a more efficient deployment of materials in the manufacture of the vehicle.

Front End

The front end is joined together from over 100 individual parts by shielded-arc and spot weld bonding.

The vehicle identification number is located on the right front strut tower.

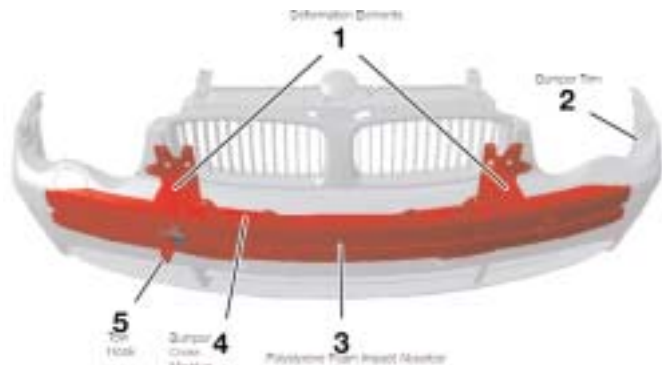
The strut tower provides elongated holes for a further 0.5 degree of camber adjustment.



Front Bumper

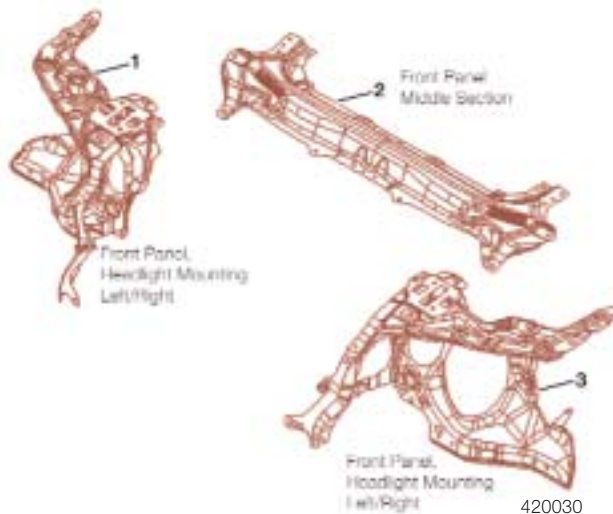
The front bumper is made of aluminum. There are no longer any shock absorbers used in the bumper assembly.

In the complex structure with the bumper trim and the polystyrene foam impact absorber, it can absorb a 15 km/h frontal impact without deformation of the body structure.



44-02-28

Front Panel (Core Support)



The front panel is made from aluminum for weight reduction and consists of three components bolted together.

The bolted construction makes replacing the radiator and air-conditioning components an easier task by removing the center section and removing them from the top.

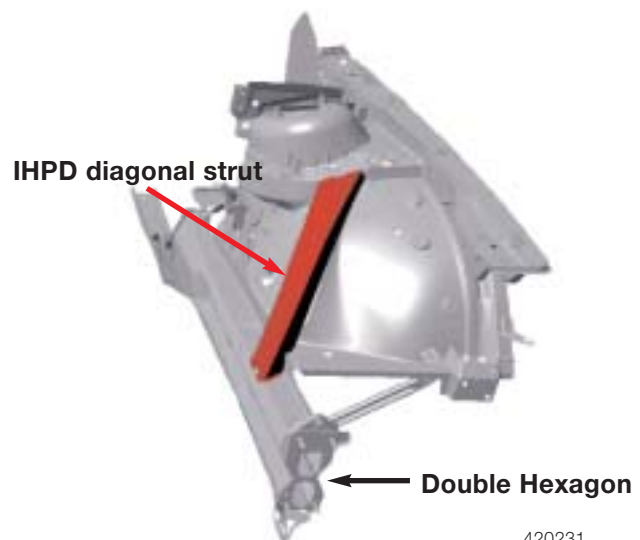
In case of a minor collision the front panel can also be replaced in sections by regular service technicians making it less expensive to repair.

Frame Rails

The frame rails are designed in the profile section as a double hexagon.

This optimal cross sectional geometry offers good exploitation of the available space.

Front axle attachments are integrated in the engine carrier and consists of an extruded part similar to the E39.



The wheel arch has a diagonal support on the front wheel arch liner that uses a technology called "IHPD" (internal high pressure deformation).

