

Thank you for your order

New Payment Instructions

To eliminate mail Check fraud and to keep the shipping cost low, our Freight Carrier is now longer handling COD shipments.

Due to Software changes at this time we **Do Not process Credit Cards.**

Therefore, once we receive your order, we will Confirm and Call/E-mail you with the Total \$ amount for the Check.

After we Confirm your Order you need to Fax/E-mail a Photocopy of your Company Check for Processing. This will allow us to Deposit/Cash your Check Electronically.

Check Instruction: (**Do not Fax/E-mail a photocopy of check until we confirm your order**)

- A. Make the Check Payable to Precision European Inc.
- B. Make sure your handwritten dollar amount is leadable.
- C. Make sure the check is perfectly flat when you take the picture
- D. The picture of the check needs to be taken straight from the top (not in an angle)
- E. The check outer frame needs to look parallel to the picture frame.

We Regret the Inconvenience and Appreciate your Understanding.

Your Invoice Copy will be attached on top of the Shipping Box.

Transmission Installation Instructions and Core Return Shipping Docs are attached to the Transmission.

Core Return Pickup Instructions

Remove the Bill of Lading from the pouch that was attached to the Transmission.

Remove all old Tracking Numbers Stickers from the Shipping Box.

Drain all fluid from transmission and torque converter. Dump remaining solvent from the flusher, make sure all hoses and adapters are returned with the flusher and place all items in the shipping box. Check if the transmission and flusher are secure and cannot move around, causing damage to each other.

When you ready for the Core Pickup you can e-mail to sales@peius.com

Make sure to have your Company Name and Phone Number in the E-mail

Thank you for your Business
From your Precision European Inc (PEI) Team

Problems/failure with old transmission: _____

If applicable Computer faults codes checked with scanner type name: _____

Fault codes: ____/____/____/____/____/____/____/____/____/

Note only for: 4L30-E and 5HP-30

E- Prom & Center Council Neutral Safety Switch not included and is only needed for models 318-325- 525 and Z3

Hints for all 5HP and 6HP EGS/ETC control units,**Clear codes and reset computer adaptation to default obtaining new data from the test drive.****Hints only for: 4HP and 5HP**

Precision European's since 1987 the experience with BMW vehicles has confirmed 95% of intermittent problems are caused by the neutral safety switch/throttle position sensor and by the transmission computer. In addition, BMW has updated certain computer E -Proms for various reasons, to solve performance problems not caused by the transmission.

Trouble shooting hints:

1. Wrong rim or tire size can cause shift problems; computer will not recognize different wheel radius.
2. All items shipped/delivered with this transmission have to be installed, and the installation instructions have to be followed to maintain the warranty.
3. If you have **CAN communication codes**, these codes need to be corrected before replacing transmission and are not a transmission fault. Disconnecting the vehicle battery for 5 minutes will sometimes fix it.
4. If you have a **Low Voltage codes**, these codes need to be corrected, replacing the vehicle battery/alternator should fix the problem.

Local Delivery and flushing radiator/cooler lines cost is **\$45 to \$75**Freight within California, transit time is 1-2 week days and cost is **\$195**Freight to all other mainland States, transit time is 2-7 week days and cost is **\$295**Freight to Canada/Hawaii, transit time is 7-14 week days and cost is **\$495**

This transmission will be delivered with a cooling system flusher.

Note only for: ZF 4HP-22, 4HP-24, 5HP-18 and GM 4L40E (trans shipped with Oil)**BMW early vehicles with ZF/GM type transmissions that use Dextron 3 type oil.****You can only use oil: Castrol Transmax DEX/MERC, or Mobil ATF D/M****Any other transmission fluid will void the warranty, if question please call us****Not flushing the cooling system will immediately Void the warranty, no exceptions.**

If the information you filled out on this form is incorrect, and we have to send you a different item, you are fully liable for all shipping cost and %10 restocking fee. If you have any questions regarding this form, please feel free to call.

I hereby agree, in order to maintain Precision European Inc. product warranty, our repair shop will perform the transmission/other parts installation in our facility.

