

## SB-10053583-5021



SI B11 04 13  
Engine

September 2013  
Technical Service

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This Service Information bulletin supersedes SI B11 04 13 **dated September 2013.**

**NEW** designates changes to this revision

**SUBJECT**

**N63TU Engine: Engine Oil Consumption**

**MODEL**

F01

F02

F06

F07

F10

F12

F13

Produced from 6/2012 to 12/2012

**SITUATION**

The customer complains that the “low engine oil” message is displayed too frequently.

**CAUSE**

The cause is related to, but not limited to, one or more of the following components and systems shown below:

- Turbocharger
- Crankcase ventilation
- Engine gasket leaks
- Internal engine tolerances and sealing
- Improper filling or topping up

Use the troubleshooting procedure below to help identify the cause.

**PROCEDURE**

1. **NEW** The crankcase ventilation system utilized in these engines cannot be measured with consistency because the system does not incorporate a regulating valve (spring with diaphragm). The crankcase pressure is regulated by an orifice in the crankcase ventilation tubes, and the vacuum will vary with crankcase

pressure changes. Checking the operation of this unregulated system can only be performed by visually inspecting for loose connections or cracks in the system components. Generally active leakages will have an oily residue surrounding that affected area. The use of a smoke machine may also be helpful when trying to locate leakages in this system.

If the system appears to be operating properly, proceed to the next step.

2. Remove the intake boots from the turbochargers. Inspect the turbochargers for excessive engine oil; refer to the attachment for identification of acceptable levels of engine oil. If the levels are unacceptable, enter a TC Engine PuMA case for authorization of the turbocharger(s). Photos of the engine oil will need to be attached to each TC case.

If the engine oil residue level is acceptable when compared to the attachment, proceed to step 3.

3. Submit a TC Engine Case with "N63TU Engine Oil Consumption" in the subject line and wait for a response.

**Do not disassemble, remove or replace any components that require TeileClearing authorization.**

**NEW** The TC case description must contain the following information:

- Whether there is evidence of external leaks
- Crankcase ventilation system inspection results
- Photos of the turbo oil residue inside turbo(s)
- Detailed history of engine oil top-up, e.g., date, mileage and amount of engine oil added on each visit.

Refer [B11 04 08](#) for additional information on entering a TeileClearing PuMA Case for Engine Components.

#### **WARRANTY INFORMATION**

Covered under the terms of the BMW New Vehicle/SAV Limited Warranty or the BMW Certified Pre-Owned Program as applicable.

For the cases described under paragraph 1 and 2, claim this work with the applicable defect code(s) and labor operations listed in KSD2.

For the case described in paragraph 3, TeileClearing will guide you through the appropriate repair or replacement of engine components.

If TeileClearing directs you replace the complete engine, please use defect code 11 25 02 69 00 unless directed otherwise.

#### **ATTACHMENTS**

View PDF attachment [B110413 Turbo Oil Leakage](#).