

**Measure no.**

US 64013776-02

**Subject**

Motorcycle does not start when hot

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

2/22/18

**Status**

Accepted

**Organization**

US, MOT

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

2/22/18

**Created by**

Annett Salzmann

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

Allow automatic release

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

K46/13 K47/11 K49

**Engine****Body****Production period (from/to)**

(mm/dd/yy)

**Comment on production period****Feedback (all cases relating to****measure up to) (mm/dd/yy)**

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**Complaint**

The motorcycle does not start after it has been parked when motor is still hot.

The starter motor turns but the engine does not start.

This is more prevalent after the bike has been fueled and perhaps started briefly, the bike then sits for 15-20 minutes and the bike can restart. And will restart without any issues after an hour.

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**Cause**

Excess pressure in the fuel system when parking the bike with a hot motor can lead to problems during the next time you start the bike under certain circumstances. The fuel injector will not open against a fuel pressure that is too high.

Several factors can happen together or separate:

Cause 1. The fuel in the line heats up because the fuel line is lying on the coolant hose.

In this way, the fuel pressure increases in the fuel system.

Cause 2. For vehicles with the engine control BMS-MP, there is currently a short diagnosis pulse through the electric fuel pump every time the start button is actuated, which also increases the fuel pressure in the system.

Cause 3. The pressure in the fuel system is only measured to a pressure of approx. 6 bar, and the injection values determined. In the case of pressures in the fuel system of over 6 bar, the injection periods for the fuel pressure of 6 bar are used.

In order to ensure that this is the issue and there is no another cause, first try to reproduce the customer complaint using the customers description, and to determine the pressure in the fuel system at the time of non-starting. If values of 5.6 bar or 5.8 bar are displayed, the fuel pressure is the cause. The actual fuel pressure is then clearly above this, but the sensor cannot display it at the actual level.

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### **Measure**

The Programming for vehicles with BMS-X (DME control unit) will be implemented with I level K001-18-07-500, The Programming for vehicles with the BMS-MP (DME control unit) will continue to be implemented with I level K001-18-03-500. For causes 2 and 3. Where time is shortened or the diagnosis peak deactivated. The pump advance time no longer happens for each terminal change.

Furthermore, the injection application is adapted for fuel pressures above 6 bar.

Please keep in mind: This cannot prevent non-starting where overly high fuel pressures are reached through the heating process. In this case, only insulating the fuel line can currently help to reduce the pressure, or not allow an additional increase in pressure. This improvement can be made by insulating the fuel hose, by using pieces of the left and/or right spoiler thermal protection of the K46/13 model. Review the attachment for placement of the thermal protection pieces.

Use part numbers:

Thermal protection, engine spoiler, left 46 63 8 549 673. and right 46 63 8 549 674.

If you have vehicles, for which the software update does not eliminate the problem.

Create a PuMA case only after the FASTA data has been read-out and the fuel pressure has been determined at the time of non-starting.

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**Complaint**

<b>Fault location</b>	<b>Fault type</b>	<b>Fault place</b>
13/31 Fuel pump / fuel line	Engine: start not possible	

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**Cause**

<b>#</b>	<b>Fault location</b>	<b>Fault type</b>	<b>Fault place</b>
1	16/14 Fuel pump, immersion tube sensor	Pressure too high	
	<b>Repair Task</b>	<b>Special Clearance</b>	<b>Area</b>
	Program/encode	No	Powertrain

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**Fault code**

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

<b>System</b>	<b>State</b>	<b>Version</b>
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