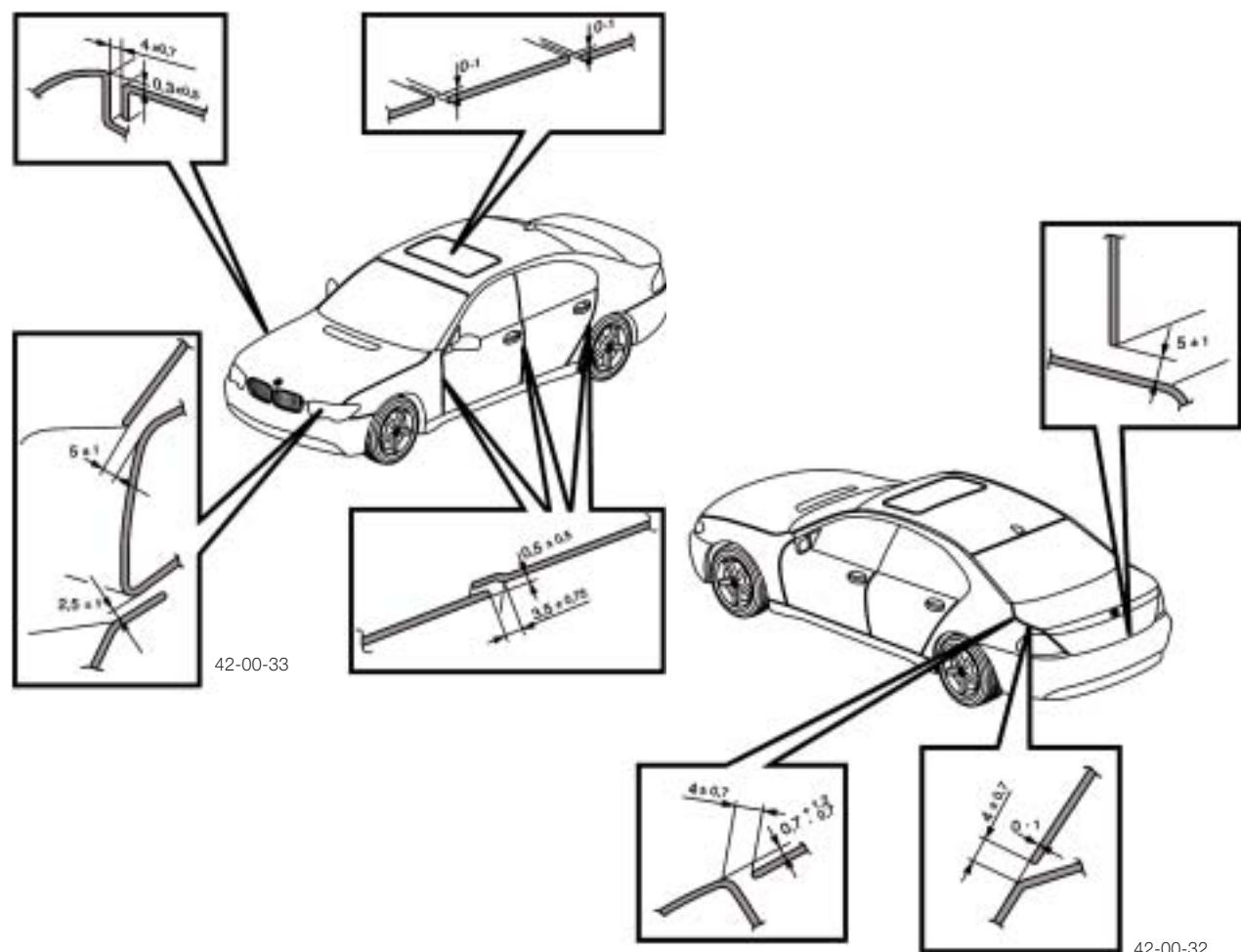
The frame rail and wheel house assembly has the advantage of reduced weight and increased rigidity. A similar IHPD section has been fitted in the E46 convertible located in the windshield frame as a rollover protective structure.

Because of their special properties, these profile sections cannot be reworked after a collision. They must therefore be replaced after any deformation.

42 Joints and Gaps

When removing or replacing body parts it is essential to adjust the gap dimensions and parallelism in compliance with BMW specifications.

Symmetry has top priority for the overall appearance of the joints/gaps on the components. A maximum deviation of $\pm 0.5\text{mm}$ to the specified values must be observed here.



Body Trim

Bumper System

The bumpers do not have shock absorbers as used in the past. The forces are transmitted through the bumper to a deforming element between the aluminum mounting and the frame rail. Lighter impacts are absorbed by a foam impact absorber behind the plastic bumper cover.

Impacts up to 4 km/h are absorbed by the bumpers without damage and impacts up to 8 km/h cause only minor damage to the bumper.

The bumper cover is integrated into the vehicle structure. The one-piece sections front and rear are swept all the way around the wheel fenders.



42-02-36

The Park Distance Control (PDC) sensors are integrated into the bumpers and are finished in the same color as the car.

The panels at the bottom on the right and left between the front bumper and the wheel-house liners close off the space in front of the wheel fenders.

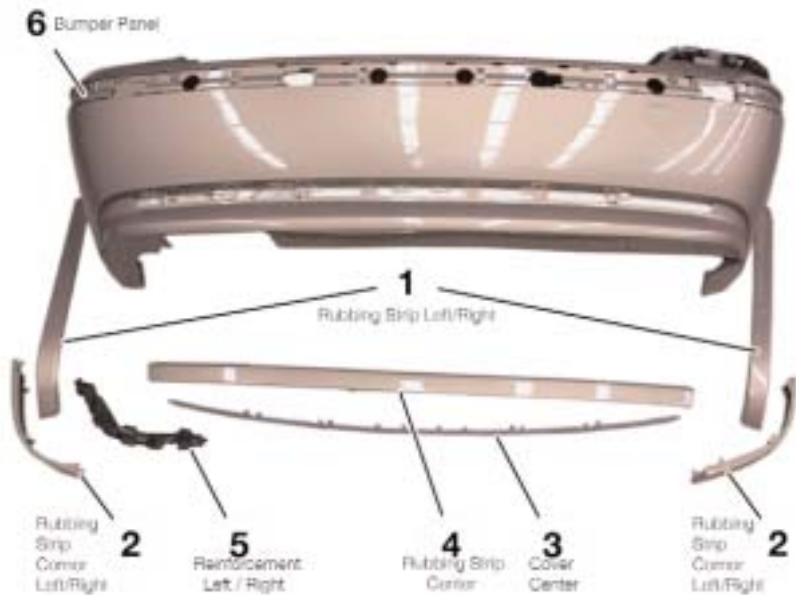
These panels have fixtures to accommodate the temperature sensor of the external temperature gauge on the left and the thermostat switch for heating the windshield spray jet on the right hand side.

The rear bumper system consists of:

- Aluminum Mounting
- Impact absorbers (Foam)
- Plastic Panel

The rear bumper does not have shock absorbers either. The impact absorbers (foam system) absorb the impact energy and can return to their original shape. An impact up to 15km/h will not cause structural damage to the body.

The tail pipes are concealed underneath the bumper skirt.



Front End

The front end is bolted to the frame rails. It can be removed completely with the headlights and bumper mountings.

