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Retail Operator General Manager	Sales New Motorcycles	Sales Pre-Owned Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
Date: March 2013 Bulletin # 61 002 13 (009)**R**	Source: SI 08/1013 Name: Shawn McLean Title: Service & Technical Manager Phone: 201-307-4131			**Revised August 2014**		

BMW Motorrad USA

Service Information Bulletin

Subject: **Chafing of wiring harness**

Models: S 1000 RR (K46), S 1000 RR (K46/11), HP4 (K42)

Details: BMW Motorrad has ascertained that chafing of the wiring harness can occur on S 1000 RR and HP4 models. The fault symptoms differ, depending on which part of the wiring is damaged.

Possible fault symptoms:

The engine warning light shows (with entry in fault memory).
Multiple warnings show in the instrument panel at the same time (CAN bus entry in fault memory).
Engine operation is rough or engine misfires.
Engine does not reach full revs.
An ABS warning is issued.
Fault in DDC (Dynamic Damping Control)

On the models in question, the engine wiring harness is on the left side of the vehicle, the main wiring harness is on the right side, routed along the frame. The CAN bus lines are primarily in the main wiring harness. There is a possibility of chafing at points of contact between the wiring harness and frame **or other components.**
Faults that occur sporadically are difficult to identify and can be indicative of chafing damage to the wiring harness. If necessary, subject the wiring harness to close visual inspection in order to locate damage of this nature.

If the color of the damaged wire for a component (component identification with the aid of the wiring diagram) and the fault symptom match, the cause has been found. If necessary continue the search for further chafing.

Repair will depend on the extent of damage to the wiring harness, therefore it is advisable to create a PuMA case.

Note: These wiring harnesses are subject to a TC campaign which is valid for a certain period only [see SIB 61 001 13 (005)R]. Even after the TC campaign has expired it is advisable to create a PuMA case.

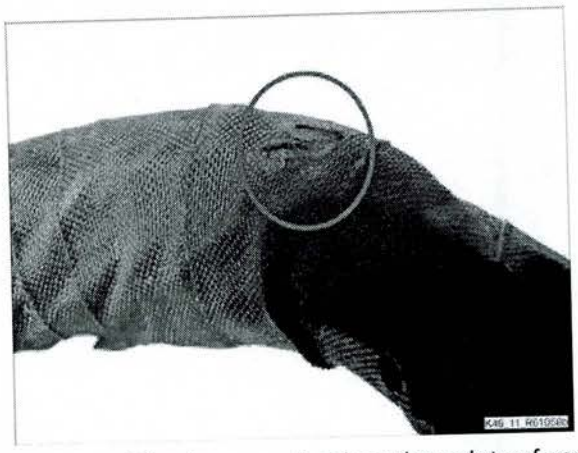
In order to prevent the re-occurrence of chafing, wrap the area in question with several layers of genuine reinforced fabric adhesive tape (part number: 83 30 0 402 345) and pad it if necessary - **a length of tire inner tube can work well.**

The following pages show an example of chafing and where it may occur.

