

**SIB 00 04 08**

2021-11-30

SERVICE ACTION: Update of BMS-KP, K2x - Bulletin 00 004 08 (018)R

This Service Information Bulletin replaces SI 00 004 08 (018)R **dated October 2008**.

The contents of this bulletin have not changed; bulletin numbering was updated.

MODEL

This document applies to the following Motorrad AG models: n/a

This document applies to the following Motorrad model descriptions: n/a

This document applies to the following Motorrad series: n/a

SITUATION

This document is applies to the following categories: Maintenance and General Information, Fuel Systems

Supporting Materials

[picture_as_pdf 00_004_08_018R_Update_BMS_KP_Revised.pdf](#)

Dealer Operation/ General Manager	Sales- Motorcycles	Sales - Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
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BMW Motorrad USA

Service Information Bulletin

****Technical Campaign****

Subject: Revision to Bulletin #: 00 004 08 (018) Update BMS-KP

Models: K2X (with BMS-KP from production date January 2007 onward)

- Details:**
1. Complaints relating to knocking noises ("engine pinging") and sporadic, perceptible flat-spots (especially under sharp acceleration). Both these phenomena are caused by failure of the knock-control function to operate, or to operate correctly, in certain sections of the characteristic map.
 2. Drop in engine speed after synchronization of the throttle valves with the GT1 on account of a data bug.

Situation **Important notes for CIP 11.2 and later software versions:**

1. **Before updating with the GT1, check whether the BMW motorcycle is in the original condition as supplied from the factory and whether genuine electrical BMW accessories have been correctly registered with CIP.**

The software update will work correctly if:

- A. The correct control units (instrument cluster (I-Kombi), electronic engine management (BMS-K(P)), central vehicle electronics (ZFE), anti-theft alarm (DWA), ABS, radio/radio operating panel) are installed with the genuine BMW software.
 - B. No modifications have been made to the engine, the mixture-preparation system, the exhaust system and the BMS-K(P) software by the customer, dealer, etc.
 - C. No non-BMW electrical accessories are installed. Alterations to control unit systems can cause errors in programming and diagnosis. Problems that result from the installation of electrical accessories not approved by BMW Motorrad are not included in the scope of warranty coverage.
2. **ALWAYS proceed as follows when updating the software of control units:**
 - 2.1 Close the diagnostic program.
 - 2.2 The update to CIP 11.2 places a new icon (BMW logo) on the Windows Desktop of the GT-1: click on this icon to start CIP directly from the Windows Desktop.
 3. **If the motorcycle you are working on was manufactured in the period from January 2007 to August 2007 inclusive, adopt the following procedure in CIP:**
 - 3.1 At the "Have control units been replaced" prompt, answer YES.
 - 3.2. Select 'BMS-KP'.
 - 3.3. Accept the measures plan.

If you inadvertently answer "NO" at the prompt indicated in 3.1 above, refer to PuMA measure 15563852-01. See the information bulletin on the CIP 11.2 update for detailed procedural instructions.

Motorcycles affected: All K2X motorcycles with BMS-KP (from production date January 2007 onward) and motorcycles retrofitted with a BMS-KP (e.g. as part of ASC retrofit - [see SI 13 001 07 \(013\)](#)) up to introduction of the 34th integration level in the assembly plant. The VIN ranges listed below are only for informational purposes and are not to be considered a deciding factor. In order to determine if a specific motorcycle is affected by this Technical Campaign, it will be necessary to verify all motorcycle VINs through a DCS Vehicle History Check. Based on the response of the system, either proceed with the repair or take no further action.

Model	Development designation	Type code	from VIN	to VIN
R 1200 GS	K25	0317	ZR42522	ZR43530
R 1200 GS Adv.	K25/02	0397	ZP61333	ZP62215
HP2 Megamoto	K25/03	0320	ZK99502	ZK99560
R 1200 GS	K25/11	0313	ZU44000	ZU44824
R 1200 GS Adv.	K25/12	0390	ZT98000	ZT98572
R 1200 RT	K26	0388	ZT10725	ZT13317
R 1200 R	K27	0398	ZS25572	ZS26383
R 1200 ST	K28	0338	ZM30585	ZM30614
HP2 Sport	K29/HP	0468	ZS70000	ZS70009
This table does not include motorcycles with retrofitted BMS-KP.				

Production Solution: As of the end of VIN ranges stated above, the motorcycles leave the assembly line with a radically revised knock-control function incorporated into the engine management system. This change also eliminates the bug that caused the difficulty affecting throttle-valve synchronization with the GT1.

Aftersales Solution: Please make every effort to update all effected motorcycles to the latest data release before handover to customers. The updated program and data releases are automatically offered for programming in the form of a status report whenever a motorcycle affected by this problem is connected to the tester. Please note that the procedure might also entail the updating of other control units (ZFE and instrument cluster) at the same time. [See the Release Notes for CIP 11.0 for more details.](#) Do not, under any circumstances, abort the status report or the measures plan subsequently offered by the tester.

Note:

Changes have been made to the routine for post-programming initialization of the engine management system. When initializing after programming, it is very important to follow the instructions issued by the GT1 to the letter.

Warranty: The repair described in this bulletin is covered by the normal terms of the BMW New Motorcycle Limited Warranty. Reimbursement for the Technical Campaign will be via normal claim entry utilizing the following information:

Warranty Information:	Defect code: 00 13 16 00 00	Update of knock control, BMS-KP
	FRU code 61 00 002	Testing software (3 FRUs)
	13 61 522	Programming control unit, engine management system (3 FRUs)
	13 99 000	For additional work due to flashing odometer (1 FRU)

Contact: Service and Technical Manager

***Revisions and updates are noted in Blue / Bold text**