The Bowden cable for the engine compartment hood release is disengaged at the connector on the left side carrier of the wheel arch.



Engine Compartment Hood

The engine hood is light and easy to open because the hood is made of aluminum.

In the customer position, the engine compartment hood opens to a height of 1750 mm.

The engine hood can also be raised to an almost vertical service position. The hood opens to this position similar to other models by disengaging the dampers and extending them with the aid of a special tool.

The two piece kidney grille snap fits into the hood.

The new hood locking system is much easier for customers to operate from the inside and outside.

The hinges are of the multiple joint type and are made from steel.



Luggage Compartment Lid

The steel luggage compartment lid is redesigned and equipped with new tail light cluster, trim and trunk operation. The E65 has an optional automatic trunk opening and closing mechanism.



The tail lights and reverse light is now also integrated into the luggage compartment lid.

The trunk's single joint bow type hinge is concealed above the inner wheel arch. The bow moves through the water drain and therefore does not restrict available luggage space.

An emergency external lock cylinder is provided in case the electronics fail to open the trunk.



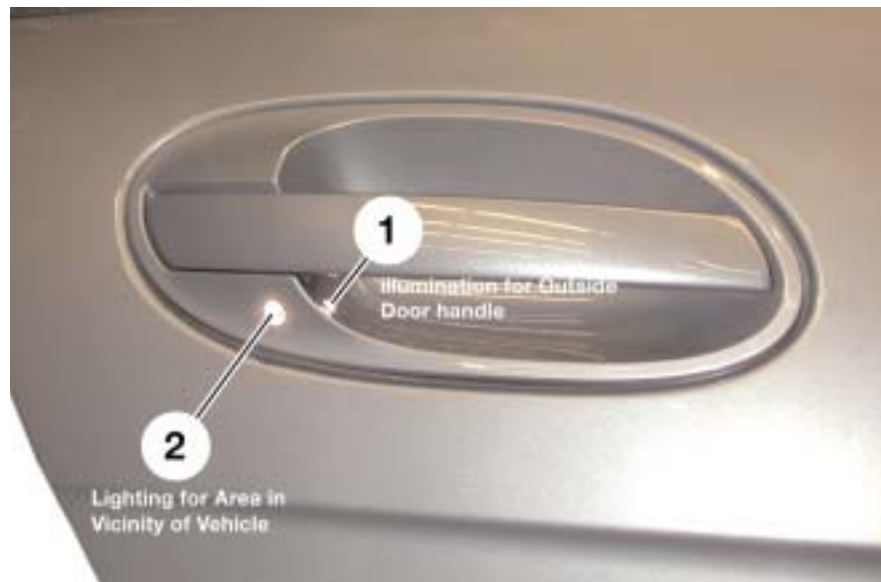
Doors

The E65 doors are made of steel and open to an angle of 70°. The E65 does not have a door stop. A hydraulic damper is used instead. The door damper makes it possible to stop the door in any open position within 70°.

The hydraulic damper is bolted in place and can be replaced if necessary.

There are no rubbing strips on the outside of the doors and the chrome strip in the window frame is snap on. The black moulding at the edge of the window at the B-pillar is held in place by threaded fasteners. Once the window seal is removed, the fasteners are accessible.

The outside door handles contain two optical fibers that illuminate the handles and the area in the vicinity of the door.



The outside door handles are finished in the same color as the bodywork.

Inside, the front doors contain the following components:

- Power Window Lifter
- Side Airbag
- Mid Range Speaker 100 mm
- Cold-Air Duct
- Door Control Unit

Outside Mirrors

The outside mirrors of the E65 have heated glass as standard.

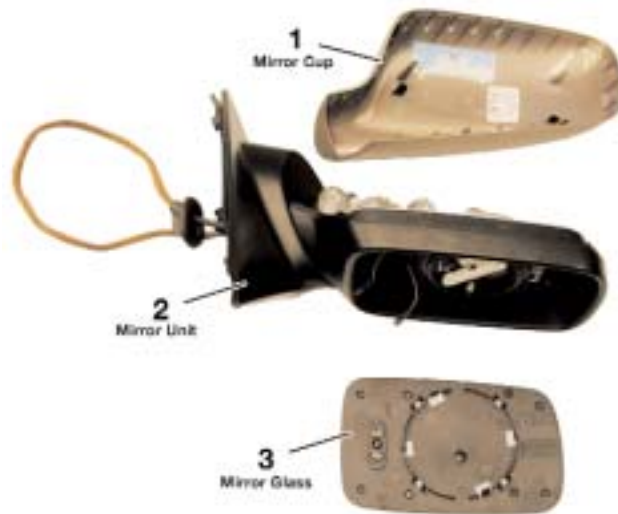
The mirrors also incorporate an automatic auto-dim function (electro-chromatic) which applies a voltage to the gel element in the mirror to the darken glass. The light sensor is located in the rear view mirror.

Driver's side and passenger's side mirror is electrically adjustable and can be swivelled in.

The mirror glass is snap fit into the cup (no bayonet lock).

The trim cap is also snap fitted. The mirror glass has to be removed before the cap can be removed.

Three screws install from the inside, securing the outside mirror to the door. Removal/Installation requires removing the door lining, because the cable connector is plugged into the door module.



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Roof Antenna

The E65 is the first car with the antenna for the Global Positioning System (GPS) and telephone antenna integrated into one roof antenna.



420244

Glass/Windshield

The E65 has green heat reflecting glass in all its windows and the windshield is equipped with ultraviolet protection.

The glass is 6-7 mm thick and the black moulding strip around the windows has an internal water drain.

The windshield has a silk-screen print spot pattern around the border edge and the park zone for the wipers is electrically heated.

The windshield has a viewing panel for the vehicle identification number.

The mounting plate for the rearview mirror is bonded to the windshield glass.

