



SIB 11 01 22

2024-05-13

RECALL 22V-119: POSITIVE CRANKCASE VENTILATION (PCV) BLOW-BY HEATER

This Service Information Bulletin (Revision 5) replaces SI B11 01 22 **dated August 2022**.

What's New:

- Procedure section updated.
- Warranty Information section updated.

Please perform the procedure outlined in this Service Information on all affected vehicles before customer delivery. In the event the customer has already taken delivery of the vehicle, please perform the procedure the next time the vehicle is in the shop.

For centers that qualify, this Recall repair is eligible to be performed via Mobile Assistance.

MODEL

E-Series	Model Description	Production Date	Affected Engine Type
E60	5 Series Sedan	January 28, 2005 – December 17, 2009	N52, N52K
E61	5 Series Sports Wagon	January 19, 2005 – February 22, 2007	N52
E70	X5 Sports Activity Vehicle	May 23, 2006 – March 18, 2010	N52K
E82	1 Series Coupe	November 8, 2007 – October 4, 2013	N51, N52K
E83	X3 Sports Activity Vehicle	April 12, 2006 – August 24, 2010	N52K
E85	Z4 Roadster	April 28, 2005 – August 27, 2008	N52
E86	Z4 Coupe	April 18, 2006 – August 11, 2008	N52
E88	1 Series Convertible	November 12, 2007 – October 9, 2013	N51, N52K
E89	Z4 Roadster	November 28, 2008 – August 24, 2011	N52K
E90	3 Series Sedan	February 1, 2005 – December 16, 2011	N51, N52, N52K
E91	3 Series Sports Wagon	June 14, 2005 – May 29, 2012	N52, N52K
E92	3 Series Coupe	May 10, 2006 – June 26, 2013	N51, N52K
E93	3 Series Convertible	November 28, 2006 – October 1, 2013	N51, N52K

AFFECTED VEHICLES

Vehicles which require this Recall Campaign to be completed will show it as "Open" when checked either in AIR, the "Service Menu" of DCSnet (Dealer Communication System), ISPA Next or Warranty Vehicle Inquiry.

SITUATION

BMW AG is conducting a Voluntary Safety Recall (effective March 2, 2022) on certain Model Year 2006 - 2013 BMW vehicles that were produced between January 19, 2005 and October 9, 2013.

This issue involves the Positive Crankcase Ventilation (PCV) valve heater ("blow-by-heater"). The blow-by-heater which is designed to prevent the engine's Positive Crankcase Ventilation (PCV) system from freezing can internally short circuit. Irregularities in the manufacturing process could allow moisture to occur near the blow-by-heater and lead to the short circuit. In extremely rare cases, this could increase the risk of a fire.

Similar recalls were conducted in 2017 (17V-683) and 2019 (19V-273) for Model Years 2006-2011. Most of the vehicles in those recalls are in this new recall, and now includes Model Year 2012 and 2013.

Vehicles with the N52T engine are no longer affected.

The Recall Notice and Q&A have been attached for further information.

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CORRECTION

Retrofit additional circuit protection to isolate the circuit of the blow by heater from the other vehicle systems.

PROCEDURE

Install P/N 12 51 5 A6A 0E2 "Cable Harness Repair Kit" as per Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting".

Or:

1. If the heater has already failed, then replace the blow-by-heater (positive crankcase ventilation heater elbow) as per Repair Instruction 11 61 390 "Removing and installing / replacing elbow fitting".

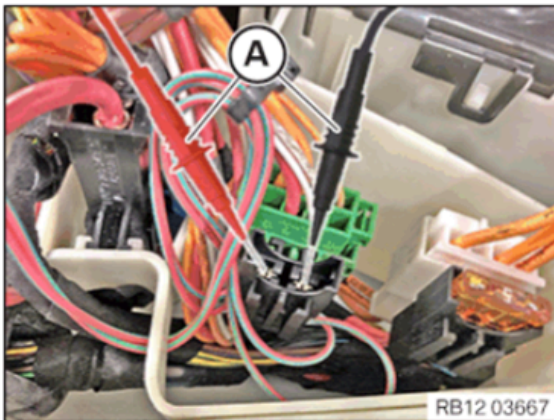
2. Install P/N 12 51 5 A6A 0E2 "Cable Harness Repair Kit" as per Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting". Always use the recommended special crimping tools described in the instruction to ensure the repair is made correctly. See special crimping tool information below.

IMPORTANT: Step 4 of 7 of Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting" requires an integrity test of the retrofitted circuit.

This step must be performed after the retrofit on every vehicle. This important step will identify if the circuit has already been short circuited.

An example of the required test step is shown below:

Removing the electronics ... < Repair procedure 4/7 > Installing lid of electronics ...



Check

- Connect the current measurement device (ammeter) as shown with the fuse not plugged in.

In case of current measurement devices, always start with the largest measuring range.

Switch the ignition on.

The measured current value must even out after 4 min to a value between 1.0 A and 0.3 A.

Result

- » Current value in the specified range

Measure

- No further measures necessary. Continue with the next step.

Result

- » Current value not in the specified range

Measure

- Perform troubleshooting according to the wiring diagram.

And, if necessary:

Replace additional components if damaged because of the short-circuited crankcase ventilation blow by heater. This may include the intake manifold, crankcase ventilation hoses and or the electrical harness as consequential damage.

Required Tools for Crimping:

0 494 159 (61 4 321) Handle



Handle 83 30 0 494 159 (61 4 321) was distributed in the Crimping Set P/N 83 30 0 494 158 via the Automatic Tool Shipment Program in 2001.

