



TECHNICAL BULLETIN

Issued by ROBERT BOSCH (AUSTRALIA) PTY. LTD.
A.B.N. 48 004 315 628
Victoria

Incorporated in

File: DISM
Section: V-Rotary Pumps
Bulletin No: 0011
Page: 1 of 2
Date: October 02
Supersedes:

Subject: Nissan Y61 Patrol RD28Eti Engine hard to start / not starting when hot.

The information in this Bulletin is Confidential to Nissan and has been released to the Bosch Service Dealer network with Nissans consent.

This bulletin describes a repair process made available to Nissan Dealers by Nissan Australia to improve engine starting without removing the injection pump from the vehicle. For pumps with wear issues or other complaints, repairs will need to be performed in accordance with Bosch Service repair Instruction (W400/***).

Engine hard to start/not starting when hot

There have been a number of reports concerning Y61 RD28Eti vehicles hard to start/not starting after the vehicle has been driven at operating temperature. Up to this point in time, this incident has been rectified by sending the fuel injection pump to a Bosch Dealer for any necessary repair and re-calibration.

This technical bulletin is to inform you of a new rectification procedure for this incident without having to send the fuel injection pump to a Bosch Service Dealer. This new procedure may bring benefits from the point of time and cost saving.

Incident Description

The following are the incident symptoms description for the above concern. Please check if the incident vehicle has the same symptoms before applying the rectification procedure in this Bulletin.

Specific Conditions

After any driving condition where the engine has reached operating temperature, switch off the engine, and then let it hot soak for about 15 to 30 minutes.

Customer Description

Engine will crank over for up to ten seconds but will not start after running at operating temperature and allowing to stand for 15 to 30 minutes.

Technical investigation

- To operate the vehicle under the above Specific Conditions and confirm the engine will not start after 15 to 30 minutes hot soak.
- Confirm if low fuel pressure occurs at the fuel injectors.



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Repair procedure

- Ensure that the area around the timer cover of the injection pump is thoroughly cleaned and free from dirt and dust. Use cleaning solvent or degreaser if necessary.
- Before installing the C/M Timer Cover, punch a "S" mark on the outer face of the cover for identification purposes.

IMPORTANT NOTE:

1. Before performing any fuel injection pump timing, the C/M Timer Cover must be removed and replaced with the original cover. Otherwise the timing advance adjustment would be incorrect. For this reason, if a C/M Timer Cover has been installed, it must be identifiable from the outside. Hence the reason for the "S" marking.
 2. After installing a C/M Timer Cover, retain an original Timer Cover for future use when adjusting injection pump timing.
- Remove the timer cover of injection pump and replace it with the C/M part, which incorporates an adjustment shim on the inner face of the cover. Also replace the O-ring with a new one.

Tightening torque for Timer cover bolts: 5.1 -6.1 Nm

- Operate the vehicle as per the incident Specific Conditions (see above) to check if the concern has been rectified before returning vehicle to customer.

Parts information.

The Part Number of the countermeasure Timer Cover is provided below and may be obtained through your Nissan parts Distributor.

Part Name	Part Number (OE part)	Part Number (C/M part)
Plate - Timing Cover	16829-V0700	09621-80901AU
O-ring	16826-V0700	16826-V0700