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I have a 99 BMW 323i that I just adore, but it needs some help. I did all the work on it myself, (OK, with my brothers help), but lately I just came across some codes of error that I'm not sure about. Over the past few weeks my engine light has been going on for a while/going/going off/ coming out, so I pulled out the codes and got 4. This is P1250, P1189, P1188, P1622. The car has not had noticeable changes in driving or idling, but as life has the perfect time of my inspection for a few weeks. I am hesitant also because I have read in some forums that some of these codes (esp 1250 and 1188/9) together refer to various problems, some say O2 sensors, fuel pressure regulator, leak in the oil leak hose, oil separator, or even airflow meter! I know anyone would need to see my baby exactly diagnose her but can you provide me with some direction, as to what should I start checking and what to look for? The codes (for your 99 323i) are as follows: P1250 - This is not a valid code for your 99 323i. It is possible that you use a generic OBD-II reader and it cannot properly read YOUR own BMW code (unlike the DOT-approved generic codes OBD-II). When this happens, the code reader usually gives a false code. P1188 - Fuel management, Bank-1, sensor-1 (cylinders 1-3, ancestor sensor O2) P1189 - Fuel management, bank-2, sensor-1 (cylinders 4-6, pre-match sensor O2) P1622 - card thermostat management scheme with these codes (and ignoring P1250, for now), we offer you to replace the thermostat thermostat. While the thermostat code says circuit control, failure of electrically controlled thermostats is very common and we would suggest you start here. Fuel control codes can certainly be the result of a thermostat not functioning properly. Once the thermostat is replaced, clear the codes and then see if any appear. If they do, we can turn to them. Thermostat: Talk Starter - #1 - August 18, 2006 Hi, I recently diagnosed my car with a short in-the-unit fuel pressure control unit due to obd code: P1250- PR Solenoid chain malfunction. This also causes the cylinder to #2, which makes sense if the engine receives the wrong gas pressure during acceleration. Could someone please help me out with a diagram, picture or description of where this PRC unit is in my car? All I had to say to me was that it was somewhere between the front bumper and the windshield which was no help at all. The part is only about \$65. Not a mechanic, but as a DIY if I can. PLEASE HELP! Did you ever get the answer to that question. I have 323i with the same code and sounds like an identical problem. Rough (weak) acceleration. Anytime I give him a lot of gas it stumbles and the engine light lights up. Definitely sounds like a fuel delivery problem. Is part part only \$65???? Did you find out where to find him? Is this a fix? I have the same problem. Can anyone shed light on this problem. Did you guys fix this problem? Im having the same self problem with 1999 528i with codes P0305-cylinder 5 misfire, P0306-cylinder 6 blunder, P0441-evaporating emissions control system wrong flow cleaning, P1250, and P1580 throttle valve mechanically stuck. Has anyone had any success getting rid of this code. My car is idling and running rough and the EML light comes back after being cleared as soon as I step on the gas pedal. Im very handy with cars, but this one got me baffled :d unno: in '02 530i, the fuel pressure regulator comes included with a fuel filter as a single component. don't know about '99. · Any fixes? Any? CODE OBD: P1250- PRC Solenoid Circuit Malfunction. It also causes the cylinder #2 misfire I get this exact code and the cylinder #2 is misfiring! Let me tell you, however, I diagnosed my malfunctioning coil package problem on the cylinder #2. I hope/the misfire rates will cause fuel pressure problems and will be prone to creating the P1250 code. What was the final solution/fix for your problem? A similar problem I have a similar problem - 1997 528. Cylinder #2 misfire with the P1250 code. I changed the coil packs and changed the ignition candles, unlucky. Have you solved your problem? So do I.... I have a 1999 323i I received p1250 with an accidental misfire p0300 and a list of cylinders. I changed the evr and cleared the consumption of a manifold adjustment unit, as well as a change in the fuel filter, ignition candles and coil packages. still unlucky in cleaning up this code. I know one of the reasons for the accidental misfire may be the lack of fuel pressure, so I'm at this point after checking other possible causes. Did anyone fix the fuel pressure problem and clear the rough downtime and check the engine light? Mretoma If you suspect fuel pressure problems.... You need to connect the fuel pressure sensor to the shredder valve on the fuel rail. IIRC, all E39s must have 50 q/-2 psi operating pressure. Mine was in specification when I didn't have any fuel-related condition (without codes) and I ended up tracking my fuel delivery problem to broken wire under the fuel level sensor on the passenger (right) side of the car... side (in the tank) above the fuel pump tank. I am not suggesting that is the source of the problems discussed here. On my tour (2000, B28M52TU, Siemens MS42) the fuel pressure controller was an integral part of 3/2 running the loss of the valve under the car on the side (left). I replaced 3/2 running valve loss and integral (can be removed and