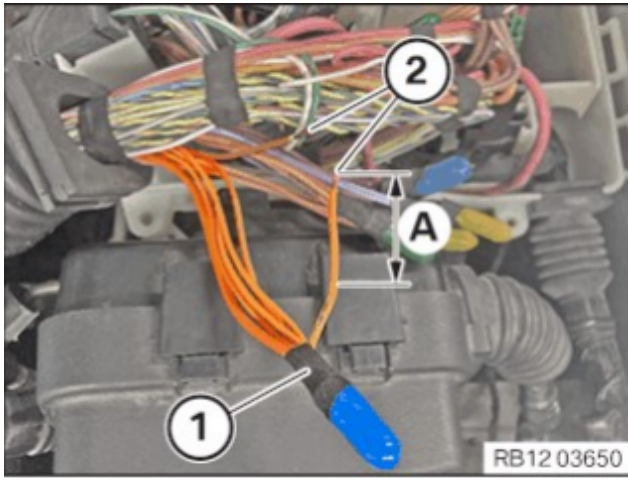
The Handle P/N 83 30 0 494 159 can also be purchased separately.

2 467 488 Crimping tool



Crimping tool 2 467 488 was shipped via Automatic Tool Shipment in late June 2022.

Electrical Harness Identification Hints:



Repair Instruction 00 72 067 “Retrofitting component protection and checking function of angle fitting” indicates the splice cap is blue, this is not the actual color of the splice cap.

The picture has been edited to highlight the splice cap with blue coloring (1).

IMPORTANT INFORMATION:

For additional electrical harness identification hints, please refer the the attachment B11 01 22_ PCV_Splice_Identification_Hints.

PARTS INFORMATION

Note: Request and invoice the part numbers specified and listed below in this Service Information bulletin only. Performing a part number look-up for these parts in ETK or AIR by VIN or model will result with the wrong parts being invoiced.

Please monitor the Parts Matrix for important updates to the parts ordering procedure.

Part Number	Description	Quantity
12 51 5 A6A 0E2	Repair kit (retrofit) wiring harness (For and with labor operation 00 72 588 or 00 72 067)	1

And, if required as a result of the inspection of the vehicle’s blow-by heater, refer to the parts listed below when additional-related repair work is required.

Part Number	Description	Quantity
11 61 2 458 830	PCV Blow-by-heater (Elbow/Angle Connector)	1
12 31 2 458 831	Set of aluminum screws for alternator	1
11 61 7 535 849	Screw for blow-by-heater	2

If required as a result of the issue being addressed by this bulletin, use the intake manifold table below to determine which part number applies to your vehicle.

Identify the model first and then the engine variant to determine the correct intake manifold part number.

Model	Engine Variant	Part Number	Description	Quantity
E60 (5 Series Sedan)	N52	11 61 9 487 260	Intake Manifold	1
	N52K	11 61 9 487 260	Intake Manifold	1
E61 (5 Series Wagon)	N52	11 61 9 487 260	Intake Manifold	1
E70 (X5)	N52K	11 61 9 487 259	Intake Manifold	1
E82 (1 Series Coupe)	N52K	11 61 9 487 260	Intake Manifold	1

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	N51	11 61 9 487 259	Intake Manifold	1
E83 (X3)	N52K	11 61 9 487 259	Intake Manifold	1
E85 (Z4 Roadster)	N52	11 61 9 487 260	Intake Manifold	1
E86 (Z4 Coupe)	N52	11 61 9 487 259	Intake Manifold	1
E88 (1 Series Convertible)	N52K	11 61 9 487 260	Intake Manifold	1
	N51	11 61 9 487 259	Intake Manifold	1
E89 (Z4 Roadster)	N52K	11 61 9 487 259	Intake Manifold	1
E90 (3 Series Sedan)	N52	11 61 9 487 259	Intake Manifold	1
	N52K	11 61 9 487 260	Intake Manifold	1
	N51	11 61 9 487 259	Intake Manifold	1
E91 (3 Series Wagon)	N52K	11 61 9 487 260	Intake Manifold	1
	N52	11 61 9 487 259	Intake Manifold	1
E92 (3 Series Coupe)	N52K	11 61 9 487 260	Intake Manifold	1
	N51	11 61 9 487 259	Intake Manifold	1
E93 (3 Series Convertible)	N52K	11 61 9 487 260	Intake Manifold	1
	N51	11 61 9 487 259	Intake Manifold	1

And if required, repair the connector for the engine electrical harness

Do not replace the entire engine electrical harness if only the PCV Blow-by-heater (Elbow/Angle Connector) electrical connector is damaged.

Part Number	Description	Quantity
12 52 9 489 752	Repair harness	1
61 13 8 353 748	Cable connector 1.5 - 2.5 mm	2
61 13 5 A4F 528	Shrinking hose	2

For additional items that are not listed above, refer to AIR or ETK (EPC) and the repair instructions for information about one-time use fasteners, ventilation hoses, screws/bolts and gaskets that may also be needed or must be replaced to perform this repair.

CLAIM INFORMATION

Reimbursement for this Action will be via normal claim entry utilizing the applicable work package information below, the additional work labor operation codes and the part numbers listed above that and when they apply.

Defect Code:	0011390600	E6x E7x E8x E9x N51 N52 N52K Retrofitting component safety device, angle fitting
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Below are the special and normal flat rate labor operation code choices for this action.

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The vehicle is already in the workshop.