Do you want 12 Months Warranty Only for a \$400 Reduction. Yes _____ No _____

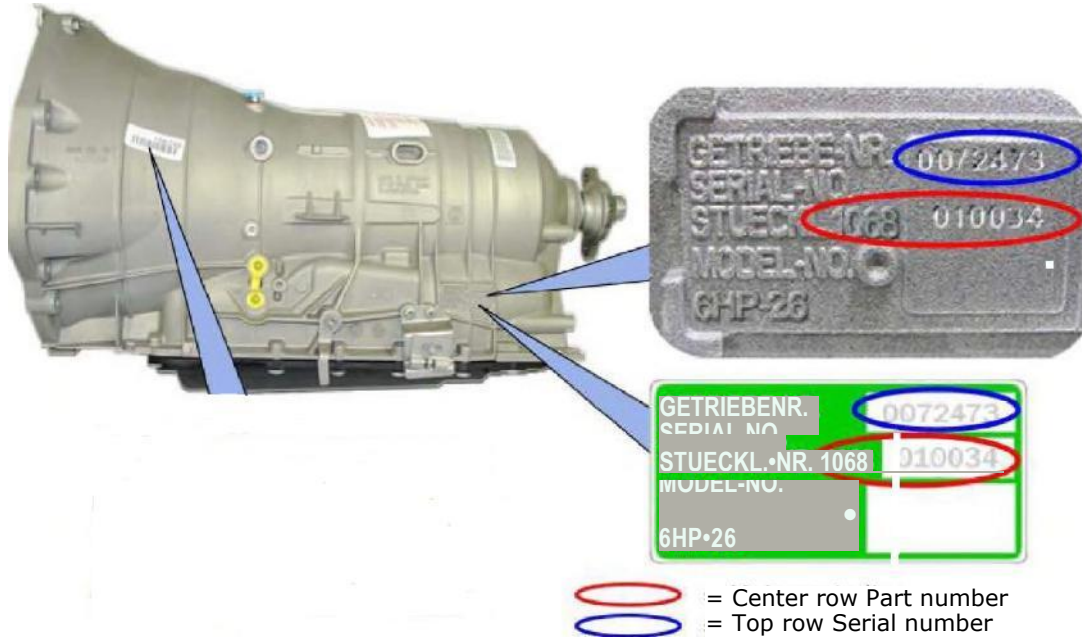
Send your Order Confirmation to E-mail Address _____

I understand above instructions and by signing committing to the order:

Name: _____ Signature: _____ Date: _____ Time: _____

Sign form and send pages 2 and 3 to sales@peius.com or fax to 714-241-9659

6HP and 8HP Transmission **Part Number** and **Serial Number** location



Updated EGS Flash Programming Info, check BMW Dealer for more updates.

Welcome to *Factory Reprogramming*; a column designed to put the very latest factory computer reprogramming updates right at your fingertips. As we uncover new programming updates that we believe will affect driveability or transmission operation, we'll bring them to you here, in each issue of *GEARS*.

We'll also include the factory bulletin number that pertains to these computer upgrades, which will help your local dealership find the reprogramming upgrades for you, and make sure you always have access to the most current information, in case there were changes made after this article went to print.

BMW

Vehicles: 540I and 740I 9/98-1/00
Engine: M62
Transmission: ZF5HP24

The above vehicles exhibiting the following symptoms should have the TCM/AGS reprogrammed. Refer to BMW bulletin SI B 24 03 00.

- Intermittent harsh 3-2 downshift or clunk when slowing.
- Intermittent harsh downshift at freeway speed.

BMW

Vehicles: 5 series 04/02-11/02
3 series 04/02-11/02
Z4 2.5/3.0 up to 11/02
Engine: M54
Transmission: ZF5HP19

The above vehicles exhibiting the following symptom should

BMW

Vehicle: 325i 09/17/02-01/31/03
Engine: M54
Transmission: 5L40E

The above vehicle exhibiting the following symptom should have the EGS module reprogrammed. Refer to BMW bulletin SI B 24 04 03.

- Harsh 3-2 and 2-1 downshifts when coming to a stop.

BMW

Vehicles: 325I, 325xi and 330xi 10/02-12/03
325ci, 330I, 330ci, 325it 03/03-12/03
X5 3.0 10/02-12/03
Transmission: 5L40E

The above vehicles exhibiting the following symptom should have the EGS module reprogrammed. Refer to BMW bulletin SI B 24 07 03.