singularly replaced) FPR as part of coomplete coomplete overhaul of the system (two-level senders, fuel pump, FPR, 3/2 valve, jet sucking, etc...). I bought my fuel pressure sensor from MAC Tools for about \$100, and it shredded valve adapters for the new BMW/Porche/Audi/VW model. etc... P0441 and p1250 codes these 2 codes came up, the car does not work badly, but the light comes at 99 m3 Hi, I recently diagnosed my car with short in the fuel pressure unit due to OBD code: P1250- Prik Solenoid circuit malfunction. This also causes the cylinder to #2, which makes sense if the engine receives the wrong gas pressure during acceleration. Could someone please help me out with a diagram, picture or description of where this PRC unit is in my car? All I had to say to me was that it was somewhere between the front bumper and the windshield which was no help at all. The part is only about \$65. Not a mechanic, but as a DIY if I can. PLEASE HELP! 10000% of your fuel pump and change the fuel pressure regulator when you make your fuel pump also cause I made this mistake as well. And one more thing, DONT CHEAP OUT!! AND DONT BUY THINGS FROM HONG KONG 10000% your fuel pump and change the fuel pressure regulator when you do your fuel pump is also the reason I made this mistake as well. And one more thing, DONT CHEAP OUT!! And don't buy STUFF from HONG KONG Hey - you responded to a message from 7 years ago to BTW. · Bimmerfest's Wicked smart search tool is on it again! GO search tool! I get 1250, then 300 301 302 303 codes Why only bank 99 528i P1250 Hey guys, I'm new to the forum, but I've been reading about this forum for a while, but right down to the problem I have p1250 code and I replaced the fuel pressure regulator, but the code is still up and check the engine on I have to replace the whole unit? 11-28-2004, 02:33 PM #1 Hello, I am new to this board but have been a member of the DTMPower.net for quite some time and have been sent here for more technical assistance. I have a search high and low on both boards and come to the conclusion that no one knows what the P1250 code is about, what causes it, or how to fix it. If anyone out there knows this information, could you let me know. Also, I get P0442 so if someone knows how to fix that one too would be great. Can I keep driving? It's '98 328i with almost 100K on it if it helps, and the only engine mods that I've done are AA. GenIII exhaust and debaffed inbox and put in amsoil airfilter. Thank you in advance... 11-28-2004, 02:55 PM #2 P0442 belongs to the system group: Vehicle Speed Idle Control Auxiliiar and Inputs Inputs description:Evaporative Emissions Control System Leak Detected (Small Leak) 11-28-2004, 03:19 PM #3 I can offer only as a proposal. Maybe your simple valve control, but before you think about the RH Ring, it's like using a throttle of the body's body flap Clean up the ICV. There is a write about it, so I will make it short. Just take the clamp loose that goes into the body throttle, insert a plastic nozzle and with the car idling only a syringe of very short bursts in the throttle of the body. He will go to the ICV and must help clean it up if it is dirty. At 100K it could be. Also make sure you don't cause any vacuum leaks when you've made mods. Hope this helps 11-

28-2004, 08:04 PM #4 Thank you, I'll look for the records and try that as well as go through all the vacuum lines and make sure I don't have a leak, thank you... Brant Luckow '98 BMW 328i AA GenIII/zimmermann/Bilstein/HDR/Axis/Potenza RE760/Katzkin/Euro cleans/CAV/Prolumen 6K/Preditor Chromium '06 Toyota Tacoma d-cab built for study. 11-28-2004, 09:38 #5 checked unlucky... another really small leak in the fuel system. Not a simple control valve..... Check the seal of the fuel cover and valve purges... Check around for the smell of ant fuel. Found the seal of the fuel lid dries up. Good luck. e65guy. 11-28-2004, 11:08 pm #6 Is there a small leak in the fuel system or just any vacuum leak? Because I removed one of the vacuum lines about a week ago to put in some SeaFoam..... However, since it was only a short time, maybe it's not that set the light, just that ECU recorded that and it came up since we pulled out all the codes... Also, the gas cap feels tight, it will always feel that way, or I will be able to tell when it is worn out ... thanks to Brant Luckow '98 BMW 328i AA GenIII /zimmermann/ Bilstein / HR / Axis / Potenza RE760 / Katzkin / Euro cleanses / KWW / Prolumen 6K / Preditor Chrome '06 Toyota Tacoma d-cab built for study. 11-30-2004, 09:25 PM #7 Well all, I finally learned that the code P1250 ... The P1250 is the code FUEL LEVEL TOO LOW. level up to low to run the monitor that's exactly what it says... Basically what I was told was that my fuel level sensor was coming out. But it makes sense because he tripped it right after I filled in and every time I fill the needle jumps from completely empty and completely full back and forth until I get about 40 miles by car. I thought it was just normal because I was overflowing or something since he did it from the day I bought the car... But for everyone else who got the P1250 and couldn't find what it is I ended up finding it from a buddy who is a mechanic and is part of a strictly forum for mechanics to get help from other mechanics when they encounter something that stumps them like this one did for us... Hope it helps everyone.... Brant Luckow '98 BMW 328i AA GenIII/zimmermann/Bilstein/HDR/Axis/Potenza RE760/Katzkin/Euro 6K/Preditor Chromium '06 Toyota Tacoma d-cab built for study. 