



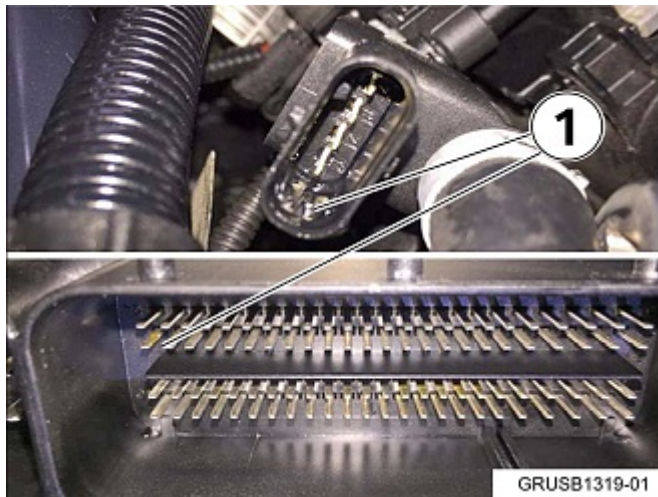
MODEL

G30 (5 Series 540d xDrive)

SITUATION

1. The engine can sporadically crank for a prolonged period during a cold or hot start
2. The malfunction indicator lamp (MIL) may be illuminated.
3. Any of the following fault memory entries may be stored in the DDE:
 - 2E0600 - engine start, plausibility: Low fuel pressure during engine start is too low
 - 26CF00 - fuel pre-supply pressure control (Layer_NDR1): Low fuel pressure too low/positive control deviation
 - 259800 - pre-supply pressure sensor, signal: Short circuit to ground
 - 259E00 - fuel temperature sensor, signal: Disconnection or short circuit to B+

CAUSE



The fuel temperature/pressure sensor of the fuel supply line in the engine compartment is leaking at the connector

As a result, the fuel pre-supply pressure is often “detected” as being too low, even though it is actually within specifications.

CORRECTION

1. Check the electrical plug connections of the engine wiring harness at the DDE and the fuel temp/pressure sensor for fuel contamination.

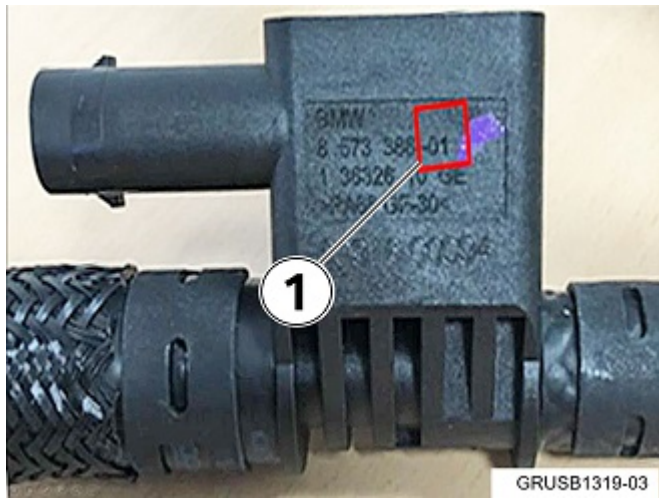


Replace the fuel supply line in the engine compartment which contains the integrated fuel temperature/pressure sensor (PN 13 53 8 591 722).

Refer to Repair Instructions 13 53 330 “Replacing all leaked oil lines”.

- b. Replace the electrical/electronic components coated with diesel fuel (engine wiring harness and DDE control unit)

o Thoroughly clean the engine in this area if required.



The improved fuel line can be determined by the change index (1) and part number located on the fuel temperature/pressure sensor of the fuel supply line.

Sensor part numbers with the improved fuel temperature/pressure sensor, and availability:

- 8 573 386 AI03 as of October 2018
- 8 573 385 AI02 as of January 2019
- 8 591 725 AI02 as of January 2019

The above mentioned part numbers for the pressure sensor cannot be ordered individually, as they are part of the fuel supply line (PN 13 53 8 591 722).

2. Clear the fault memory and reassess the vehicle.

PARTS INFORMATION

Confirm the part number for your specific vehicle by entering the chassis number in ETK which takes into account specific equipment and/or options.