- Delayed P to D engagement during the first cold start in the morning caused by insufficient pressure boost for C1 forward clutch after extended (overnight) parking.

have the EGS module reprogrammed. Refer to BMW bulletin SI B 24 03 03.

- Harsh 3-2 and 2-1 downshifts when coming to a stop.

BMW

Vehicles: 540i 1/97-8/98
740I 1/97-8/98
Engine: M62
Transmission: ZF5HP24

The above vehicles exhibiting the following symptoms should have the TCM/AGS reprogrammed. Refer to BMW bulletin SI B 24 04 00.

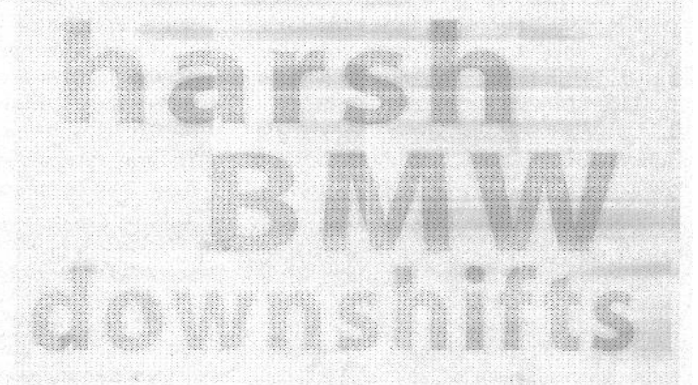
- Harsh 5-4 and/or 3-2 downshift.
- *Trans Prog* light displayed.
- Fault codes 121 and 123 (97 models).
- Fault codes 56 and 57 (98 models).

BMW

Vehicles: 3 series 08/00-12/00
5 series 09/00-12/00
Z3 2.5/3.0 06/00-12/00
Engine: M54
Transmission: 5L40E

The above vehicles exhibiting the following symptoms should have the TCM/EGS reprogrammed. Refer to BMW bulletin SI B 24 04 02.

- Harsh 1-2, 2-3 and 3-4 upshifts at light throttle when cold.
- Harsh 5-2, 5-3, 4-2 and 4-3 downshifts.
- Harsh 2-3 under *lift foot* upshifts.
- Noticeable TCC application at approximately 40 mph.



If you have any questions, please feel free to call us at 714 241 9657

Remember over or under sized custom wheels/tires can cause performance problems

Technically Speaking®

Going Bald

Variation in tire sizes causes shift complaints in BMW 3, 5 and 7 series

By Wayne Colonna
Technical Editor

Curve-recognition programs in BMW's 3, 5 and 7 series with bald tires can make your head go even balder. The purpose of this strategy is to prevent shift business during turns for driver pleasability. Recently we had a call where a shop was distraught over a 530i with a 5HP18 that had no upshifts to 4th or 5th under light to medium throttle and no upshift to 3rd under heavy throttle. Much was done and replaced to remedy this complaint when all along it was one tire being a different size from the other three.

Now you might ask yourself, how could that be? Well, this car owner had three worn tires and a new spare. The tread on the new spare made this one tire significantly larger than the other three worn tires. This tire-size difference was enough to initiate the curve-recognition program while the vehicle was driving straight, resulting in no upshift to 3rd, 4th or 5th depending upon throttle opening. In fact, we have had complaints of no upshifts or late upshifts into 4th or 5th after kick-down on 7 series and 2nd-gear starts and no 4th on 3 and 5 series with the 4L30-E transmission. In other words, depending upon the severity of tire-size differences due to wear, underinflation, overinflation or several different tire sizes combined, the result could be a respectable variety of complaints of no or late upshifts – it's enough to make you go bald!



Now, if you have a scan tool that provides you with data stream which presents the Curve Recognition PID, if you see this PID display "activated" while driving straight, you may keep a few hairs on your head and fix the problem without emptying your wallet on computers, speed sensors or throttle-position sensors. If you do not have data-stream info but you have a scan tool that does not report any codes, look at those tires!

