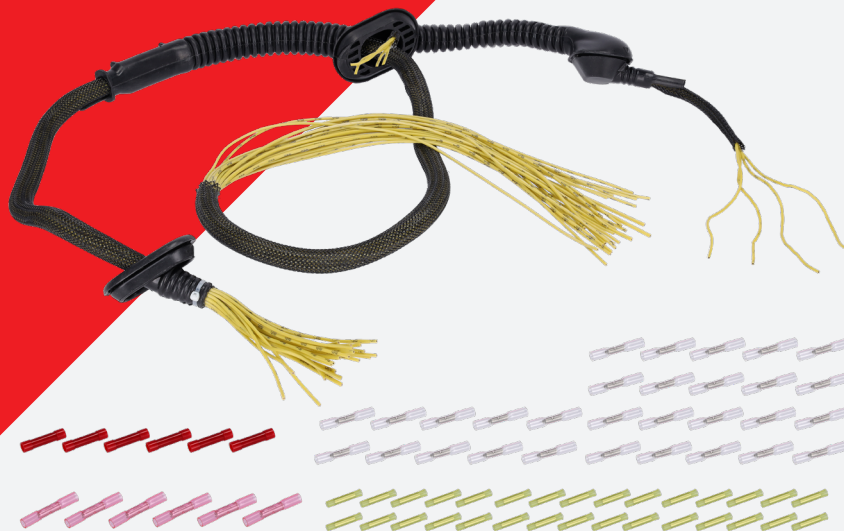


febi 107124, 107125

To fit:
BMW 3-Series E91 Touring



EN

Wiring Harness Repair Kit for tailgate

Problem

The central locking systems fail to unlock when using the remote key fob. However, the central locking unlocks normally when using the vehicle's key in the driver's door lock.

Using a suitable diagnostic tool to check for fault codes, no codes relating directly to the symptoms are found. However, the following fault codes could be logged in the central electric control unit:

A06B - Bumper access system, immobiliser antenna faulty or A08C - External driver's door handle electronics faulty.

'Key not found' may also be shown on the instrument display.

Cause

This is a common fault on the 'Touring' model and is usually due to the wiring harness between the body and tailgate becoming 'brittle' with age. This, combined with the frequent opening and closing of the tailgate, contributes to stressing and straining the wiring. Eventually, the insulation cracks - leaving the wiring exposed, which results in short or open circuits.

This fault can also cause any other electrical component located within the tailgate to suffer with intermittent issues such as the rear wiper not working, tailgate not showing as 'closed', or false alarm triggering.

Solution

Remove any necessary interior trim panels. Carry out any relevant actuation and electrical tests to the control unit to eliminate any other faults before repairing the wiring harness.

febi wiring harness repair kits come supplied with OE-matching rubber gaiter, connectors and enough new silicon-insulated wire to cover vehicles fitted with all available options. The silicone insulation is more resistant against thermal stress and stays flexible at any temperature. This flexibility helps to prevent cable breaks in the future. The wires are 'tinned' and are extra fine, making them more flexible and preventing corrosion for a reliable repair.

Disconnect the vehicle's battery; each wire of the original harness should cut to size. Strip the insulation, then the joining connector, and 'crimp' into position whilst attaching the original harness to the new wire.

Note: At each repair, ensure that the crimp connectors are not positioned immediately next to each other if there are multiple wires to be repaired. Arrange the crimp connectors slightly offset to ensure that the wiring loom does not become too big.

Once complete, refit the rubber gaiter and grommets into the vehicle's body and tailgate. Reconnect the battery. Check for flexibility of the new wiring harness when opening and closing the tailgate. Clear any fault codes and test the operation of all affected electrical systems.

For more technical information please visit: partsfinder.bilsteingroup.com