

**SUBJECT****N20, N26, and N55 Engines with Injector Electrical Faults****MODEL**

E70 (X5)

E71 (X6)

E82 (1 Series Coupe)

E84 (X1)

E88 (1 Series Convertible)

E89 (Z4 Roadster)

E90 (3 Series Sedan)

E92 (3 Series Coupe)

E93 (3 Series Convertible)

F01 (7 Series Sedan)

F02 (7 Series Sedan)

F06 (6 Series Gran Coupe)

F07 (5 Series Gran Turismo)

F10 (5 Series Sedan)

F12 (6 Series Convertible)

F13 (6 Series Coupe)

F15 (X5)

F16 (X6)

F22 (2 Series Coupe)

F23 (2 Series Convertible)

F25 (X3)

F26 (X4)

F30 (3 Series Sedan)

F31 (3 Series Sports Wagon)

F32 (4 Series Coupe)

F33 (4 Series Convertible)

F36 (4 Series Gran Coupe)

Produced to 1/31/2015

With the N20, N26, and N55 engines

SITUATION

Any of the following symptoms could occur simultaneously with injector electrical faults stored in the DME:

- After the engine is turned off for a short time, it can no longer be started; however, the starter motor turns.
- The engine starts but immediately cuts off.
- The engine runs erratically or lacks power.
- The Service Engine Soon light (MIL) may be on with any of the following faults stored:

E Series with BN2000

29FF	2A03	2A07	2A0B	2A0F	2A13
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Injector Cylinder x, activation: Low voltage side, short to positive

2A00	2A04	2A08	2A0C	2A10	2A14
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Injector Cylinder x, activation: High voltage side, short circuit to positive

2A40	2A41	2A42	2A43	2A44	2A45
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Injector Cylinder x, rise in current, Too slow

2A4C	2A4D	2A4E	2A4F	2A50	2A51
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Injector Cylinder x, activation: Line disconnection

F Series with BN2020

11012	110202	110302	110402	110502	110602
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Injector Cylinder x, activation: Low voltage side, short to positive

110104	110204	110304	110404	110504	110604
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Injector Cylinder x, activation: High voltage side, short circuit to positive

111030	111031	111032	110033	110034	110035
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Injector Cylinder x, rise in current, Too slow

112101	112201	112301	112401	112501	112601
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Injector Cylinder x, activation: Line disconnection

CAUSE

Under certain circumstances, the DME has malfunctioned due to an internal fault.

CORRECTION

Do not replace the injectors! They are not the cause of the problem.

- Perform diagnosis using the latest version of ISTA.
- Carefully check and inspect all the wiring and the connectors connected to the DME and to the injectors.
- Verify the power supply to and from the power distribution module (PDM).

If no problems are found with the power supply, with the connectors and with the DME to injector(s) circuitry, the DME needs to be replaced.

Please note that all of these DME variants are currently on TeileClearing; this requires you to submit a TC case prior to repairs, as described in [SI B00 03 06](#).

WARRANTY INFORMATION

Claim eligible and covered work with the applicable defect code and labor operations listed in KSD2.

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