



SI B13 07 12
Fuel Systems

October 2013
Technical Service

This Service Information bulletin supersedes SI B13 07 12 **dated May 2013**.

NEW designates changes to this revision

SUBJECT

N63 and S63 Engine: High-pressure Fuel Injector Replacement Procedures

MODEL

F01

F02

F04

F07

F10

F12

F13

E70

E71

SITUATION

The customer complains that one of the following scenarios has been encountered while operating the vehicle:

- During a cold start in the morning, the engine runs very roughly and the Service Engine Soon lamp is illuminated.
- During a hot start, the engine runs very roughly and the Service Engine Soon lamp is illuminated.
- While driving or idling, the engine will misfire and the Service Engine Soon lamp is illuminated.
- Various misfire faults are stored in DME fault memory.

CAUSE

An internal failure of the high-pressure fuel injector can lead to incorrect operation.

PROCEDURE

NEW Always diagnose the vehicle using the misfire test plan “AT1214_DI8MISFIRE_20 - Misfiring detection” first.

NEW When the ISTA system message displays: Battery voltage only “XX.XX” V. Please connect charger. Please note the displayed battery voltage reading in the repair order comments section.

1. **NEW** Perform the applicable test plan for the misfire fault stored.

If a misfire fault is not stored but a reproducible customer complaint does exist (e.g., rough running shaking, loss of power, etc.), perform the misfire test plan “AT1214_D18MISFIRE_20 – Misfiring detection.”

Follow the procedure below to locate and start the misfire test plan.

Select “Function Structure.”

Select “01 Engine.”

Select “Engine electronics, quality control valve (MSV).”

Select “Misfire Detection.”

Select “Start search.”

Select “AT1214_D18MISFIRE_20 – Misfiring detection.”

2. **NEW** After completion of this test plan, repair the vehicle as directed before performing any other suggested engine or fuel system-related test plans, e.g., “AT1214_DI8KHDR - High-pressure fuel system,” “AT1214_DI_GEM - Mixture adaptation,” etc.

NEW Injector Replacement Procedures

Follow the replacement procedures described in the test plan when replacing injectors.

For example, if the engine has a misfire on cylinder 1, replace the injectors for cylinders 1-4 if those **injectors are not already index 11 or higher**.

If the **injectors** on that bank are **already index 11 or higher**, only replace the injector on the faulty cylinder.

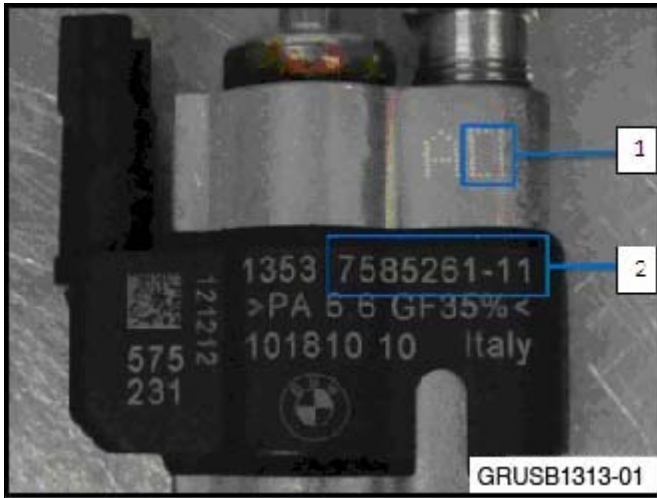
Use **P/N 13 53 8 616 079** when replacing the injector(s).

If the vehicle does not have a misfire fault but the **smooth running test section** of the misfire test plan shows values greater than +/-150, **only replace the injectors on the bank that has a high rough running value**.

For example: If the engine has increased rough running values above +/-150 on cylinder 1, replace the injectors for cylinder banks 1-4 if those **injectors are not already index 11 or higher**.

If the **injectors** on that bank are **already index 11 or higher**, only replace the injector on the affected cylinder. Use P/N 13 53 8 616 079 when replacing the injector(s).

Additional Information: As of January 2013, an improved injector is available. Two distinct
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markings on the injector itself will identify the improved injector.

1 = Internal material improvement

2 = 7585261 – (index) 11 or greater

The injector improvements consist of an internal filter and optimized thermal compensating oil.

IMPORTANT: Injectors with index 11 and higher have a different calibration and construction than injectors with index 10 and lower.

Due to this difference, the injectors with index 11 and higher and injectors with index 10 and lower cannot be mixed on the same engine bank (i.e., cylinders 1-4 or 5-8).

Once a bank of injectors is at index 11 or higher, the “bank set replacement” requirement no longer applies. For index 11 injector failures, only replace the failed injector.

Use the DCS Warranty Vehicle Inquiry: See the Repair History (Claims) section to review the prior injector repairs, if applicable. Click on the “Claim Number” to review each claimed defect code and its corresponding line item details (labor, parts and sublet).

PARTS INFORMATION

Part Number	Description	Quantity
13 53 8 616 079	Piezo injector (this part number is index 11 or greater)	As needed

WARRANTY INFORMATION

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

Specific eligible repairs **may** also be covered by the terms of the Federal, State or BMW Emissions Warranty.

To determine if any **applicable** Federal, State or BMW Emissions Warranty coverage applies **prior** to performing repairs, please see SI B01 02 11 for “Emissions Warranty Coverage” and refer to the “Glossary of Emission Coverage” attachment for more information.

The BMW Certified Pre-Owned Limited Warranty applies to BMW CPO vehicles that are still within the BMW Certified Pre-Owned Limited Warranty, but beyond Emissions Warranty coverage that applies.

Defect Code:	13 53 22 15 00
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Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)
and if necessary, also		
61 21 528	Refer to KSD2	Charging battery
and		
61 00 006	Work Time	Performing vehicle diagnosis – test module.

Labor operation code 00 00 006 is a main labor operation. If you are using a main labor code for another repair, use the plus code labor operation 00 00 556 instead.

Even though work time labor operation code 61 00 006 ends in “006,” it is not considered a Main labor operation.

Work time (WT) labor operation 61 00 006 requires an individual punch time.

and

Labor Operation:	Labor Allowance:	Description:
13 53 721	Refer to KSD2	Replacing one fuel injector in the injection system (cylinders 1-4)
or		
Labor Operation:	Labor Allowance:	Description:
13 53 722	Refer to KSD2	Replacing one fuel injector in the injection system (cylinders 5-8)
and		
Labor Operation:	Labor Allowance:	Description:
13 53 724	Refer to KSD2	Replacing each further fuel injector(s) (for the bank when applicable)

Refer to KSD2 for the corresponding flat rate unit (FRU) allowance. Enter the Chassis Number, which consists of the last 7 digits of the Vehicle Identification Number (VIN). Click on the “Search” button, and then enter the applicable flat rate labor operation in the FR code field.

Other Repairs

If performing other ISTA diagnostics and their related test plans results with **eligible and covered work**, claim this work with the applicable defect code and labor operations listed in KSD2.

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