

Shark Injector

Common Error Codes

One of the best features of the Shark Injector is that it is programmed to tell you exactly why it can't continue with an Upgrade or Restore. If the Injector encounters a problem during its operation it will immediately stop and blink a 3-digit code from the red LED on top of the Injector. If you count the number of flashes, it will correspond to an error code listed in your instructions. The code will continue to flash until it is un-plugged.

Should the Shark Injector™ encounter any exceptions or difficulties, the red LED will flash the 3-digit code at a pace of 0.5 sec per flash with 2 seconds pause between digits. All codes begin with a single flash.

Once you have recorded (or memorized) the Error Code coming from your Injector, follow these steps to safely un-plug the Injector from the car:

1. Turn the ignition completely off
2. Wait 30 seconds and then remove the Shark Injector from the port

Below is a list of the common error codes. Remember that there is a complete list of codes listed in your instructions. If the code you are getting is *not* listed below, call Turner Motorsport for more information on how to correct the problem.

Code 123, vehicle voltage too low – In order for the Shark Injector to successfully complete its action there must be 12.5v present in the diagnostic port you are using. If the voltage drops too low, you run the risk of losing the software in the DME (very bad!). In the interest of safety, the Shark Injector checks the vehicle voltage during its operation. The most common reason for this Error Code is that the battery charger being used is not charging the battery at a sufficient rate. *The charger must be working at or above 10amps and must not dip below that at any time.* Some chargers shut off or charge at a lower rate as the battery becomes fully charged – this is not the correct charger to be using! The other common reason is that something is on inside the car that is taking power away from the Shark Injector. Since the Injector measures the voltage at the OBD port you should start there by verifying that the voltage is below 12.5v.

Code 132, DME not responding – This is an error code that means that the Shark Injector cannot communicate with the DME. But diagnosing the problem depends on *where* in the installation process the error occurred. Essentially, this code means that when the Shark Injector tries to communicate with the DME, it gets a busy signal. With modern cars, there are many different electronic systems communicating over the same network and the Shark Injector needs a clear signal direct to the DME.

continued on page 2

Code 132

There are a few things to try to correct this issue. The first step is to confirm that this is indeed a Code 1-3-2 and not a 123. As crazy as it sounds, mis-counting the number of flashes is very easy to do. If it is a Code 132, you may simply want to wait a few minutes and try again. After that, check the pins and sockets in the OBD port. If one of the small sockets or sleeves fell out of position, the Shark Injector will not be able to communicate with the car. If these suggestions do not remedy the problem, there is one last thing to try. Properly remove the Shark Injector from the car. Disconnect both battery cables from the battery (starting with the negative). Hold the two cables together for a few minutes. Re-connect the cables and try the installation again. By shorting the battery cables together, you are cancelling all activity and communications on the BUS.

Code 147, DME software unknown – This Code will usually be encountered after taking the car into the dealer and they installed a new version of BMW software. Since the Shark Injector relies on BMW software as its basis and the version that BMW installed is newer than your Shark Injector, an update will need to be done to your Injector.

Code 162, VIN mis-match – This will occur after you've taken the car to the dealer and they performed some type of update to the DME. This Error occurs because BMW changed to a new programming system and the technician only has to enter the last 7 digits of your VIN but your Shark Injector has previously recorded the full 17-digit VIN. The 'missing' characters of the new VIN are what cause the Code 162. You will need to send your Shark Injector to TMS for the update to correct this.