SI B12 24 14
Engine Electrical Systems

September 2014
Technical Service

This Service Information bulletin **replaces SI B12 18 12 dated November 2012.**

SUBJECT
N63: Proper Ignition Harness Installation and Ground Connections

MODEL
All with the N63 engine

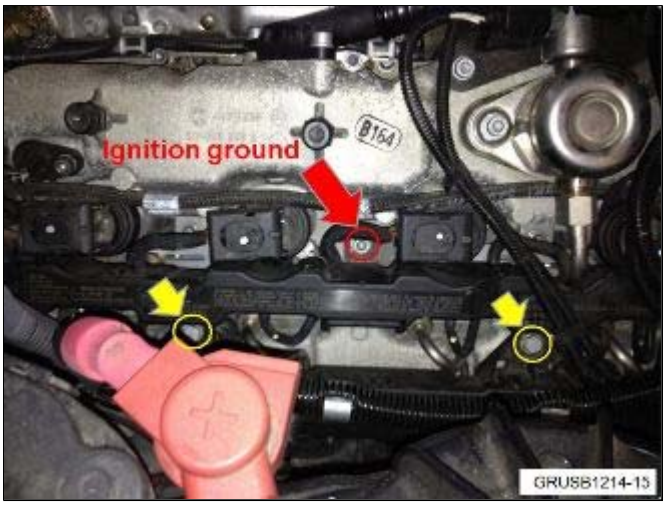
SITUATION
The BSD (Bit Serial Data) interface communication fault(s) are set shortly after repairs, which required removal of the ignition harness from the cylinder head cover. Depending on the type of a fault, when the BSD communication is disrupted and the oil level sensor (QLT) data is no longer received by the DME, possible symptoms will include:

- Reduced CBS oil service forecast
- Not possible to reset the CBS oil service
- Oil level measurement not possible

Diagnosis of the fault leads to isolating the damaged component on the BSD circuit (DME, alternator voltage regulator, QLT sensor).

CAUSE
Any of the BSD interface components could be damaged immediately upon engine start if the ignition ground circuit, integrated into the metal bushing of the ignition coil harness duct on both cylinder banks, is not secured to the engine cover with the correct bolt and to the specified torque.

This crucial ground point location is indicated with the **red** arrow in the picture below.



Red arrow:
M6x14 Allen bolt with washer
Torque 10 Nm
Replacement part: 07 11 9 904 071
(Torx head)
Yellow arrows:
M6x20 Hex bolt with washer
Torque 10 Nm
Replacement part 07 11 9 904 527

It is absolutely essential that during any engine repairs which require loosening or removing of the engine harness, special attention be paid during reassembly to ensure the ignition coil harness bolts are the correct part and are tightened to the specified torque before attempting to start the engine.

WARRANTY INFORMATION

Any consecutive damage to the BSD interface components (DME, alternator voltage regulator, QLT sensor) caused by incorrect reinstallation of the ignition harness is not covered under the BMW New Vehicle /SAV Limited Warranty.