There is shortcut in which you would know for sure that an initiated curve-recognition program is causing your loss of upshifts, but I cannot put it in print, for it entails unplugging a related part of the sys-

tem that would be considered unsafe. If it were to be unplugged, proper shifting would resume, confirming that a curve-recognition program is responsible for very late or no upshifts. **TD**

THE BOTTOM LINE:

Tell us your opinion of this article:

Circle the corresponding number on the free information card.

- 96 Useful information.
- 97 Not useful information.
- 98 We need more information.



Fluid Fact: LUBEGARD® ATF Protectant is approved, endorsed and recommended by major OEMs. In any transmission, LUBEGARD® can extend fluid life, free stuck valves, eliminate clutch chatter and converter shudder and soften harsh shifts. 800-333-LUBE. www.lubegard.com.

As Seen In
Transmission

TECH/TALK
Automotive Technical Newsletters

BMW 5HP24

Buzzing or Droning Noise from Bellhousing Area

Complaint:

Some V-8 BMW models equipped with the ZF 5HP24 transmission may exhibit a buzzing or droning noise coming from the bellhousing area of the transmission. This noise may sound like a pressure imbalance from the volume-control valve in the pump or may even sound like a torque converter that is about to fail.

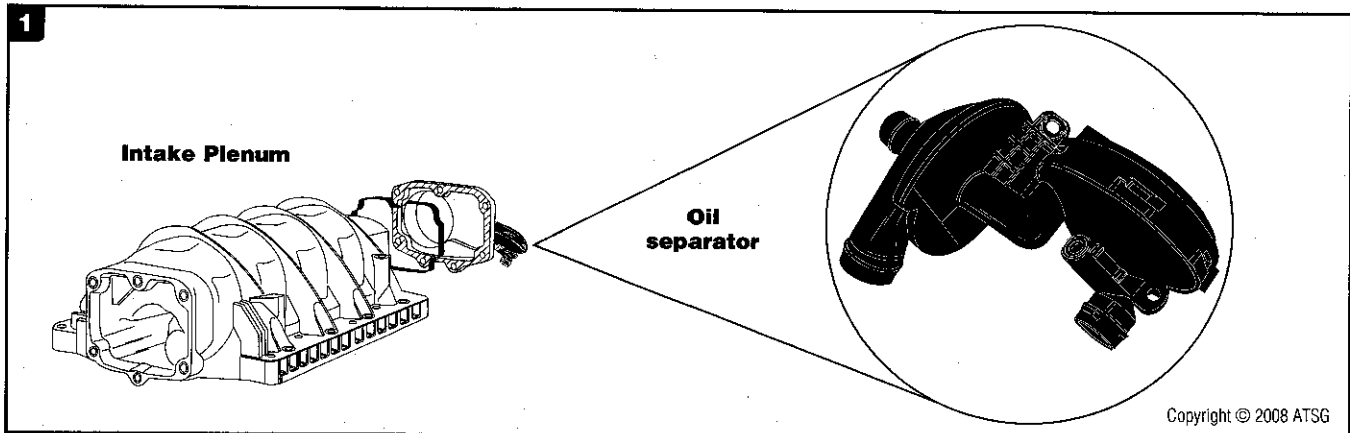
Cause:

The cause of this problem is typically a valve resonance coming from the oil separator, which is situated at the back of the intake plenum, right above the bell-

housing. It can be compared with the noise we have had on the 4EAT in the Ford Escort with a dirty PCV valve. Testing: To verify whether this is the problem with this vehicle, start the engine and wait for the noise to start, remove the oil filler cap and see whether the resonance goes away. If it does, you will need to replace the oil separator.

Correction:

To correct this condition refer to Figure 1 to locate the oil separator and replace it. Because of the part-number differences for the different models, you will need to contact your local dealer for the replacement-part number. **TD**



5HP-24 Noises

On BMW X5 4.4/4.6 models, when Trans is in Neutral or Park the transfer case can make a noise, sounding like it comes from the Trans.

Attention

To assist our customers with faster service we have our wholesale pricelist online.

Go to www.peius.com and set up your user profile for secured logon.

Thank you for making us your BMW and Mercedes transmission supplier.

If you have any suggestions to improve our service, you are welcome to let us know,

Please e-mail suggestions to sales@peius.com

www.peius.com