Work Pkg	Labor Operation	Description (Plus work)	Labor Allowance
# 1	00 72 588	Retrofitting fuse and fuse carrier for angle piece (blow-by heater) and checking functionality	As applicable

Or:

The vehicle arrives at your center and this Action shows open (No other Main work will be performed or claimed during this workshop visit)

Work Pkg	Labor Operation	Description (Main work)	Labor Allowance
# 2	00 72 067	Retrofitting fuse and fuse carrier for angle piece (blow-by heater) and checking functionality	As applicable

(**) Only one Main work flat rate labor operation code can be claimed per workshop visit.

Claim Repair Comments (Only WP 1 or 2 above needs to be performed and claimed)

Only reference the SIB number and the work package (Pkg) number performed in the RO technician notes and the claim comments (For example: B11 02 22 WP 1), unless otherwise required by State law and/or additional related work is required (See below).

Consequential Repair(s) (RO and Claim Comments Required)

When additional repair work and/or parts are required as a direct result of an issue with the PCV blow-by heater, claim these additional items (In the list that follows and above in the Parts Information section) that apply under the Defect Code listed above.

Please explain the reason for this consequential repair work (the why and the what) on the repair order and in the claim comments section.

Labor Operation	Description	Labor Allowance
00 00 006	Performing vehicle test (with vehicle diagnosis system – checking faults) (Main work**)	As applicable
Or:		
00 00 556	Performing vehicle test (with vehicle diagnosis system – checking faults) (Plus work)	As applicable
And:		
61 21 528	Support voltage of the vehicle electrical system / recharge vehicle electrical system battery	As applicable
And, as needed:		
11 99 000	Work time to visually inspect the PCV and intake plenum (all centers)	2 FRU
And:		
11 61 690	Removing and installing / replacing elbow fitting	As applicable
Or:		
11 61 551	Replacing intake plenum (includes replacing elbow fitting)	As applicable

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

Refer to AIR for the corresponding flat rate unit (FRU) allowances.

And, as needed:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	Up to \$50.00	Reimbursement for the repair-related bulk materials (Do not use the BMW part numbers for claim submission)
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Sublet reimbursement calculation for claiming the applicable repair-related bulk materials (BMW part numbers) is at the dealer net price amount for the quantities used plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

(* 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 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.

Mobile Service Off-Site Repair (Labor Operation 00 72 067 or 00 72 588 Only)

For centers that qualify, this Recall repair is eligible to be performed and submitted as a Mobile Service Off-Site Repair which includes an additional labor allowance.

Qualifying BMW centers are those that currently own and operate a Mobile Assistance Program vehicle. Other centers that may qualify are those who have officially registered their interest in conducting mobile service work for the BMW Roadside Assistance Program.

If you have not already registered, please send an email with contact information to roadside.assistance@bmwna.com.

Additional information can be found in the Mobile Service program guide in CenterNet which is located under the Customer Relations menu.

Claim - Labor Reimbursement

When a vehicle is eligible for this Recall repair and it is performed under this program, qualifying centers will be reimbursed for the corresponding labor operation's published **flat rate unit (FRU) allowance at a rate of 150 percent**.

This mobile Service repair work is subject to the same policy and procedures that apply to the warranty repair work being performed in your workshop.

While repair-specific punch times are not necessary for this repair work being performed outside your center’s workshop, the on-call technician must still punch on the corresponding repair order (electronic or manual) prior to leaving your BMW center when he or she is dispatched. The technician must punch off the repair order upon their return to your center.

In cases where the technician is out on the road for an extended period (for example, on multiple calls), only one on/off punch time is required.

RO Invoicing for Claim Submission

RO Recall Campaign Line Item for WP # 1 or #2 under **DC 00 11 39 06 00**

Work Pkg	Labor Operation	Description (Plus work)	Labor Allowance
# 1	00 72 588	Retrofitting component protection and checking functionality (Plus work)	Refer to AIR
Or:			
# 2	00 72 067	Retrofitting component protection and checking functionality (Main work)	Refer to AIR

And for the:

MS Off-Site Repair Additional Labor Allowance

Open an additional RO Line Item for:

Defect Code:	85800205RA	Mobile Service Reimbursement for PCV Blow-By Heater Recall
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When performed as a Mobile Service off-site repair, after applying the rate of 150 percent to special flat rate labor operation **00 72 067 (WP 2 - Main work)** for retrofitting component protection and checking functionality on these vehicles, this repair will then be reimbursed with the claimed additional FRU allowance that applies below under Defect Code **85 80 02 05 RA**.

Labor Operation	AIR FRU Allowance (Main Work)	Labor operation for Mobile Assistance off-site repair	Additional FRU Allowance to Claim
00 72 067	8	11 99 000	4
00 72 067	10	11 99 000	5
00 72 067	11	11 99 000	6 (Rounded up)

Please be sure to:

- Identify the claimed FRU time for this line-item as additional labor for a Mobile Service off-site repair.
- Itemize the additional labor claimed and identify the corresponding repair performed on the repair order and in claim comment section.
- Labor operation code 11 99 000 is not considered a Main labor operation.

If special flat rate labor operation **00 72 588 (WP 1 - Plus code)** is to be claimed instead, after applying the rate of 150 percent, this repair will be reimbursed with the claimed additional FRU allowance that then applies below.

Labor Operation	AIR FRU Allowance (Plus Work)	Labor operation for Mobile Assistance off-site repair	Additional FRU Allowance to Claim
00 72 588	6	11 99 000	3

00 72 588	8	11 99 000	4
00 72 588	9	11 99 000	5 (Rounded up)
00 72 588	10	11 99 000	5

TREAD Act Reimbursement - Qualifying Prior Customer-Pay Repairs

Note: A similar Recall for applicable Model Year 2006-2011 vehicles was previously conducted in 2017 (17V-683) and 2019 (19V-273). Most of the vehicles from the previous Recalls (Excluding the N52T), and additional applicable Model Year 2012 and 2013 vehicles, are now included in this new Recall.

