

SB-10044680-9784SI M11 01 12
EngineJanuary 2014
Technical Service

This Service Information bulletin supersedes SI M11 01 12 **dated June 2013.**

NEW designates changes to this revision

SUBJECT**N16 and N18 Engine Oil Leak****MODEL**

R55

R56

R57

R58

R59

R60

Produced to 1/2013

SITUATION

The customer states that a small engine oil leak can be seen from the underside of the engine.

NEW CAUSE

The internal sealing of the oil pump volume control solenoid valve is compromised, allowing engine oil to leak from the oil pump volume control solenoid.

NEW DIAGNOSTIC PROCEDURE

Below is the procedure for identifying how far the engine oil has migrated inside the engine electrical harness, when this issue occurs, if at all. The procedure must be followed very carefully so that the proper repair is identified.

1. Disconnect the oil pump volume control solenoid valve electrical connection per Repair Instructions 11 41 519 "Removing and installing or replacing the solenoid valve (engine oil pump)."

Inspect the electrical connector; if no engine oil is found inside the electrical connector, perform the oil pump volume control valve repair procedure. If engine oil is found inside the electrical connector, proceed to diagnostic procedure step 2.

2. Remove the cover from the DME and remove all three electrical connectors from the DME. Inspect the connectors for traces of engine oil. If no engine oil is found, perform the oil pump volume control valve repair procedure and replace the engine section of the wire harness.
Refer to EPC for the additional part number.

If engine oil is found in the DME connector, proceed to step 3.

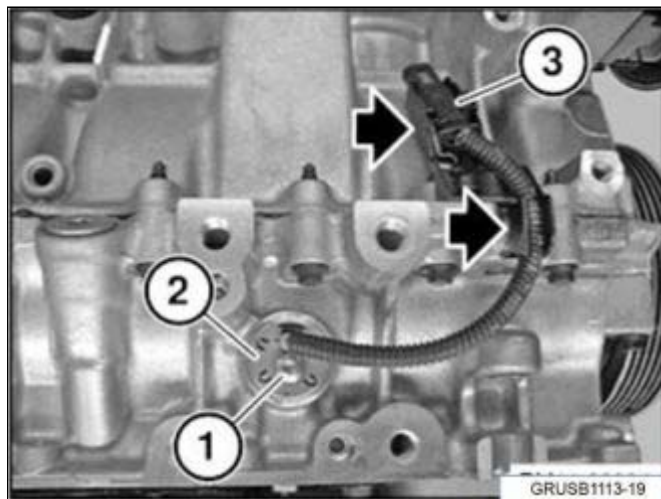
3. If engine oil is found in the DME electrical connector, perform the oil pump volume control valve repair procedure, replace the engine section of the wire harness and replace the DME. Refer to EPC for the additional part numbers.

Do not remove the engine oil pan.

Do not replace the oil pump volume control valve.

Do not replace engine oil pump.

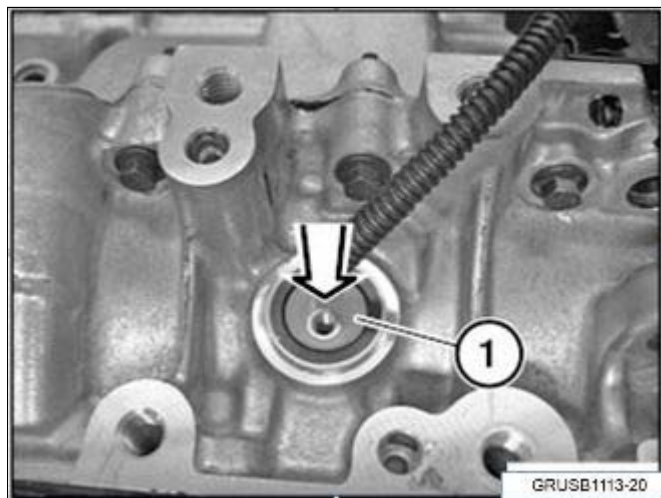
OIL PUMP VOLUME CONTROL VALVE REPAIR PROCEDURE



1. Locate and remove the Torx screw holding the cover plate (1).

Remove Cover Plate (2)

Disconnect electrical connector (3)

