

<b>Reference</b>	SSM71974
<b>Models</b>	XK / X150 F-TYPE / X152 XJ / X351 XF / X250
<b>Title</b>	Diagnosing the BMS when DTC B11DB-87 is logged.
<b>Category</b>	Electrical
<b>Last modified</b>	09-Sep-2014 00:00:00
<b>Symptom</b>	203000 Basic Electrical
<b>Content</b>	<p>Issue: A significant number of BMS (Battery Monitoring System) modules have been replaced when DTC B11DB-87 is logged, when returned to the supplier for analysis many are deemed "No Fault Found"</p> <p>Cause: Incorrect diagnosis</p> <p>Action: If a vehicle is presented with DTC B11DB-87 logged follow the diagnostic routine below before replacing the BMS module:-</p> <p>NOTE: If DTC B11DB-87 is flagged but a "charge system fault" warning / light is not present on the cluster, then the BMS is not the causal part.</p> <p>1a. If only DTC B11DB-87 is present then go to Step 4  b. If DTC B1412-87 (Quiescent Current Control Module – missing message) is also present, check the continuity of GWM LIN_1 circuit and rectify if required. Go to Step 2.</p> <p>2. Clear DTCs and re-test the vehicle (vehicle must have the ignition on or engine running for a minimum of 20secs before the re-test). Go to Step 3.</p> <p>3a. If only B11DB-87 is still present go to Step 4.  b. If only B1412-87 is still present, investigate the QCCM.  c. If both DTCs are still present, investigate the GWM (Gate Way Module).</p> <p>4a. Check BMS is seated correctly on battery post (it should slightly protrude from ring)  b. Check BMS power (thin wire from positive terminal) is securely connected to positive terminal with no wiring damage.  c. Check BMS for plug/harness disconnect and security of wires into the back of the plug.  d. Disconnect the BMS and LIN plug and visually inspect pins in both ends for damage and rectify as required.  Note: XF only, ensure that the earth cable fixing at location G4D178 is secure and torqued to 13.5Nm</p> <p>5. Clear DTCs and re-test the vehicle as per Step 2.</p> <p>6. If DTC B11DB-87 is still present, replace the BMS module.</p>