BMW of North America, LLC will reimburse qualifying customer-pay repairs to address the issue described in this Service Information Bulletin that were performed **prior** to the release of this Recall (**22V-119**) Serviced Information Bulletin.

Customer arrives with an Affected Vehicle to your workshop.

Perform the open Recall repair outlined in this bulletin, and if the prior repair qualifies (see below), submit for both the Recall repair and for the customer-pay reimbursement (As separate repair line items with separate defect codes).

Or:

Customer only presents your center with a customer-pay invoice for the prior repair.

If the vehicle and the prior repair qualifies (see below), submit for the customer-pay reimbursement portion only.

Customer-pay Invoice Review and Reimbursement Procedure

Review and verify that the prior customer-pay invoice (BMW center or independent repair shop) is for a repair that addresses the issue described in this Recall Service Information Bulletin, and that the repair was performed prior to the release of the corresponding Recall repair and claim submission procedure information.

If this prior repair qualifies, reimburse the customer (labor and parts).

Submit for this customer-paid repair expense under Defect Code **85 99 00 12 NA**, as follows:

- Sublet Code 3
- Dollar amount (with no additional no markup)
- Comment: Recall (22V-119): Positive Crankcase Ventilation (PCV) Blow-By Heater - Reimbursement for allowable expenses that relate to performing the prior qualifying customer-pay repair
- Explain and itemize the claimed sublet amount on the repair and in the claim comments.

Retain the original customer pay invoice in your files; this documentation may be requested by BMW during the claim review process.

Repairs that Do Not Qualify for Reimbursement

This includes repairs performed on non-affected vehicles, and/or the diagnosis and repair of other issues beyond the scope of this Recall repair procedure. This exclusion also applies to repairs that were performed using (including those repairs that result from using) non-genuine BMW parts and/or used BMW passenger car or light truck parts.

This claim submission for the prior customer-pay reimbursement, when it is submitted as outlined under Defect Code 85 99 00 12 NA, **will not close** the Open Safety Recall on the vehicle.

This Recall Service Information Bulletin does not provide an option to submit a claim to close this open Recall based on a prior repair being performed, the Recall repair outlined in this bulletin must still be performed.

FEEDBACK REGARDING THIS BULLETIN

Technical Feedback	To submit feedback for the technical topics 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

Supporting Materials

[picture_as_pdf B110122_2022-BMW-Exx-Fxx-PCV-Valve-Heater-FAQ-\(02Mar2022\).pdf](#)

[picture_as_pdf B11 01 22_Splice_Identification_Hints.pdf](#)

[picture_as_pdf B110122 Recall Notice.pdf](#)

SAFETY RECALL NOTICE

To: All Center Operators, Sales Managers, Service Manager, Parts Manager and Warranty Processor

RE: Recall 22V-119: Positive Crankcase Ventilation (PCV) Valve Heater – B11 01 22

BMW AG is conducting a Voluntary Safety Recall (effective March 2, 2022) on certain Model Year 2006 - 2013 BMW vehicles that were produced between January 19, 2005 and October 9, 2013.

Please be reminded that it is a violation of federal law (The Safety Act) for you to sell, lease or deliver any new motor vehicle covered by this notification until the recall repair has been performed. This means that centers may not legally deliver new motor vehicles to consumers until they are fixed or use/sell replacement equipment/parts subject to this recall. Note also that substantial civil penalties apply to violations of the Safety Act.

Also, you should not sell, lease or deliver any Certified Pre-Owned or used vehicles subject to a safety recall until the repair is completed.

Please follow any special instructions that we provide to you for the return or disposition of recall parts.

We appreciate all your assistance with this Recall.

Safety Recall
22V-119
Positive Crankcase Ventilation (PCV) Valve Heater
N51, N52, N52K Engines
Model Year 2006-2013
BMW 1 Series, 3 Series, 5 Series, Z4
BMW X3 SAV, X5 SAV
03/02/2022

- Q1. Which BMW models in the US are potentially affected by this Safety Recall?**
Approximately 917,000 BMW 1 Series, 3 Series, 5 Series, Z4, X3 SAV and X5 SAV models produced between January 2005 and October 2013, are potentially affected.
- Q2. What is the issue?**
Due to supplier production issues of the Positive Crankcase Ventilation (PCV) valve heater, this could lead to a short circuit.
- Q3. What can happen?**
Should a short circuit occur, the PCV valve heater could overheat, lead to smoldering, and possibly start melting. In extremely rare cases, this could increase the risk of a fire.
- Q4. Did BMW conduct a similar Safety Recall?** Yes, in 2017 and 2019.
- Q5. If I had a similar Safety Recall performed previously, will I need to have this Safety Recall performed?**
Yes. Your vehicle will need to have the 2022 Safety Recall performed.
- Q6. Why are other models not included in this Safety Recall?**
Other models have different engine and PCV valve heater configurations.
- Q7. Do I need to stop driving my vehicle?**
No. The possibility of this issue occurring is extremely rare.
- However, you should stop driving your vehicle if any of the following warning signs occur:*
- *You see smoke from the area near the engine compartment.*
 - *You smell smoke, or a plastic burning odor.*
- If any of these warning signs occur, carefully move away from traffic, pull over to a safe location, and shut off the engine. All occupants should carefully exit the vehicle and move to a safe location away from traffic. Do not continue to drive your vehicle.
- Dial 911 in the event of an emergency or contact BMW Roadside Assistance at 1-800-332-4269 immediately to have your vehicle brought to the nearest authorized BMW center. You will be responsible to pay for the tow if you no longer have coverage. BMW will reimburse you for the towing service, if the issue is confirmed to be related to this recall.
- Q8. Can I determine if this issue exists in my vehicle?**
No. This can only be determined through proper inspection at an authorized BMW center.
- Q9. How did BMW become aware of the problem?**
BMW became aware of the problem through our quality control procedures.
- Q10. How will I be informed of this Safety Recall?**
Owners of potentially affected vehicles will receive a letter in April via first class mail advising them of this Safety Recall. Owners will receive another letter when parts become available, requesting they schedule an appointment with an authorized BMW center as soon as possible to have this Safety Recall performed.

