

**Measure no.**

US 63473054-03

**Subject**

Engine in emergency-operation mode

**Status date (mm/dd/yy)**

2/16/18

**Status**

Accepted

**Organization**

US, MOT

**Date created (mm/dd/yy)**

2/16/18

**Created by**

Peter Loertzing

**PQM Problem reference****Release date (mm/dd/yy)****Approved by****Dealer release**

Allow automatic release

**Vehicles affected****E series**

K46 K46/11 K46/12 K46/13 K47  
 K47/11 K48 K48/11 K48/12 K49  
 K50 K50/11 K51 K52 K53  
 K54 K60 K61

**Engine****Body****Production period (from/to)****(mm/dd/yy)**

1/1/11 / 11/1/17

**Comment on production period**

All vehicles with electromotive  
 throttle controller

**Feedback (all cases relating to****measure up to) (mm/dd/yy)****Complaint**

The Engine in emergency-operation mode is activated.

Engine indicator light lights up in "yellow" and the engine does not take on any gas.

The maximum engine RPM is significantly reduced.

After ignition is switched off/on, normal functioning is restored until the error occurs again.

**Cause**

Emergency operations mode happens when there is a brief deviation of the set tolerance of the throttle signals, when the two channels exceed a set tolerance relative to one another.

It's intended to prevent uncontrolled movements of the throttle body valve in case of potential defects in the throttle body or throttle grip. This effectively prevents the throttle valve from unintended opening or closing in any driving condition, which can result in uncontrolled driving situations.

## Measure

The software for signal evaluation at the throttle valve and throttle grip sensors as well as their oxygen sensor control limits have been re-worked and tested comprehensively. This measure should lead to a significant reduction of the errors described.

The DME software is used for all vehicles with BMS-MP (EU4 vehicles) with I level K001-17-07-510 and for all vehicles with BMS-X (EU3 vehicles with electromotive throttle controller (Fly by wire)) with I level K001-17-11-501.

In case of complaint or when one of the fault codes mentioned is in the fault memory (comparison error for throttle grip sensor or throttle valve), the vehicle should be programmed to be in the data status mentioned.

If the I level for the corresponding vehicle is not yet available and it is not possible to eliminate faults at a later time due to the frequency of faults or to prevent escalation, please get in touch with Technical Support via a PuMA case.

Note: the BMS-X (DME) control unit is available as of December 2017.

Defect: 13 61 99 12 00 Program in the case of comparison error

Flat rate unit:

61 00 002 check software

61 00 510 program vehicle control units.

Please only use this defect in the case of comparison errors!

If programming the measure does not lead to the fault being rectified, it is absolutely necessary to create a PuMA case.

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## Complaint

<b>Fault location</b>	<b>Fault type</b>	<b>Fault place</b>	<b>Fault conditions</b>
↳ Acceleration	Throttle response not OK		
↳ Maximum speed	Throttle response not OK		
↳ Warning: Emergency operation engine	Warning / display active		

Warning: Emergency      Warning / display active      Sporadic  
 operation engine

**Cause**

#	Fault location	Fault type	Fault place
1	13/54 Throttle valve system		

Repair Task	Special Clearance	Area
	No	Powertrain

#	Fault location	Fault type	Fault place
2	13/61 DME engine control unit		

Repair Task	Special Clearance	Area
	No	Powertrain

#	Fault location	Fault type	Fault place
3	61/31 Throttle grip sensor		

Repair Task	Special Clearance	Area
	No	Electrics/Electronics

**Fault code**

21F950 3A1400 21F951 3A1430  
 21F9A1  
 21FAAA 21F960 21F961 3A1431  
 3A13D1  
 21F9A0 3A13D0 3A1401

**Progman / DIS / ISTA / ISTA/P**

System	State	Version
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