

How to use Lonsdor K518ISE to program BMW FEM BDC key?

Three steps: read key info→pre-process FEM/BDC system→make a dealer key

In details...

Step 1: read key info

MUST read key information first

Step 2: pre-process FEM/BDC system

MUST DISCONNECT THE BATTERY

1: OBD back up original coding data:

On the car or test platform, connect to FEM/BDC system, then back up original back up coding files

2: read out EEPROM backup data & generate a service-mode EEPROM:

-> Disassemble FEM/BDC module, find out chip 95128 or 95256, read EEPROM data using a ECU programming tool: VVDI-Prog, [Orange5](#) and the like;

->Copy the EEPROM data into to the Lonsdor K518ISE **customfile** folder;

->Run the program, read original EEPROM data and generate a service-mode EEPROM, upload data of the service-mode EEPROM, write it into chip 95128 or 95256 with help of a ECU programmer

->Restore FEM/BDC system, supply battery to the car and connect

3: programming

->This step need to be done on the BMW FEM/BDC test platform;

->Make sure that Step 1 & 2 is finished

->Connect FEM/BDC system to power supply and connect

4: restore EEPROM data

-> disassemble FEM/BDC module, write original EEPROM data (Step 2) into chip 95128/95256

-> restore FEM/BDC system, connect to OBD



5: restore coding data

-> load the backup coding files (Step 1), restore coding information

6: pre-processing is complete.

Step 3: make a dealer key

1: Lonsdor K518ISE read out data, select the will-be key position

2: a "used"key to make a dealer key

All keys lost: enter 32bit ISN codes to make a dealer key

3: put the key near the car immo induction loop



4: detect the original key, read out immo data

5: put a new key near the car immo induction loop

6: detect the key key, key learn (don't move the key, keep stable)

7: key learn is complete

Step 4: disable the key

1: Lonsdor K518ISE read out data, select the key ID position to disable

2: put a "used" key near the car induction loop

3: K518ISE system tries to connect to CAS, disable the key with current ID position, disable key successfully

Step 5: enable the key

1: Lonsdor K518ISE read out data, select the key ID position to enable

2: put a "used" key near the car induction loop

3: K518ISE system tries to connect to CAS, enable the key with current ID position, enable key successfully

Step 6: delete the key

1: K518ISE read out data, select the key ID position to delete

2: read FEM/BDC key password

3: delete the key successfully; the key position is blank

THE MOST IMPORTANT IPS

1: You must read key info before everything you'll do

2: to pre-process FEM/BDC, you should pay attention to:

– backup coding codes to continue

– disconnect to the power supply/battery, have a ECU programmer to read EEPROM data, upload data in K518 customfile folder, read new EEPROM data loaded just now, generate service-mode EEPROM data, read service-mode EEPROM data, write data into the chip, install CPU on the car

– ECU programming: need 6 min, with power supply connected

– disconnect to the power supply, disassemble CPU, write the original EEPROM data into the chip, install CPU on the car, connect to the power supply, make sure communicate is successful

– upload coding files (Step 1), restore original coding info to pre-process, then make a dealer key

3: 32bit ISN codes is required to program a new key when ALL KEYS ARE LOST

Job's done with [Lonsdor K518ISE!](#)

<http://www.obdexpress.co.uk/wholesale/lonsdor-k518ise-key-programmer.html>