



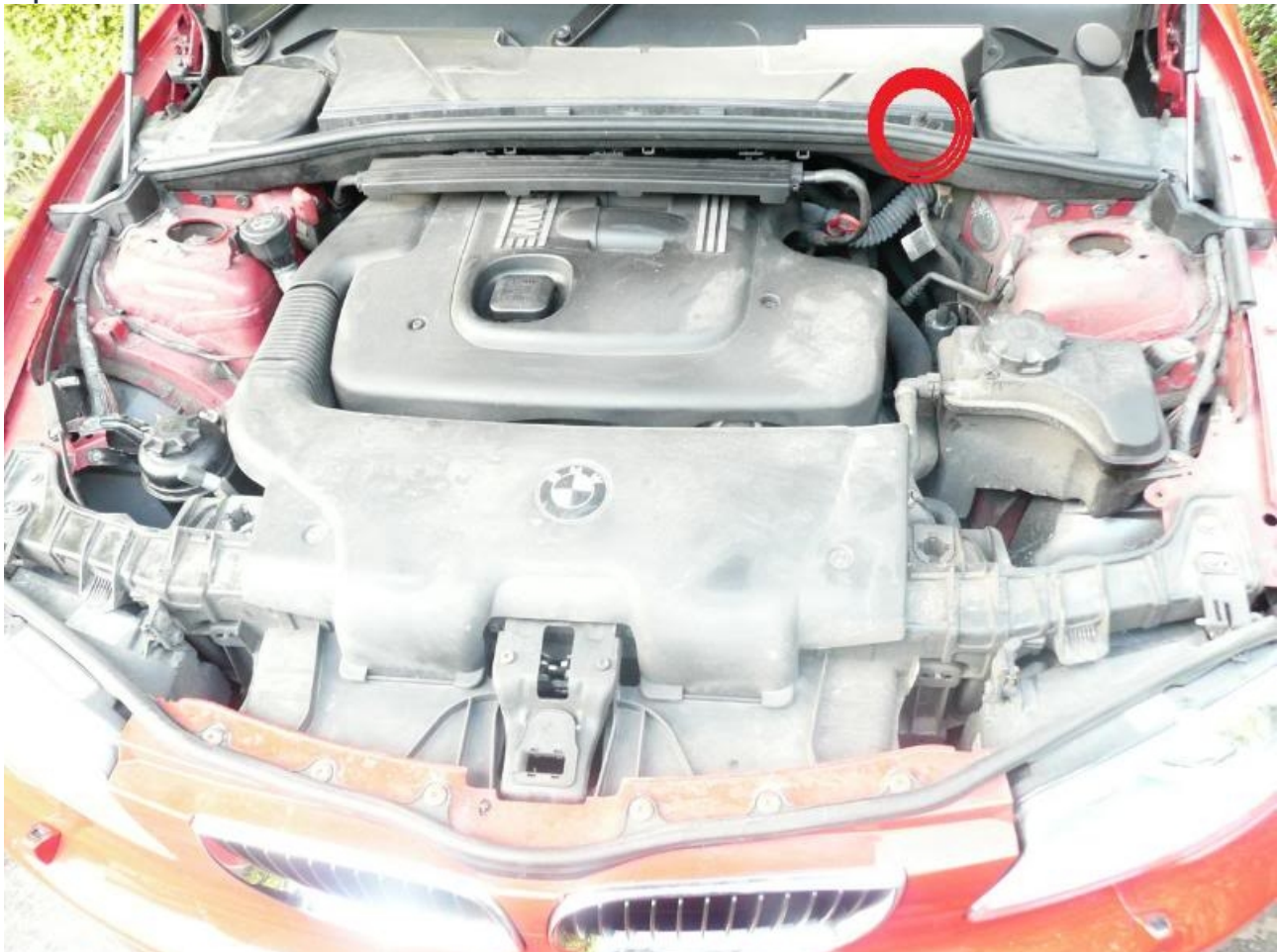
## How to: Replacing Bonnet Alarm Sensor (SWITCH)

BMW likes to call it "Alarm Switch". I will therefore call it here just a "switch"

### SYMPTOMS OF A PROBLEM WITH THE SWITCH:

- 1- Alarm goes off in a parked car. It keeps going off even after you remove your furry dice, mice, husbands and dogs from inside the car.
- 2- Permanent dashboard warning signals saying "your bonnet is open".

Open bonnet to view the switch



Another view of the switch



Tape the switch down first.

If this solves the problem, then the fault is NOT in the switch (which may only need a bit of greasing)

It is likely that the bonnet is not shutting close enough to press the switch.



£9.55 from BMW dealer, also from others, like Euro car parts (BUT NOT ALWAYS CHEAPER)

Part number 61319119052.

V	Rate	Service/Goods	V.A.T.
S	17.50	8.13	1.42

Parts	0.00
Surcharge	0.00
Discount	0.00
Net	8.13
V.A.T.	1.42
Total	9.55
Paid	0.00
Owing	9.55

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Suite 3, Rushmoor Court  
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**BMW Approved Parts and Accessories**

56  
**DSO**

\* 3 P B 2 G 5 5 2 4 \*

**AD07 28L3A**

**61 31 9 119 052**

**Switch**

**X12 IN A BOX**  
**\*CHECK QTY\***

**BANSTEAD**

25349 Z-4-H5 16306  
18/05/10 036750 **B38**  
**552**

Remove the cable to the switch by pressing on the single top clip





Note the 2 holding clips



To remove the switch out of its seating, you are supposed to press on both holding clips to free the switch from the mounting.



Pressing on just the easier rear clip with a finger could be enough.  
Otherwise, press on the front clip at the same time with a flat screw driver  
Or, use a long crocodile pliers to simultaneously press on both clips



Pull it up and out of the mounting. Insert the new one in



It will click in place when pushed down.  
Now re-attach the cable



Now you are done.

Do not rush and replace the switch without making sure that the problem is with it.

After reading my comments below, you may find that actually, there is nothing wrong with your switch. It may only need a bit of cleaning from winter grit and summer dust with a drop of grease.

In my opinion, if the problem is with a terminal fault in the switch, I believe the problem should be “constant”.

The occasional nature of the problem, like only on hot days or under braking, is IMHO a give away sign indicating that replacing the switch could be a waste of your money.

A forum member cancelled the switch completely, by detaching the electric cable and the problem disappeared.

However, this may get you into trouble with your insurance

If taping the switch down solves the problem, then the switch is NOT faulty. The fault must therefore be in:

Either:

- The switch is only a bit sticky. A drop of grease around the button will cure it.

Or:

- The Bonnet is not shutting near enough, like after a shunt or accident.

Or:

- For some reason, the position of the switch has dipped too low and therefore too far from the bonnet.

Or:

- Under the huge twisting forces endured by the car body under heavy braking or acceleration.

All these bonnet problems are accentuated in summer (heat expands the bonnet away from the switch)

One way to permanently solve that kind of problem is to either somehow fix your bonnet lower down or, re-position the switch mountings higher.

**WARNING:** Because of such design fault, this is a very common problem in BMWs, especially in summer time.

Therefore, expect that many dealers frequently run out of stock.

Ring to check before you wasting your time travelling to the dealer.

I believe that many BMW dealers may be able to direct you to another nearby who stocks it, while you are still on the phone.



I suspect that the majority of replaced switches are not faulty. These faults are a golden goose to dealers who will line their pockets, especially if they convinced you to leave your car overnight to be "investigated" and to "reset your software" after replacing the sensor, both of which are, IMO, unnecessary.