In order to remove the windshield, the new snap on roof moulding needs to be removed first. The one piece moulding extend all the way from the A-pillars to the C-pillars. The trim beneath the windshield also needs to be removed.

The E-65 incorporates a heat control windshield that helps prevent heat build up inside the passenger compartment. The rain/light sensor prism is bonded to the windshield.

Windshield Cleaning System

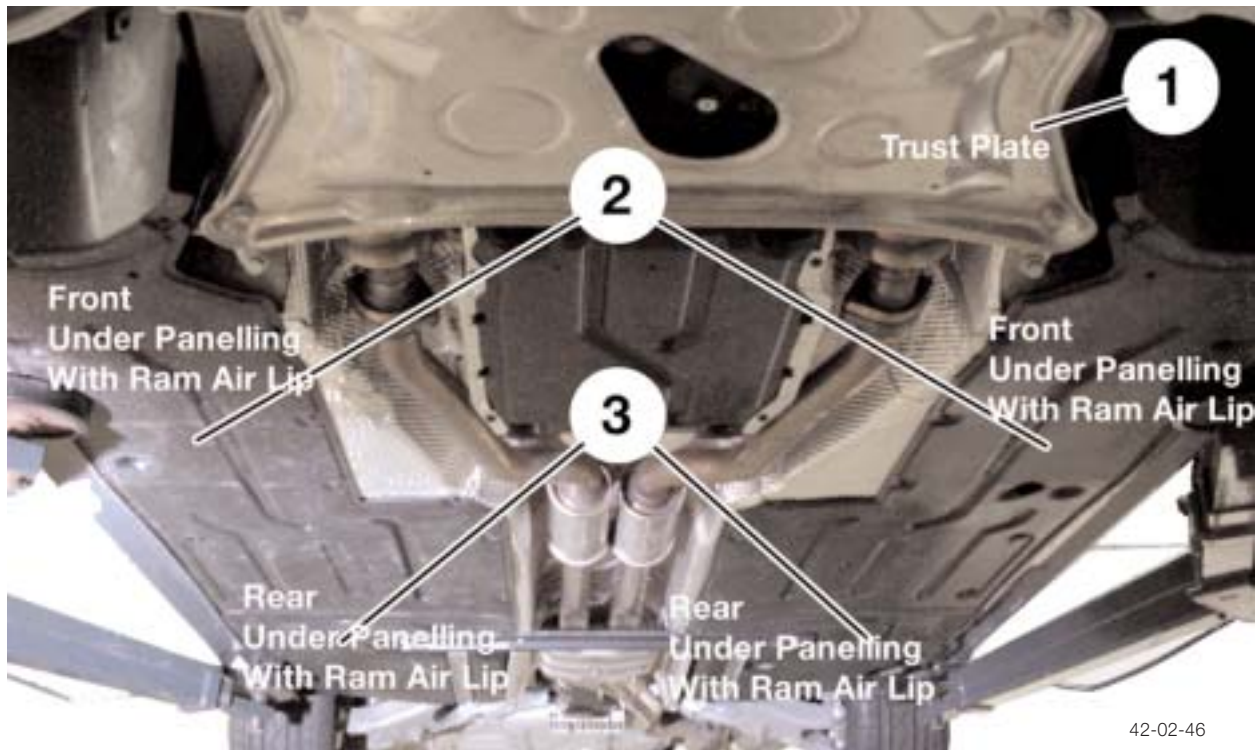
A windshield wiper mechanism is a new feature of the E65. The spraying nozzle is integrated into the wiper.

The windshield cleaning system and the headlight cleaning system (SRA) share the same 6.5 liter fluid tank. The tank is located beneath the left wheel well and is protected by a panel. The filler neck is located in the engine compartment.



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Underbody Paneling



42-02-46

The ram air lips are integrated into the underbody paneling. This optimizes the aerodynamic effect of the underbody.

The underbody panels are the covers for the following components:

- The Dynamic Drive valve block behind the right front under paneling.
- The DMTL located above the splash shield at the right rear.
- The siren/tilt sensor for DWA located above the splash shield at the left rear.

The E65 has a thrust plate made of aluminum. It helps stabilize the front axle. It has openings so that the engine oil can be changed without the panel having to be removed.

Do not drive the vehicle on the road without this panel as excessive flexing may cause components to touch and could create damage.

Interior Trim

The interior trim consists of following assemblies:

- Door Trim Panels
- Roof Trim Panels
- A/B/C Pillar Trim Panels
- Rear Window Shelf
- Luggage Compartment Trim
- Floor Covering (carpet)

Door Trim Panels

The door trim panels are made of PVC with a natural fibre polyurethane reinforcement (NFPU) and are laminated with foil.

A function decor strip with a fiber optic conductor is integrated in the door trim panel. The light curtain serves the purpose of lighting up the controls in the door.

- Door Opener
- Switch Unit
- Ashtray (Rear Doors Only)



The following components are secured to the door panel:

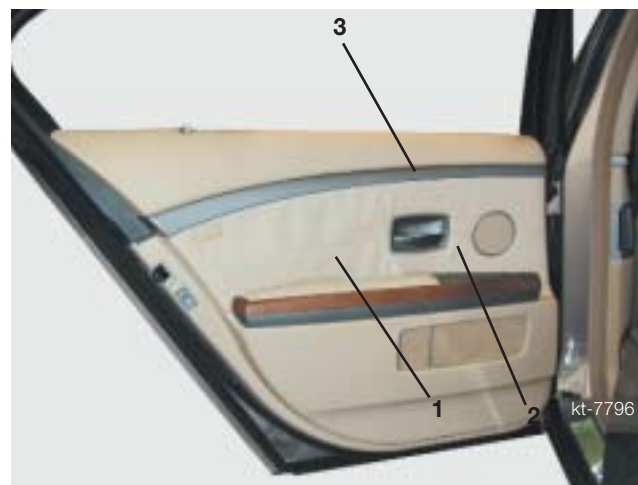
- Door Interior Lighting (ambient) in the function decor strip by means of an LED via Optical fiber conductor.
- Entrance Lights At The Bottom of The Door Panel.
- Interior Door Handle
- Switch for Power Windows (Only On Driver's Side).
- Outside Mirror (Front Only).
- Child Safety Locks (Front Only).
- Rear Window Sun Roller Blind.
- Side Sun Roller Blind.
- Airbag Module.
- Air duct for ventilation from B-pillar (front doors only).