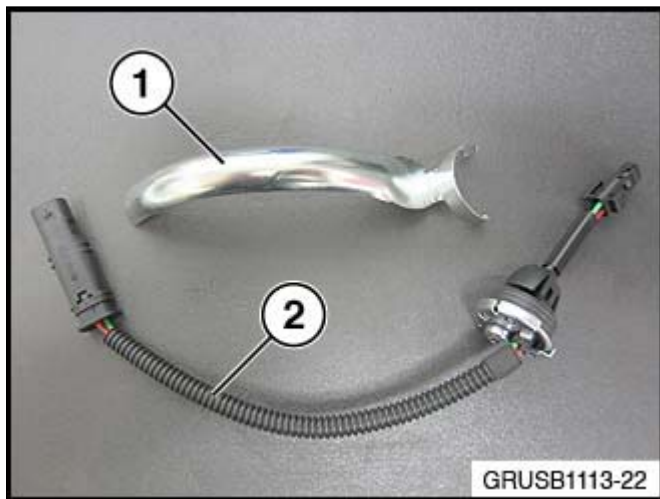


2. Push the electrical cable (1) in the direction of the arrow.

3. Remove the sealing ring and discard.

**Important:**

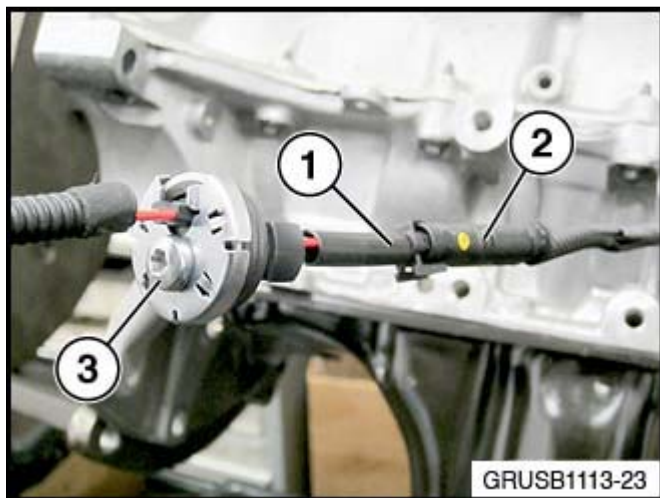
Do not allow the oil pump solenoid to fall into the crankcase.



4. P/N 11 41 8 609 973 Repair Kit Overview:

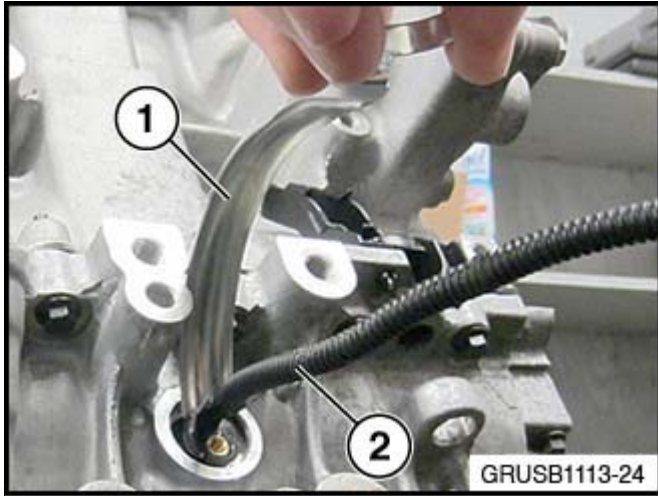
Tool (1)

Repair Harness (2)



5. Connect the repair harness (1) to the existing oil pump volume control valve electrical connector (2).

Loosen the screw in the center of the locking plate 2 complete turns (3).