**Safety Recall
22V-119
Positive Crankcase Ventilation (PCV) Valve Heater
N51, N52, N52K Engines
Model Year 2006-2013
BMW 1 Series, 3 Series, 5 Series, Z4
BMW X3 SAV, X5 SAV
03/02/2022**

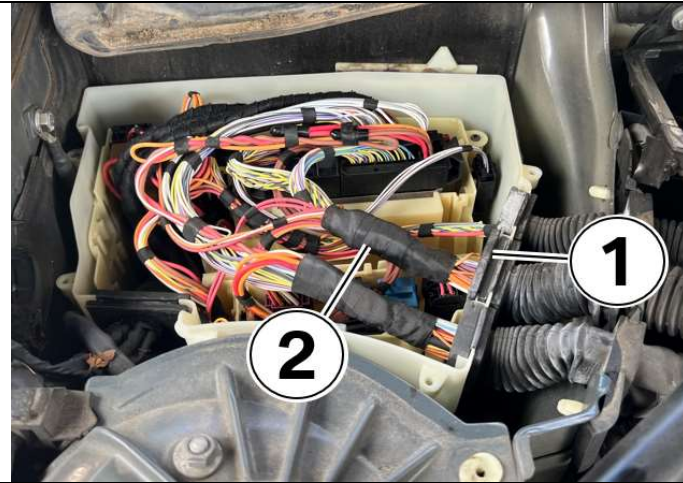
For the latest updates to this Safety Recall, please visit [bmwusa.com/recall](https://www.bmwusa.com/recall). If you are not the only driver of this vehicle, please advise all other drivers of this important information.

To ensure BMW has your recent contact and vehicle information, owners should visit [bmwusa.com/recall](https://www.bmwusa.com/recall) and click on “**Manage recall notices and contact information**”.

Q11. Do I have to wait for my letter to have my vehicle serviced?

Yes. We are in the process of implementing this Safety Recall to ensure that the necessary parts, tools, and procedures are available. For the latest updates to this recall, please visit [bmwusa.com/recall](https://www.bmwusa.com/recall).

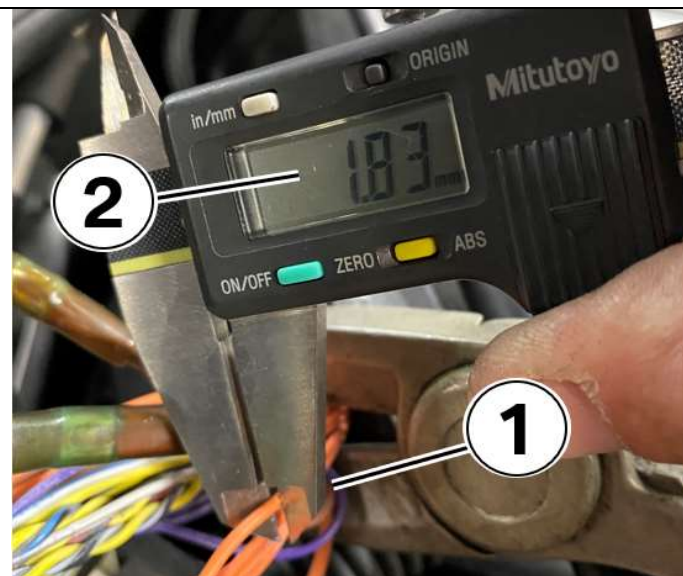
E60 & E61 Vehicles:



Locate the middle harness (1) in the e-box.
Unwrap the tape from the harness (2).



Under the tape there will be several splices with orange colored wire (1).
Select the splice that has exactly 6 orange wires in it.
Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice.

In this example the correct wire is measured at 1.83 mm.

Wire outside diameter specifications:

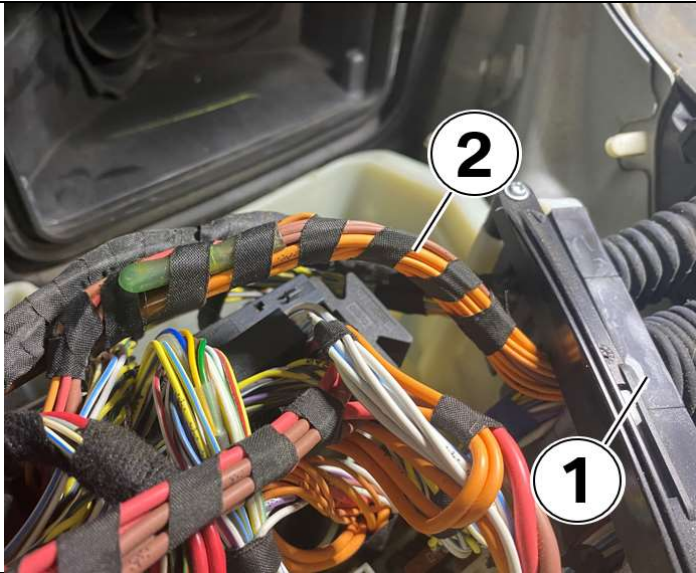
1 wire = 2.15 - 2.40 mm – Incorrect wire

1 wire = 1.70 – 1.90 mm – Correct wire

4 wires = 1.35 – 1.55 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 “Retrofitting component protection and checking function of angle fitting”.

