



Various Electrical Faults Caused by Shorted K-CAN2

This Service Information bulletin supersedes SI B61 18 14 **dated July 2014**

MODEL



F25 (X3)

SITUATION

One or more of the following situations can occur when the K-CAN2 wiring in the vehicles is shorted.

- There is no communication with any K-CAN2 control modules during an ISTA vehicle test. The following control modules are on the K-CAN2:
 - ZGM – Central Gateway Module
 - FRM – Footwell Module
 - CAS – Car Access System
 - Headunit – Radio/Navigation
 - ComBox/TCB – Telematic Control Module
 - FZD – Roof Function Center Module
 - JBE – Junction Box Electronics
- The transmission will not engage a gear when with the engine running.
- The vehicle sporadically does not start.
- In rare cases, the vehicle may stop running while driving.

When the K-CAN2 is shorted, the vehicle will store many line and communication faults for the K-CAN2, including the following:

- JBE – C9140D No message, receiver JBE, transmitter CAS
- JBE – C90468 K-CAN2; Communication fault
- ZGM – CD0468 K-CAN2: Communication fault
- ZGM – CD1400 Message incorrect, receiver ZGM, transmitter JBE

- **CAS –D9045F K-CAN2: Line fault**
- CAS – D90468 K-CAN2: Communication fault
- FZD – DE8468 K-CAN2: Communication fault
- TCB – E14468 K-CAN2: Communication fault
- **TCB – E1445F K-CAN2: Line fault**
- NBT – E1C468 K-CAN2: Communication fault
- **FRM – E5845F K-CAN2: Line fault**
- FRM – E58468 K-CAN2: Communication fault

UPDATE! **CAUSE**

- The wiring harness gets pinched between the instrument panel and the locating tab on the passenger side of the instrument panel.
- Connector X18*2b not fully connected (located above rear distribution box in trunk)

K-CAN2 High – GE/RT (Yellow/Red)

K-CAN2 Low – GE/BR (Yellow/Brown)

CORRECTION

- Locate and repair the shorted wires. Reposition the harness.
- Fully connect X18*2b

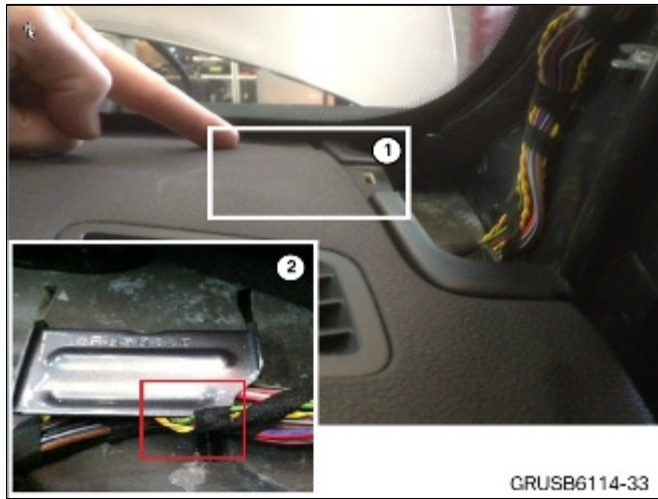
PROCEDURE

1. Perform a vehicle test and complete the test plans linked to any K-CAN2 faults that are stored.


Always connect a BMW approved battery charger/power supply (SI B04 23 10).

UPDATE!






Thanks to the following technicians for sending in PuMA Info Only cases with great documentation and pictures:

- Preston James – Flow BMW
- Keith Gilbertson – BMW of South Atlanta
- Matt Caldwell – Circle BMW
-  Maron Tomasson – Competition BMW of Smithtown

WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle/SAV Limited Warranty or the BMW Certified Pre-Owned Program.

Defect Code:	61 11 14 79 00	
Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to KSD	Performing “vehicle test” (with vehicle diagnosis system – checking faults)
and		
61 21 528	Refer to KSD	Connect an approved battery charger/power supply (indicated in KSD2 as “Charging battery”)
and		
51 45 529	Refer to KSD	Removing and installing trim panel for instrument panel
and		
61 99 000	2 FRU	Repair and reposition wiring

 If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead.

UPDATE!

Refer to KSD2 for the corresponding flat rate unit (FRU) allowance.

UPDATE!

Work time labor operation code 61 99 000 is not considered a Main labor operation. Also, since the “work time” FRU allowance to be claimed is specified, a separate punch time is not required.

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