1. Mounting Screw behind armrest cover.
2. Mounting Screw behind armrest cover.
3. Mounting Screw behind airbag Badge cover.
4. Decoration Strip with optical fibre conductor.
5. Mounting Screw Behind Door handle cover.



Front Door Mounting Screws

1. Mounting Screw behind armrest cover.
2. Mounting Screw behind armrest cover.
3. Mounting Screw behind door handle cover.



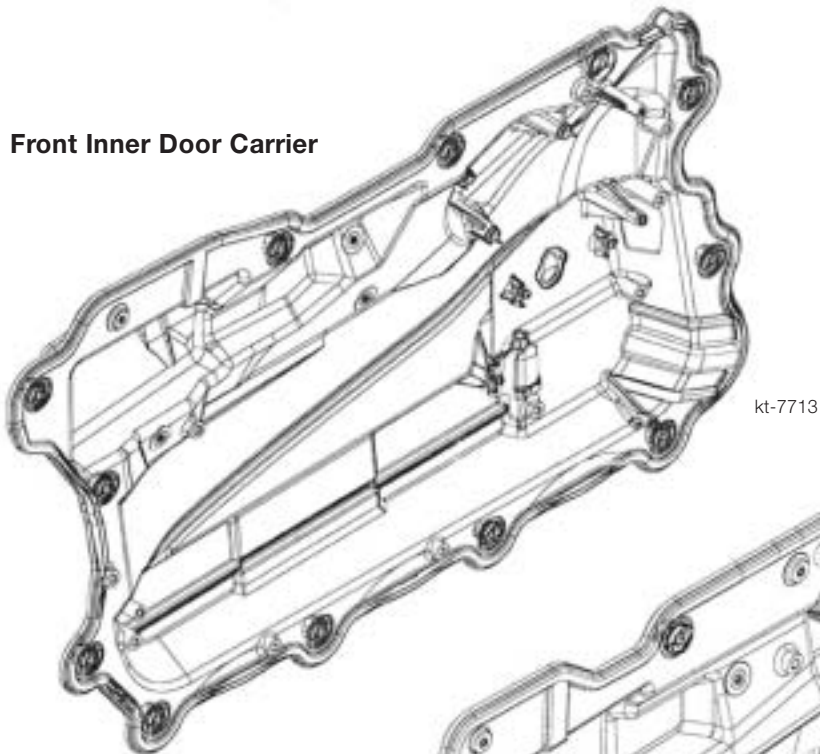
Rear Door Mounting Screws



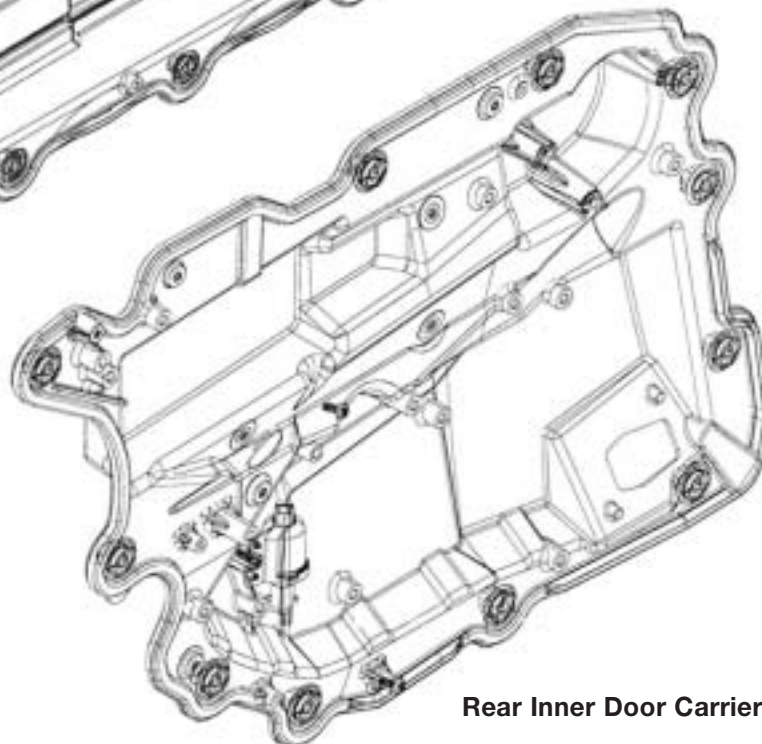
The inner door carrier serves as attachment point to these components:

- Door Module
- Speakers
- Central light source for illuminating the entrance area of the vehicle and also for lighting up the external door handles by means of optical fiber conductors
- Intrusion sensor for intelligent safety and information system (ISIS) with optical fiber conductor.
- Door trim panel
- Bowden cable for door opener
- Motors for “side roller sun blind”

Front Inner Door Carrier



kt-7713



Rear Inner Door Carrier

kt-7714

Roof Trim Panels

Two parts are new in the headlining compared to the E38: The location of the hands-free microphone and the addition of a rear overhead console.

- 1 Top Light for Front Center Armrest
- 2 Interior Lighting
- 3 Reading Lamp
- 4 Sunroof switch location
- 5 SOS button location

The microphone for the hands-free telephone is located in the headliner behind the left sun-visor.