Part Number	Description	Quantity
13 53 8 591 722	Fuel supply line with sensor	1
13 61 8 592 462	Basic DDE control unit	1
12 51 8 571 110	Wiring harness, engine, injector module	1

WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks or the BMW Certified Pre-Owned Program.

Defect Code:	1353184800	Fuel temperature sensor / pressure sensor (fuel-pressure sensor) leaking
---------------------	-------------------	---

No malfunction indicator lamp (MIL) is illuminated and the DDE does not require replacement

Labor Operation:	Labor Allowance:	Description:
13 53 332	Refer to AIR/KSD2	Removing and installing/replacing fuel supply line (Main work)
Or:		
13 53 532	Refer to AIR/KSD2	Removing and installing/replacing fuel supply line (Plus work)
And, as necessary:		

13 00 003	Work time (WT)	Checking the function of the DDE
-----------	----------------	----------------------------------

If you are using a Main labor code for another repair, use the Plus code labor operation 13 53 532 instead of 13 53 332.

Or:

Malfunction indicator lamp (MIL) is illuminated and/or the DDE requires replacement

Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to AIR/KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Main work)
Or:		
00 00 556	Refer to AIR/KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Plus work)
And:		
61 21 528	Refer to AIR/KSD2	Connect an approved battery charger/power supply (indicated in KSD2 as "Charging battery")
And, as necessary:		
61 00 006	Work time (WT)	Performing vehicle diagnosis – test module
And:		
13 53 532	Refer to AIR/KSD2	Removing and installing/replacing fuel supply line

If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead of 00 00 006.

Work time labor operation codes 13 00 003 and 61 00 006 are not considered Main labor operations; however, both do require individual punch times and explanations on the repair order and in the claim comments section.

And, if necessary:

Replacing engine section of the wire harness

Labor Operation:	Labor Allowance:	Description:
12 51 501	135 FRU*	Replacing engine section of the wire harness

*Only use the above FRU allowance information until this labor operation becomes available in AIR/KSD2.

And:

Sublet – Bulk materials with the wire harness replacement

Sublet Code 4	See below	Reimbursement for the repair-related bulk materials (Do not use part numbers for claim submission)

Sublet reimbursement for the applicable repair-related bulk materials (BMW part numbers), the "used quantity" plus your center's handling.

Itemize the sublet amount on the repair order and in claim comment section.

And, if necessary:

Replacing control unit (DDE)

Labor Operation:	Labor Allowance:	Description:
13 61 501 (Reference only, do not claim)	Included in 12 51 501	Replacing control unit (DDE)
With DDE replacement		
61 00 730	Refer to AIR/KSD2	Programming/encoding control unit(s)

Refer to AIR/KSD2 for the corresponding flat rate unit (FRU) allowances.

Overlapping Labor Procedure – Other Repairs

If invoicing the AIR/KSD2 flat rate labor operation codes for other repair work results in overlapping labor, for those flat rate labor operations that are affected, you are able to:

- Replace the stated AIR/KSD2 “FRU allowance” with a “reduced FRU value” to eliminate the overlapping labor.

For help in identifying the overlapping labor, please refer to the AIR FRU Plausibility Check (Overlapping Labor Tool) that is located in the AIR Client.

Eligible other repair work being claimed under a different defect code will require separate punch times.

On the repair order and in the claim comment section, please identify and itemize those labor operations being claimed with a “reduced FRU value.”

Programming and Encoding - Vehicle Control Units

During the same workshop visit, if a vehicle also requires another Technical Campaign or repair that also includes programming and encoding the control units, the programming procedure may only be invoiced one time.

A. The programming procedure automatically reprograms and encodes all vehicle control modules which do not have the latest software i-level. If one or more control module failures occur “during” this programming procedure:

- Please claim this “consequential” control module-related repair work under the defect code listed in this bulletin with the applicable AIR/KSD2 labor operations.

Please explain this additional work (The why and what) on the repair order and in the claim comments section.

B. For control module failures that occurred “prior” to performing this programming procedure:

- When “covered” under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations (including diagnosis) in AIR/KSD2.