E70 Vehicles:



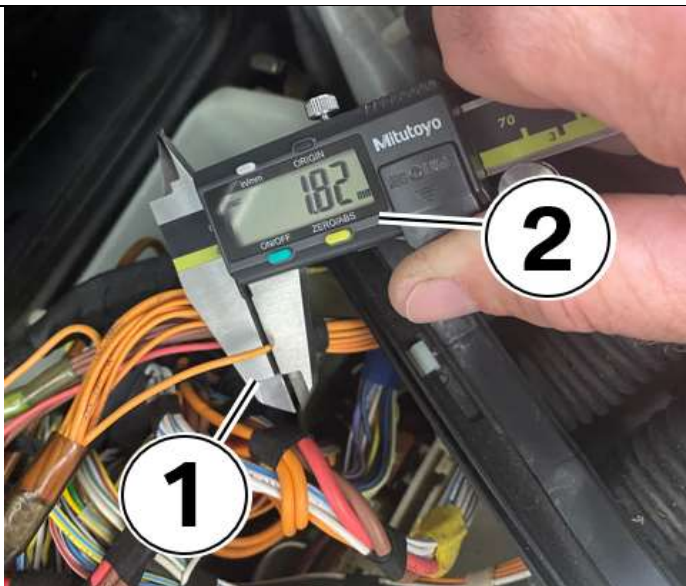
Locate the middle harness (1) in the e-box.

Unwrap the tape from the harness (2).

Under the tape there will be several splices with orange wire.

Select the splice that has exactly 8 orange wires in it.

Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice.

In this example the correct wire is measured at 1.82 mm.

Wire outside diameter specifications:

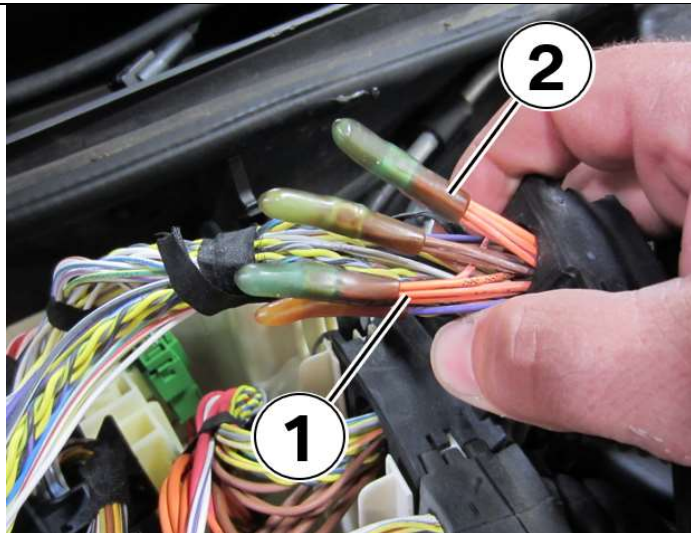
- 1 wire = 2.80 – 3.10 mm – Incorrect wire
- 1 wire = 1.90 – 2.10 mm – Incorrect wire
- 1 wire = 1.70 – 1.90 mm – Correct wire**
- 5 wires = 1.40 – 1.60 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 “Retrofitting component protection and checking function of angle fitting”.

E82, E88, E90, E91, E92 and E93 Vehicles:



Locate the harness (1) at the rear corner of the e-box.

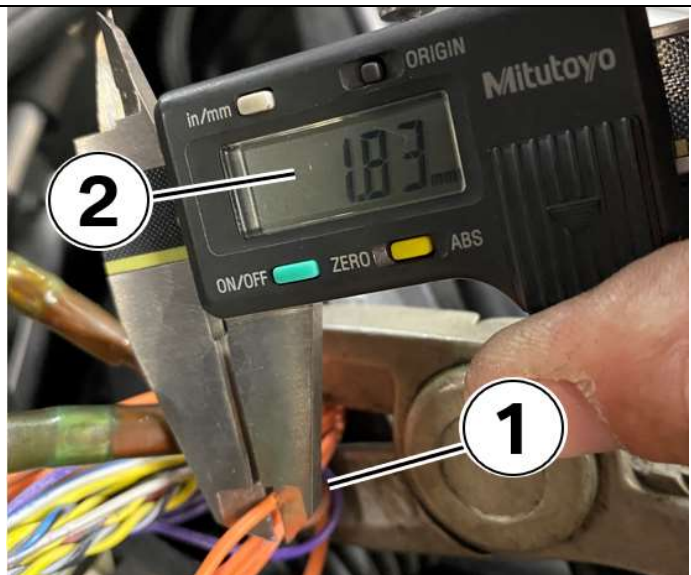


The splice will be located under the soft rubber boot, you will need to remove the harness from the e-box and pull back the rubber boot to expose them.

Unwrap the tape from the harness.

Under the tape will be several splices with orange wire, select the splice that has exactly 6 orange wires in it.

Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice.

In this example the correct wire is measured at 1.83 mm.