A microphone trim cover is located on the left and right sides of the headliner to accommodate both left and right hand drive vehicles. There is only one microphone



Front Roof Console





Rear Roof Console

- 1 Top Light (Center Console)
- 2 Interior Light
- 3 Reading Lamp
- 4 Make Up Mirror Light
- 5 Make Up Mirror
- 6 Ultra Sonic Interior Protection



A Pillar Trim

- The Right/Left A-Pillar Trim Cover is fastened with one screw behind the “HPS” cover.

B Pillar Trim

- Two-piece B-pillar trim cover (top/bottom). The bottom cover contains an air duct with grill.
- Function Strip, B-Pillar Trim Cover
- Mounting Bracket, B Pillar Trim Cover, Bottom
- B-Pillar Air intake Grill

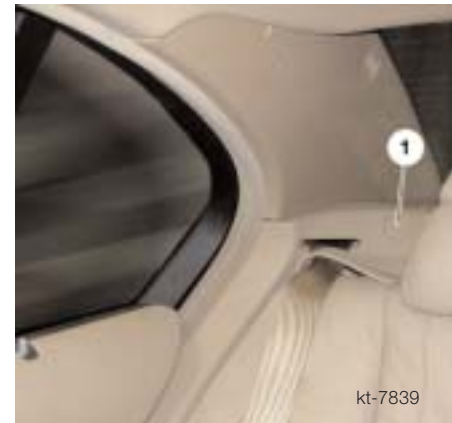
The upper seat belt anchor point of the E65 is no longer adjustable.



kt-7743

C Pillar Trim

- Three Piece C-Pillar Trim Cover (rear/front/bottom)
- Mounting Bracket, C-Pillar Trim Cover, Top
- Retaining Clip, C-Pillar Trim Cover, Bottom
- Seat Belt Slot Cover, C-Pillar Bottom



Rear Window Shelf



The rear window shelf consists of the following items:

- Cover for Trunk Lid Hinge
- Seat Belt Outlet Cover, Center Seat Belt
- Rear Window Shelf Mount
- Rear Window Shelf Ventilation Grill
- Rear Window Shelf Speaker Grill
- Plastic or Wood Trim Cover
- Roller Sunblind Assembly

The third brake light is additionally integrated in the rear window shelf. It is necessary to remove the rear window shelf in order to disassemble the brake light.

Locations of Control Units

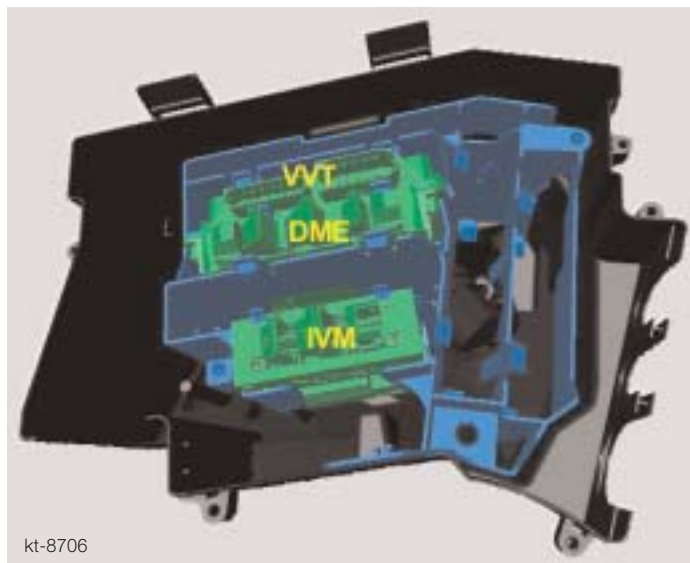
The E65 contains a significantly larger number of control units than the E38.

The arrangement of the control units is not the same as in the E38 - the changes involved are due to the introduction of new technologies such as fiber-optics.

This overview shows the locations of the control units.

Control Units in the Engine Compartment

The electronics box is in the right housing under the microfilter.



The electronics box contains the following control units:

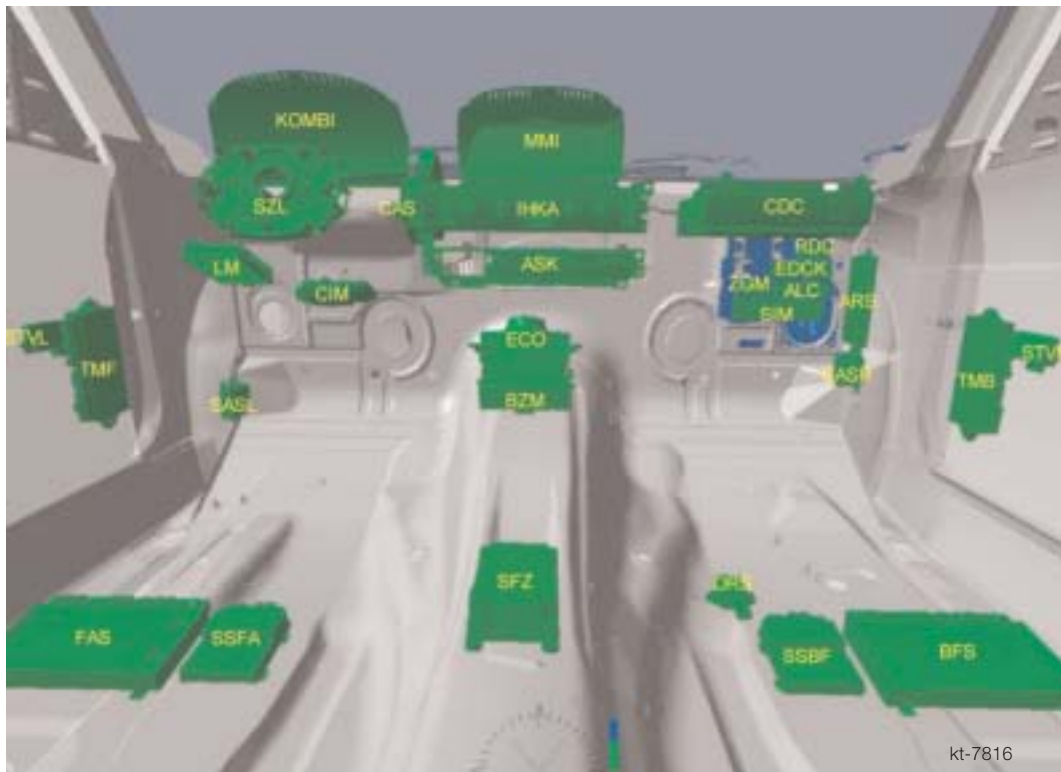
- Digital engine electronics DME (one for 8-cylinder engines, two for 12-cylinder engines)
- Valvetronic VVT
- Integrated supply module (IVM) with fuses