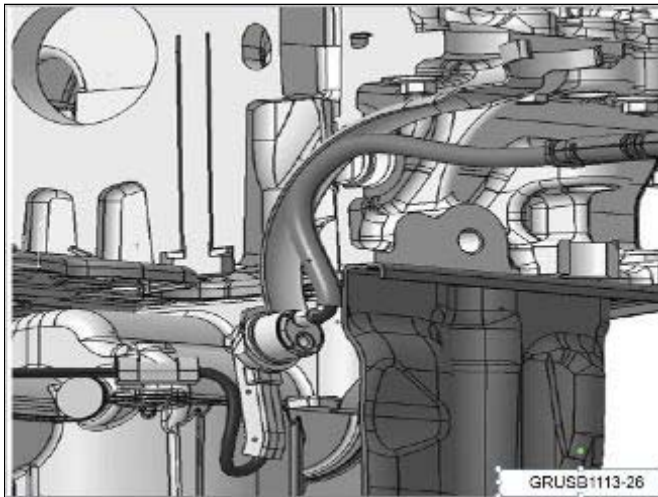


6. Install the tool above the plastic housing.

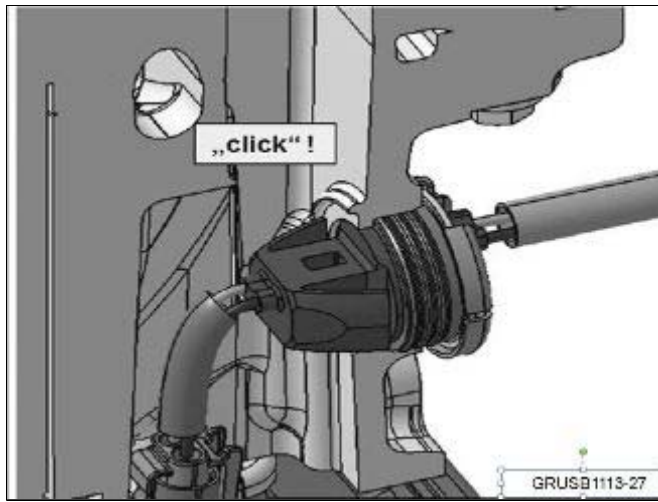


7. Begin to push inward feeding the harness along with the tool into the crankcase.

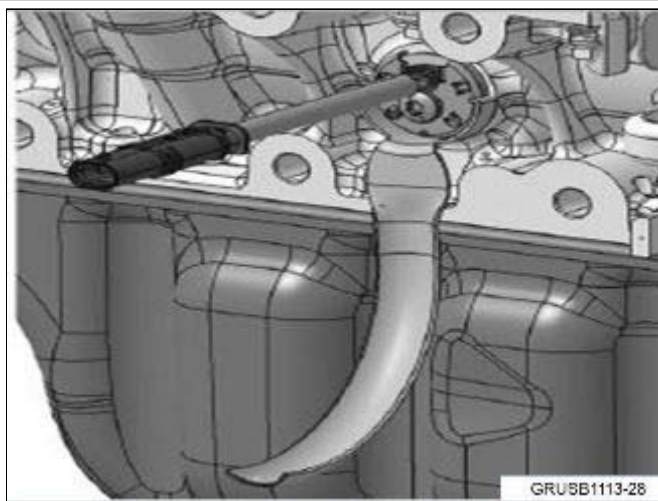
The tool will help direct the harness to the proper location inside the crankcase.



Example:
Cut away illustration of harness being pushed into the engine crankcase.



8. Remove the tool from the crankcase and push the plastic housing into the hole until a **click** is heard.



9. Use the tool to hold the locking plate from rotating while tightening.

Tighten the center screw to 4nm.

The retrofit is now complete.

Connect the repair harness to the engine electrical harness.

10. If the results of the diagnostic procedure identified that the engine harness or DME needs replacement, then continue with those procedures to complete the needed repairs. If no additional parts are required reassemble the vehicle.

Note: If the ISTA system message displays: “Battery voltage only “XX.XX” V. Please connect charger,” connect an approved charger and note the displayed battery voltage reading in the repair order comments section.

NEW PARTS INFORMATION

Part Number	Description	Quantity
11 41 8 609 973	Repair kit for wire to solenoid valve	1

Refer to EPC, using the VIN of the vehicle for the engine section of wire harness and the DME, as necessary.

NEW WARRANTY INFORMATION

Covered under the terms of the MINI New Passenger Car Limited Warranty or the MINI NEXT Certified Pre-Owned Limited Warranty.

Defect Code:	11 41 90 02 00
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Procedure Step One – Install Repair Kit Only

Labor Operation:	Labor Allowance:	Description:
00 61 110	Refer to KSD	Installing repair kit for wire to solenoid valve (includes removing and installing the right output shaft)

Labor operation code 00 61 110 is a Main labor operation. If you are using a Main labor code for another repair, use the Plus code labor operation 00 61 844 instead.

And if necessary:

Procedure Step Two – Also Replacing the Engine Section of Wire Harness

R55, R56, R57, R58, R59 and R60 (Two Wheel Drive Models)

Labor Operation:	Labor Allowance:	Description:
12 51 501	Refer to KSD	Replacing engine section of wire harness

or

R60 (All Wheel Drive – Manual Transmission, Lead Type: ZC53)

Labor Operation:	Labor Allowance:	Description:
12 99 000	54 FRUs	Work time for replacing engine section of wire harness (right output shaft removed)

or

R60 (All Wheel Drive – Automatic Transmission, Lead Type: ZC63)

Labor Operation:	Labor Allowance:	Description:
12 99 000	52 FRUs	Work time for replacing engine section of wire harness (right output shaft removed)

Even though work time labor operation code 12 99 000 ends in “000,” it is not considered a Main labor operation.

And as applicable to the repair procedure:

Coolant Sublet

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for replacing the drained quantity of antifreeze/coolant (Bulk container reference P/N 82 14 0 031 133, one gallon container. Do not use this part number for claim submission)
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Sublet calculation: MINI antifreeze/coolant (Bulk container reference P/N 82 14 0 031 133) - refill drained quantity (50/50 mixture) at dealer net plus handling. Enter this material cost in sublet and itemize the amount in the claim comment section.

And as necessary:

Procedure Step Three – Also Replacing the DME

Labor Operation:	Labor Allowance:	Description:	
00 00 556	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)	
and if necessary, also			
61 21 528	Refer to KSD2	Charging battery	
and			
12 14 550	Refer to KSD2	Replacing control unit (DME)	
and			
61 00 710	Refer to KSD2	Programming/encoding control unit (s) (not including CAS)	
or			
61 00 720	Refer to KSD2	Programming/encoding control unit (s) (with CAS)	

Refer to KSD2 for the corresponding flat rate unit (FRU) allowance. Enter the Chassis Number, which consists of the last 7 digits of the Vehicle Identification Number (VIN). Click on the “Search” button, and then enter the applicable flat rate labor operation in the FR code field.

If a control module was working properly and/or had no related faults stored prior to vehicle programming and it fails to program correctly or requires initialization, this additional work must be claimed with separate labor operations under the defect code listed above, refer to KSD2.

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