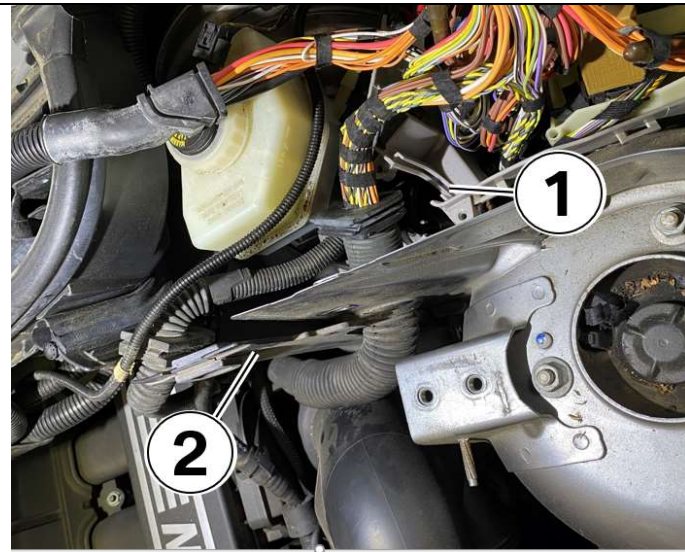
Wire outside diameter specifications:

1 wire = 2.15 – 2.40 mm – Incorrect wire

1 wire = 1.70 – 1.90 mm – Correct wire

4 wires = 1.35 – 1.55 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting".

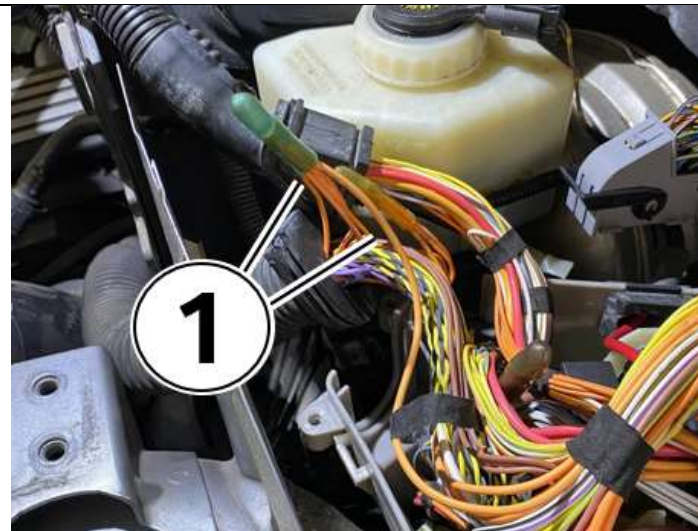
E83 Vehicles:

Locate the harness (1) at the front corner of the e-box.

You will need to loosen the surrounding plastic trim (2) to access the soft rubber boot.

The splice will be located under the soft rubber boot, you will need to remove the harness from the e-box and pull back the rubber boot to expose them.

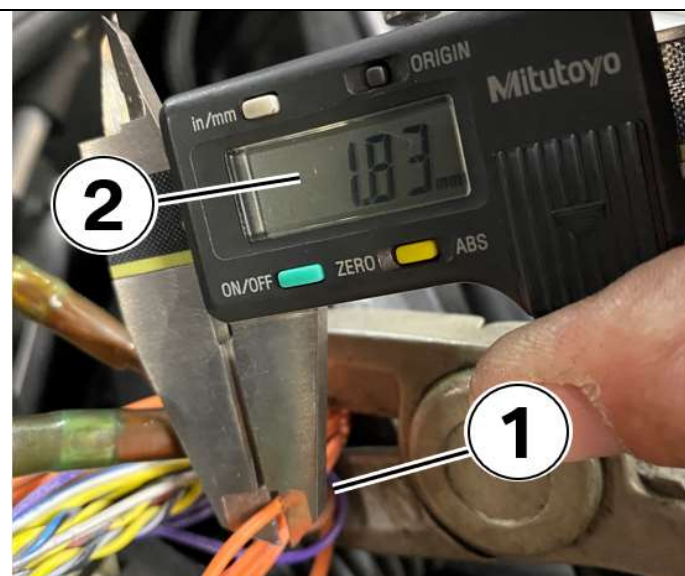
For photo clarity the strut brace was removed. Do not remove the strut brace to perform this procedure.



Unwrap the tape from the harness.

Under the tape there will be several splices with orange wire, select the splice that has exactly 6 orange wires in it.

Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice. In this example the correct wire is measured at 1.83 mm.

Wire outside diameter specifications:

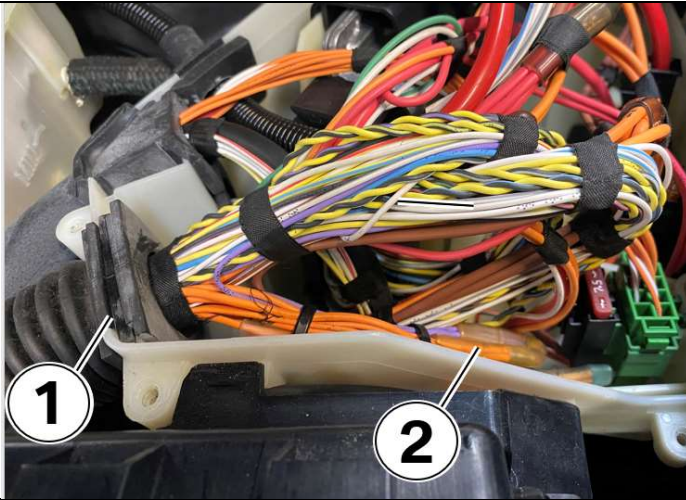
1 wire = 2.15 – 2.40 mm – Incorrect wire

1 wire = 1.70 – 1.90 mm – Correct wire

4 wires = 1.35 – 1.55 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting".