The positive terminal and some fuses for the VVT system are readily accessible in front of the electronics box, level with the wheel arch.

The engine compartment also houses:

- Control unit for Dynamic Stability Control (DSC)
- Wiper module

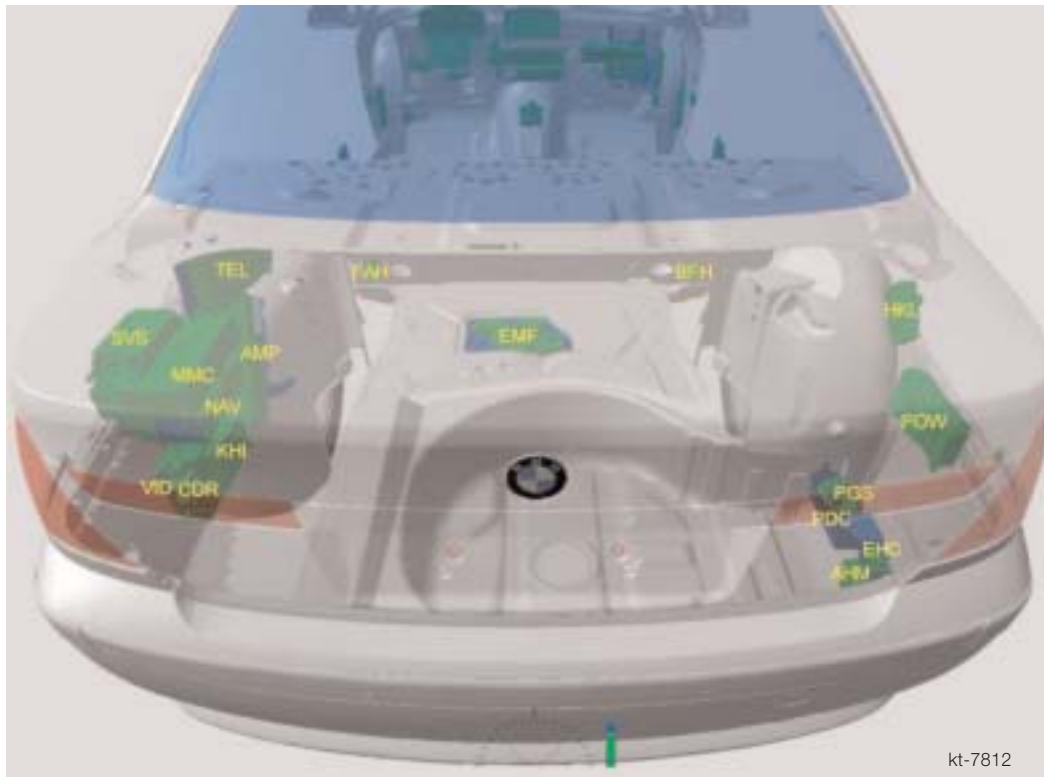
Control Units Behind the Dashboard



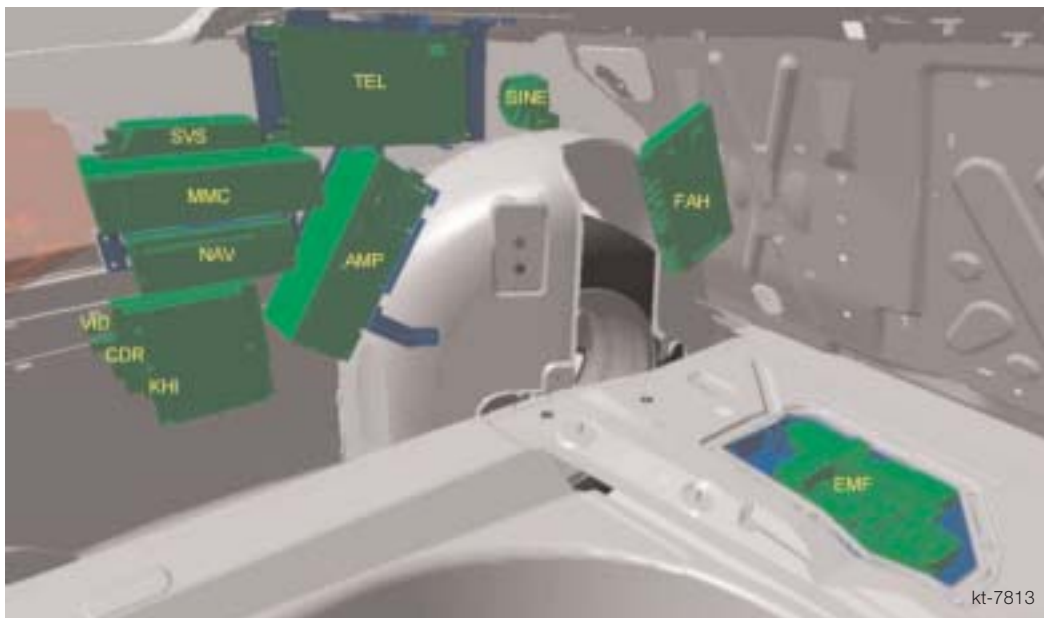
Control Units Inside the Passenger Compartment



