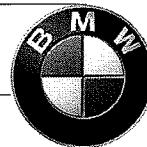


Emission test nominal data



data file: 943 (FRG) edition date: 4/99 (2.1.0) 5.11.2004 15:09:12 1/1

1. Vehicle ident.

model:	524td	BMW type code number:	4221
dev. Series:	E28	KBA manuf. code no.:	0005
engine type:	M21 B24	KBA veh. type no.:	5/1
displacement:	2.400 cm ³	KBA veh. version no.:	431
emission type:		engine power output:	85 kW / 4.800rpm
engine designation:	24 6T A	engine torque:	
veh. version:	saloon		
technical special features:	turbo diesel engine		
production:	01/83 - 01/85		

2. Nominal data

conditioning:	5 presses of accelerator pedal to $n = 3500$ to 4000 rpm Automatic gearshift		
engine temperature:	min.: 70 °C	opacity measuring mode:	B
idle speed:	750 ± 75 rpm	opacity value acc. to manufacturer:	maximum: 3.2 m-1/mode B
Max.eng. speed*:	5,350 ± 150 rpm	opacity value acc. to FRG:	2.5 m-1/mode B
time for engine to run up to speed:	maximum: 1.5 sec	opacity value acc. to ECE:	turbo diesel engine: 3.0 m-1/Mode
proportion of measuring time tx:	0,5 sec.	badge value acc. to manufacturer:	3.2 m-1/mode B
	After reaching max. engine speed		
sensor version:	1 = 10 mm	manuf.opacity value for RME**:	

**Only applies to 100% RME

*caution: Drive up to max. speed slowly, do not suddenly depress accelerator pedal! First check the oil level!

3. Speed sensing

Diagnosis connector: 3-pin minitimer (signal to pin 1, signal ground to pin 2)
impulses/revolution: 6
installation: engine

4. Visual inspection

turbocharger, engine compartment, right
fuel injection pump, mechanical, engine left
full throttle detent on fuel injection pump
absolute pressure feedback control unit (Mech. VE)