Warranty Information: Information only

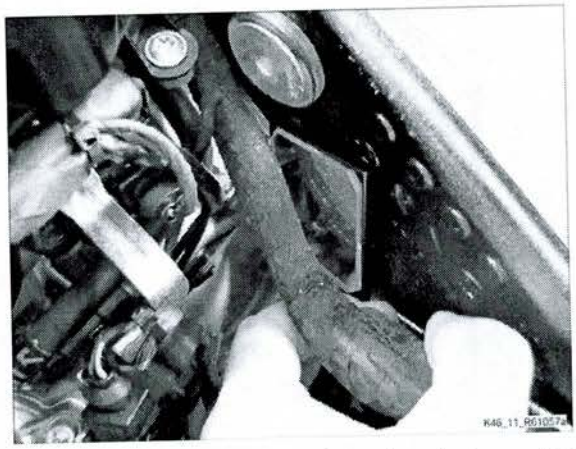
Contact: Service and Technical Manager

Chafing of wiring harness



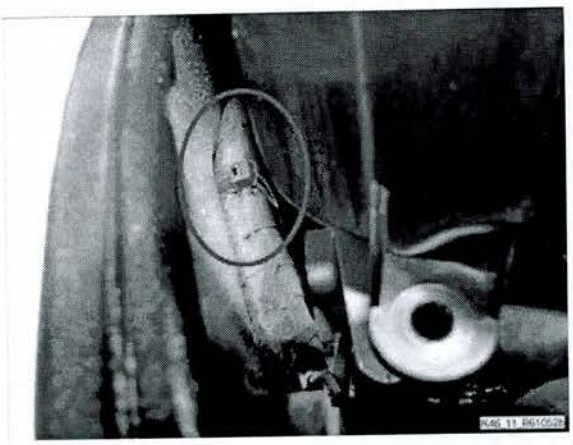
It is very important to examine the wiring harness closely at the points of contact; expose the wiring if necessary. Chafing often affects only very small areas.

If the cable color cannot be identified at the chafing point: carefully open the wiring harness. If the color of the damaged wire for a component (component identification with the aid of the wiring diagram) and the fault symptom match, the cause has been found. If necessary continue the search for further chafing.



Use a mirror to examine the wiring in awkward locations (e.g. between intake silencer and frame). Remove the intake silencer if necessary for a close examination.

Chafing of wiring harness

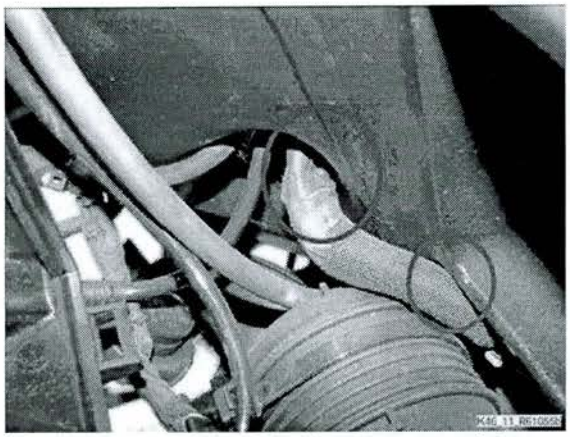


Chafing point on engine wiring harness (left side of vehicle)

Chafing point on main wiring harness (right side of vehicle)

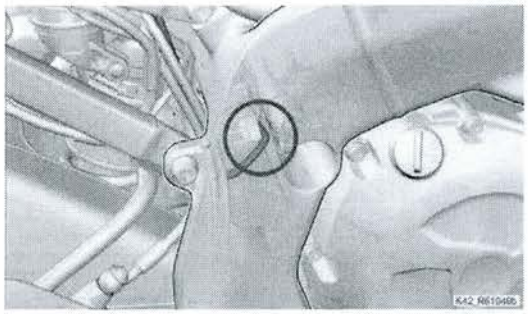
Frame opening (right side of vehicle)

Chafing of wiring harness

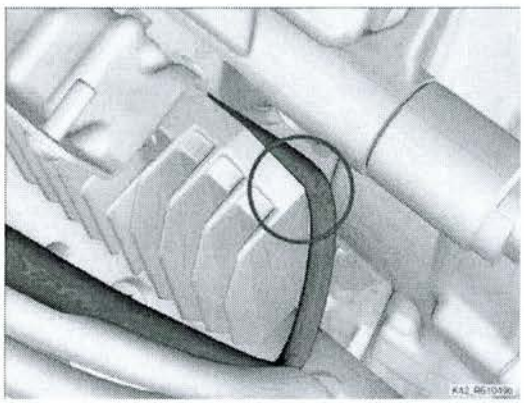


Frame opening (left side of motorcycle)

Fuel-tank mount (left side of vehicle)



HP4 (K42): Cable of the rear ride-height sensor chafes against regulator housing



Close up of HP4 (K42): Cable of the rear ride-height sensor chafes against regulator housing