E85 & E86 Vehicles:

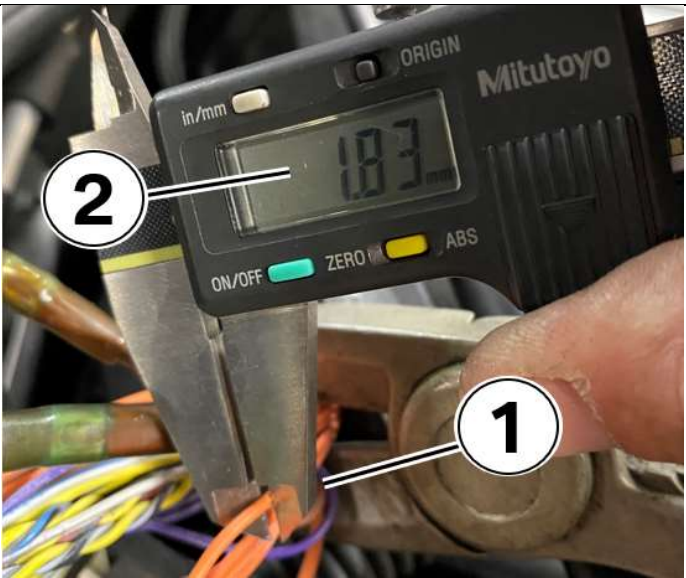


Locate the harness (1) at the front corner of the e-box.

In this particular application the splices are already exposed (2).

There will be several splices with orange wire, select the splice that has exactly 6 orange wires in it.

Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice.

In this example the correct wire is measured at 1.83 mm.

Wire outside diameter specifications:

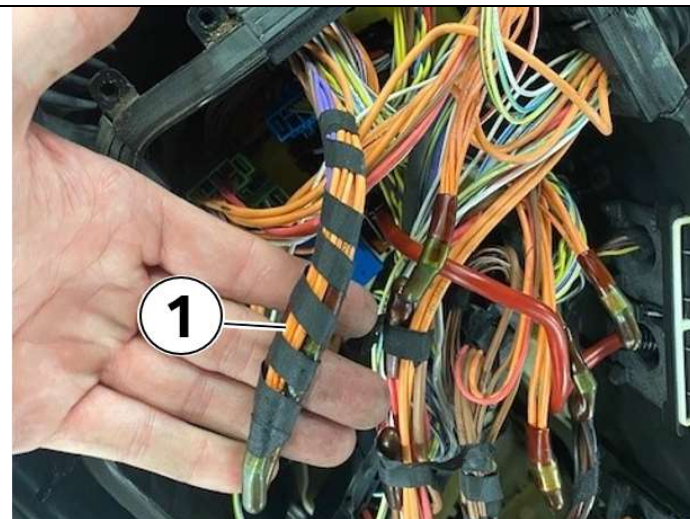
- 1 wire = 2.15 – 2.40 mm – Incorrect wire
- 1 wire = 1.70 – 1.90 mm – Correct wire**
- 4 wires = 1.35 – 1.55 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 "Retrofitting component protection and checking function of angle fitting".

E89 Vehicles:



Locate the harness (1) in the e-box.

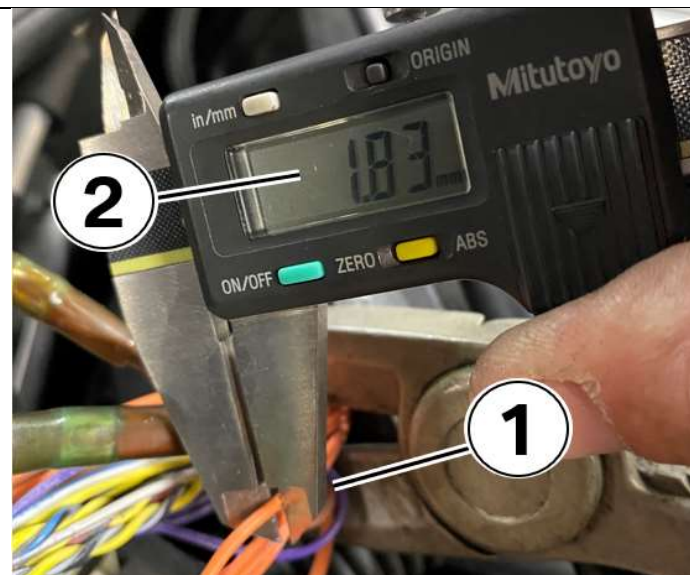


Gently pull the harness upward to expose the portion of the harness that contains the splices.

Remove the tape from the Harness (1) to expose the wires.

There will be several splices with orange wire, select the splice that has exactly 6 orange wires in it.

Any splices with more or less wire will be the incorrect splice.



To identify the correct wire a digital caliper must be used to ensure accuracy. Use the digital caliper to measure the outside diameter (1) of each wire in this splice. Do not separate the splice.

In this example the correct wire is measured at 1.83 mm.

Wire outside diameter specifications:

1 wire = 2.15 – 2.40 mm – Incorrect wire

1 wire = 1.70 – 1.90 mm – Correct wire

4 wires = 1.35 – 1.55 mm – Incorrect wire

Select the wire that measures between 1.70 – 1.90 mm (1) and continue with Repair Instruction 00 72 067 “Retrofitting component protection and checking function of angle fitting”.