



SUBJECT

VANOS Control Faults Stored Due To DME Error

MODEL

F56 (Cooper, Cooper S)

Produced to 7/2014

With the B38M and B48M engines

SITUATION

The Service Engine Soon (MIL) lamp is illuminated, and the engine could go into a reduced power mode with the “Drivetrain Malfunction” message displayed.

One or more of the VANOS faults listed in the attachment are stored in the DME, although the engine is mechanically sound and no unusual noises can be heard from the VANOS area.

These control faults relate to implausible camshaft position (intake or exhaust), to the camshaft being stuck situation, or to the camshaft angle offset being outside the tolerance range.

CAUSE

Due to unfavorable Engine Position Management (EPM) parameters in the DME software, various VANOS control faults could be set.

CORRECTION

Perform the recommended test plans using the latest version of ISTA/d. If the VANOS hardware failure is found, perform repair as needed (as indicated by the test plan).

After repair is completed, **or in case the ISTA test plan is inconclusive**, program the vehicle using the latest version of ISTA/P.

F56	Target integration level: F056-14-07-502 or higher
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Note that ISTA/P will automatically reprogram and code all programmable control modules that do not have the latest software.

For information on programming and coding with ISTA/P, refer to CenterNet / Aftersales Portal / Service / Workshop Technology / Vehicle Programming.

Always connect a MINI approved battery charger/power supply ([SI M04 08 09](#)).

If VANOS control faults continue to set with the improved DME software, further diagnosis will be necessary in order to identify the cause, and to make the correct repair.

WARRANTY INFORMATION

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

This repair is also covered by the terms of the Federal and/or State-specific Emissions Warranty (vehicle model

year and state of registration dependent) that applies to the MINI models listed.

The MINI NEXT Certified Pre-Owned Limited Warranty applies to MINI vehicles that have and are still within the MINI NEXT coverage period, but beyond Emissions Warranty coverage that applies.

Defect Code:	10 42 31 59 00	
Labor Operation:	Labor Allowance:	Description:
00 00 006	Refer to KSD2	Performing “vehicle test” (with vehicle diagnosis system – checking faults)
And:		
61 21 528	Refer to KSD2	Connect an approved battery charger / power supply (indicated in KSD 2 as Charging battery)
And, as necessary:		
61 00 006	Work time (WT)	Performing vehicle diagnosis – test module
And:		
61 00 730	Refer to KSD2	Programming/encoding control unit(s)

Labor operation code 00 00 006 is a Main labor operation. If you are using a Main labor code for another repair, use the Plus code labor operation 00 00 556 instead.

Even though work time labor operation code 61 00 006 ends in “006,” it is not considered a Main labor operation.

Work time (WT) labor operation 61 00 006 requires an individual punch time.

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

Repairs to address control modules and/or components with pre-existing conditions are not eligible to be claimed under the defect code listed in this bulletin.

Other Repairs

If performing ISTA diagnostics and related test plans results in other eligible and covered work, claim this work with the applicable defect code and labor operations listed in KSD2.