



Retail Operator / 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

**Subject: Diagnostics D3.49 – Release Notes**

**Models: All**

### General

Diagnostics D3.49 is published with the ISTA 3.0 application V13636 or higher.

It will be available online for the ISPI Next workshop systems.

ISTA D3.49 supersedes ISTA D3.48 and all published updates.

### New diagnostic ranges

- o Interactive diagnosis for the new S 1000 XR model (K49)

### Tips for users

#### The function for registering the MBOX has been moved:

The MBOX remains the measuring system of choice for authorised BMW Motorrad dealers, on account of the fact that it is matched to the vehicle engineering in general and, with the predefined measurements, to the diagnostic routines of the BMW models in particular.

As in the past, new MBOXes have to be registered and enabled. Since the recent rollout of version 1503 of the ISPI platform, the registration routine has been shifted from the MOSS portal to the ISPI Cockpit. Consequently, all dealers with a BMW Motorrad contract will see a tab entitled "MBOX" in the ISPI Cockpit. The tab contains a list of MBOXes registered to date, and a button labelled "Register new MBOX":

The screenshot shows the ISPI Cockpit interface. At the top, there is a header with "ISPI Cockpit" and a language selection dropdown set to "OSS Sprachen Produktion (80937 München, ...) - [32711 / 6]". A "Log out" button is visible in the top right. Below the header is a navigation bar with tabs: "Devices", "Additional devices", "MBOX" (highlighted with a red circle), "Software catalogue", "Sub", "Self support (DSS)", and "Ticket". A search bar is located below the navigation bar. The main content area displays a table with the following data:

Display name	Ethernet address	Serial number	Registration date
MBOX 1	00:90:7E:02:8A:52	S0941V00001	2015-03-31
MBOX 2	00:90:7E:02:8A:53	S0941V00002	2015-03-31

Below the table, there is a button labeled "Register new MBOX" (highlighted with a red circle).

## **Known bugs**

### **1. Error on deletion of fault memory, models with MA 2.4 engine control ECU:**

Up to ISTA 3.49, when fault memory was deleted an automatic read of the fault memory took place and it invariably found an entry for a fault affecting the camshaft sensor. This, however, is a spurious fault. It is due to the fact that the engine control ECU is not prepared for the read operation on fault memory.

#### **⇒ Vehicles affected:**

The MA2.4 engine control ECU is installed in the following models with classic vehicle electrical system:

R21 (R 1150 GS/Adv), R22 (R 850 RT, R 1150 RT/RS), R28 (R 850 R, R 1150 R/Rockster), 259S (R 1100 S), 259C (R 1200 C all versions), K30 (R 1200 CL), K41 (K 1200 RS/GT), K549 (K 1200 LT)

#### **⇒ Workaround:**

If a "Hall sensor" fault that was not present following the vehicle test is found after fault memory is deleted in ISTA, simply repeat the fault test. Note that it is absolutely essential to proceed strictly in accordance with the prompts for operating the starter motor and switching the ignition off and on.

### **2. Delayed delivery of the diagnosis adapter for models with MA 2.4 engine control ECU:**

If the motorcycle is fitted with the MA2.4 engine control ECU, ISTA prompts the user to connect diagnosis adapter 83 30 2 364 732 before connecting the ICOM vehicle interface; this is to prevent actuation of the injection valves, which would cause the cylinders to fill. We regret, however, that delivery of this adapter has been delayed and it will not be available until some time in the coming weeks.

#### **⇒ Vehicles affected:**

The MA2.4 engine control ECU is installed in the following models with classic vehicle electrical system:

R21 (R 1150 GS/Adv), R22 (R 850 RT, R 1150 RT/RS), R28 (R 850 R, R 1150 R/Rockster), 259S (R 1100 S), 259C (R 1200 C all versions), K30 (R 1200 CL), K41 (K 1200 RS/GT), K549 (K 1200 LT)

#### **⇒ Workaround:**

Until such times as diagnosis adapter 83 30 2 364 732 becomes available, in order to carry out diagnosis on a motorcycle fitted with the MA2.4 engine control ECU, **before connecting the ICOM** deactivate either the injector nozzles or the fuel pump relay by pulling the appropriate fuse.

#### **Contact:**

For technical inquiries in relation to this bulletin	Please open a PuMA case
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