02-07-2007, 09:12 AM #8 I found so many streams for P1250, but it really can be anything from a fuel trim error to a malfunctioning injector system, depending on which other codes accompany it. I Am I having this code and found out that it is really a generic vendor code and the descriptions don't quite relate to my situation. I have it checked today and after the result. 02-07-2007, 09:36 am #9 I had P1250, but it just went without me doing anything. I also had a P0441 that was cleaned by replacing fuel clamps to buy a fuel filter. 06-12-2009, 06:45 PM #10 Hi I have the same problem.can u please describe where the fuel clamps are and also what they look like. thank you 11-05-2011, 01:05 #11 How can I solve this problem? 03-27-2012, 12:07 #12 I also have P1250 and P0441. Does anyone know that? I read that the P0441 is either a bad fuel lid or a charcoal canister. Does that sound right? I also have the P1397, which is the camera position sensor. Can it throw all three codes or it's something unrelated. Just bought a car a week ago. I'm new to Bimmers but a pretty experienced DIY mechanic. Thanks to 03-27-2012, 02:12 #13 on BMW, P-codes are not a reliable item. This is mainly because this number is usually read from a pocket code reader, and translated through a paper chart. If the device you're reading the codes can't give you a complete translation of the BMW ON SCREEN code, you can't trust the results. But here's a bit of support for my words: you notice that it's not even a valid code for your car. Visit a professional BMW specialist and let him talk to your computers with the right tool. Chris Powell is a Racer and Instructor Since, well, decades, okay? Master Auto Tech, at independent, former BMWCCA 274412 SCCA 334928 03-27-2012, 11:12 AM #14 Thanks for the response. This is what I realized as I couldn't find the code in my book. Are other codes valid? I want to buy a BMW code reader and looked at the Peak and the BMW 1.4.0 scanner. Any views on them? Will they give me BMW specific codes. Thank you again. 03-29-2012, 10:48 PM #15 So I just ordered R5/FCX3 and it's on its way. Just took the Bimmer to drive and check the engine light is now off. Any contribution to this? Maybe it will help to diagnose the problem? 03-30-2012, 02:01 AM #16 I'm sorry, but I must reiterate once again that I don't consider P-codes, pocket code readers, or anything translated from the chart to be a reliable diagnostic for BMW. I have known too many cases of these common devices giving grossly misleading, or dead wrong evidence, and it is known many owners replace very expensive parts based on this information. When you interrogate BMW computers through a device that only reads the numbers, you can not see the translation that BMW is designed for the code, which is part of the information I suppose. Just for a moment imagine a German engineer, trying to provide an excellent specialist BMW mechanic information to decipher the problem with it's an incredibly complex machine. He figure out the set of computer/sensory readings that accompany this dysfunction, and explains them to the programmer who creates the code problem that will accompany said dysfunction. The computer guy then does a great job of doing a four or six-word summary of the problem, in German. But then, he said he should put that resume in the four digits. He then sends the whole mess to England, where a very well-educated Briton puts him in the English language of the queen. The Briton then sends a piece to an American bureaucrat who has a list of standardized, American, common p-codes that he has to make the keys a German engineer fit into - just after half a dozen other people have played on the phone with them. Then, the files are all sent to a secondary market company who is trying to develop a hundred dollar plug-in crapola that will tell you what this German engineer wanted you to know. And this guy doesn't appreciate all the changes that have been officially made in software and electronics at different times during the model year, or even year to year. If it's a BMW-dedicated piece, they'll even give you BMW-specific codes; and then they'll give you a paper chart to translate the numerical code back into English. Anyway, somewhere out there, everything goes to hell. For years, I had to rely on a good SnapOn pro scanner equipped with BMW software. There were two BMW codes on a regular basis: I forgot the numbers, something like 2992 and 2993. Both codes appeared on the later E46, X5 and X3. I could never find a decent translation: SnapOn Scanner just read: Fuel System. He freaked me out. A few months after I started using my GT1, a client with a known code reader came in and said he had codes for 2 faulty injectors, on cylinders 1 and 2. Another technology connected To SnapOn, and got two codes that read the fuel system. I hooked up the GT1-DIS clone, and Presto! Bank 1 lean, Bank 2 lean. The smoke machine detected the leak five minutes later. Chris Powell is a Racer and Instructor Since, well, decades, okay? Master Auto Tech, independent, former dealer BMWCCA 274412 SCCA 334928 334928 bmw fault code p1250. bmw obd code p1250. bmw e39 fault code p1250. bmw error code p1250. bmw e46 fault code p1250. bmw e46 error code p1250. bmw code p1250 e36. 2000 bmw 323ci code p1250

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