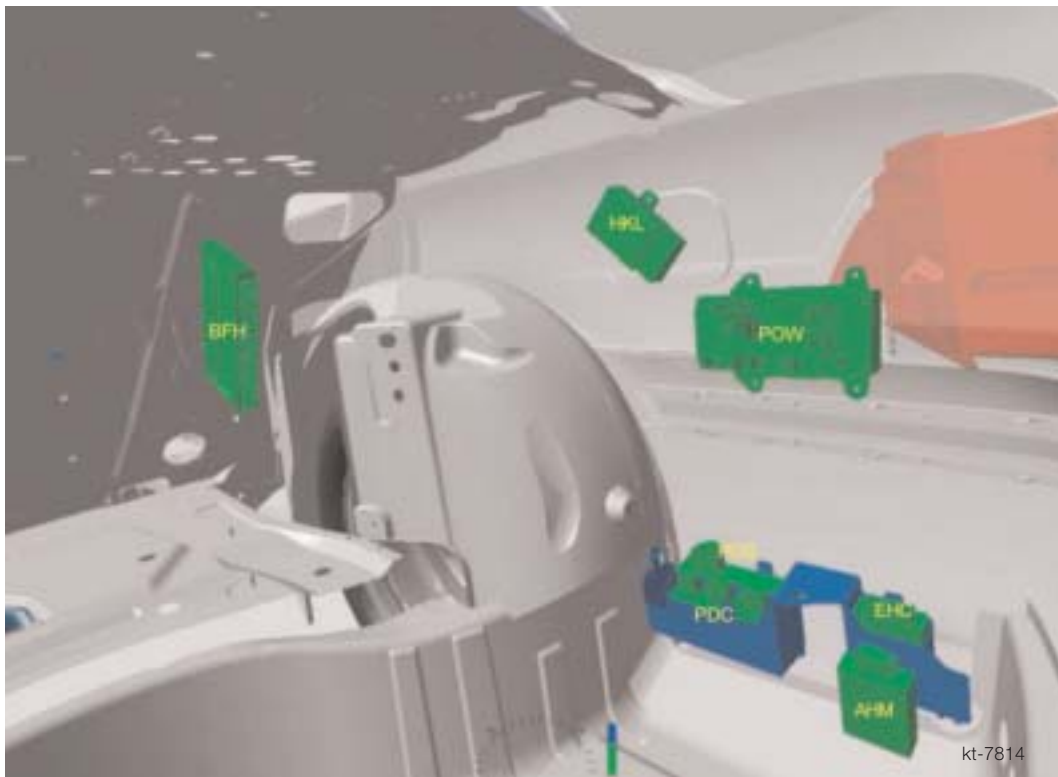
Control Units Inside the Luggage Compartment



Luggage Compartment, Left



Luggage Compartment, Right



E65 Abbreviations

ACC	Active Cruise Control	RLS	Rain-Light Sensor
AHM	Trailer Module (not for U.S.)	SASL	Satellite A-Pillar Left
AKS	Active Head-Restraint System	SASR	Satellite A-Pillar Right
ALC	Automatic Light Control	SBFH	Seat Module Passenger Side Rear
ALR	Auto. Light Range Adj.	SFAH	Seat Module Driver Side Rear
AMP	Audio System Amplifier	SBSL	Satellite B-Pillar Left
ARS	Anti-Roll Stabilization	SBSR	Satellite B-Pillar Right
ASK	Audio System Controller	SFZ	Satellite Vehicle Center
AUC	Auto. Recirc. Air Control	SHD	Sunroof Module
AVT	Antenna amplifier Tuner	SIM	Safety Information Module
BZM	Center Consol Control Center	SINE	Siren/Tilt Sensor
BZMF	Center Consol Control Center Rear	SMBF	Seat Module Passenger Side
CAS	Car Access System	SMFA	Seat Module Driver Side
CD	Control Display	SRA	Headlight Cleaning System
CDC	Compact Disc Changer	SSBF	Seat Satellite Passenger Side
CIM	Chassis Integration Module	SSFA	Seat Satellite Driver Side
CON	Controller	SSH	Seat Satellite Rear Seat
DD	Dynamic Drive	STVL	Satellite Left Front Door
DME	Digital Motor Electronics	STVR	Satellite Right Front Door
DSC	Dynamic Stability Control	SVS	Speech Processing System
DWA	Anti-theft Alarm System	SZL	Switch Center, Steering Column
ECO	Now: Controller (CON)	TAGE	Door Handle Electronics
EDC-K	Electronic Dampening Control-Continuous	TEL	Telephone Control Unit
EHC	Electronic Height Control	TMBFT	Door Module Passenger Side
EMF	Electro-Mechanical Parking Brake	TMBFTH	Door Module Passenger Side Rear
FBD	Remote Control Services	TMFAT	Door Module Driver Side
GRS	Rotation Rate Sensor	TMFATH	Door Module Driver Side Rear
HKL	Hydraulic Trunk lid lift	USIS	Ultrasonic Passenger Compartment Sensor
IHKA	Automatic Integrated Heating and Air-conditioning. System	VID	Video Module
ISIS	Intelligent Safety Integration System	VVT	Valvetronic
ISOFIX	Standardized Mounts For Child Restraints	WIM	Wiper Module
IVM	Integrated Power supply module	ZGM	Central Gateway Module
KHI			
KOMBI			
LM			
LVA			
MAL			
MMC			
NAVI			
PDC			
PGS			
PM	Power Module		