

**SUBJECT****N47T and N57T Diesels with SCR Efficiency Faults Stored****MODEL**

F30 (3 Series Sedan)

F31 (3 Series Sports Wagon)

With the N47T engine produced to 3/1/2014

F10 (5 Series Sedan)

With the N57T engine produced to 3/1/2014

F15 (X5)

With the N57T engine produced to 4/1/2014

**SITUATION**

- A. The Service Engine Soon lamp is on (MIL) with either or both of the following SCR efficiency faults stored in the DDE:
- 26F500 - SCR system, efficiency: Efficiency too low
  - 26F600 - SCR system, efficiency: Efficiency too low
- B. In addition, a Check Control message of “Incorrect diesel exhaust fluid” may be displayed with “no start scenario countdown” active. This would cause any of the following additional faults to be stored, depending on the SCR system status at the time.
- 2CE400 - SCR system: System error and poor urea/water mixture quality detected
  - 26FD00 - Reducing agent metering, long-term adaptation: Adaptation value too high
  - 29FB00 - SCR system, warning and deactivation scenario: Warning level 1
  - 29FC00 - SCR system, warning and deactivation scenario: Warning level 2

**CAUSE**

Unfavorable DDE software

**PROCEDURE**

Improvements to the ISTA/D test plans are to be introduced with V3.43.

Until then, the following repairs steps must be performed:

1. All other vehicle faults should be diagnosed and resolved first, and FASTA data sent.
2. Test the diesel exhaust fluid (DEF) quality using the Refractometer special tool.

It must measure 31.8%-33.3%; otherwise, drain and refill. Refer to [SI B04 19 11](#).

3. Program the vehicle using the latest version of ISTA/P.

Target integration level: F0xx-14-03-502 or higher.

4. Submit a PuMA case titled “DDE efficiency faults stored” requesting an IRAP session to correct the DEF metering long-term adaptation values. This is only necessary until the ISTA/D test plans are implemented.
5. For vehicles with **“no-start scenario active”** (remaining mileage to no-start message displays in the check control due to additional SCR faults stored as listed in “Item B”), a test drive at 45-60 mph is necessary for this check control warning message to clear and go out.

This process usually completes after driving 25-45 miles, which confirms that the SCR system is now functioning properly. The fault codes can now be cleared.

Note that ISTA/P will automatically reprogram and code all programmable control modules that do not have the latest software.

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

For information on programming and coding with ISTA/P, refer to Centernet / Aftersales Portal / Service / Workshop Technology / Vehicle Programming.

#### WARRANTY INFORMATION

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

Certain 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.

<b>Defect Code:</b>	<b>11 78 05 14 00</b>	
<b>Labor Operation:</b>	<b>Labor Allowance:</b>	<b>Description:</b>
00 00 006	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)
and		
61 21 528	Refer to KSD2	Connect an approved battery charger/power supply (indicated in KSD2 as Charging battery)
and		
61 00 730	Refer to KSD2	Programming/encoding control unit(s)

And, if necessary: Performing Procedure Step 5 (“no-start scenario” check control message is displayed).

<b>Labor Operation:</b>	<b>Labor Allowance:</b>	<b>Description:</b>
		Work time to disconnect the vehicle,

61 99 000	5 FRU	hand the vehicle over to a center employee to perform the extended test drive/hand the vehicle back to the workshop after the clearing “check control message” test drive, and reconnect the battery charger
and		
61 00 980	Refer to KSD2	Continuing the vehicle test and clearing the faults

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.

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.

Even though work time (WT) labor operation code 61 99 000 ends in “000,” it is not considered a Main labor operation.

If control module(s) fail to reprogram or initializations are required, the additional work must be claimed using separate labor operations found in KSD2 under the defect code listed above.

### Other Repairs

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

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