



This Service Information bulletin supersedes SI M11 01 12 **dated January 2014.**

NEW designates changes to this revision

SUBJECT

N16 and N18 Engine Oil Leak

MODEL

R55 **NEW** (Cooper Clubman and Cooper Clubman S)

R56 **NEW** (Cooper and Cooper S)

R57 **NEW** (Cooper Convertible and Cooper Convertible S)

R58 **NEW** (Cooper Coupe and Cooper S Coupe)

R59 **NEW** (Cooper Roadster and Cooper S Roadster)

R60 **NEW** (Cooper Countryman and Cooper S Countryman)

R61 **NEW** (Cooper Paceman and Cooper S Paceman)

Produced to 1/2013

SITUATION

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

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 Instruction 11 41 ... "Installing repair kit for oil pump solenoid valve wiring (N16, N18)."

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 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.

Refer to Repair Instruction 11 41 ... "Installing repair kit for oil pump solenoid valve wiring (N16, N18)" to install the repair kit.

Refer to the applicable repair instruction in ISTA/D if replacing the engine electrical harness and the DME.

Do not remove the engine oil pan.

Do not replace the oil pump volume control valve.

Do not replace the engine oil pump.

Do not perform a wheel alignment if the tie rod (track rod) length has been not changed or the control arm (wishbone) has not been replaced. Refer to Repair Instruction 31 60 004, "Removing and installing/replacing right output shaft."

Programming and Coding the DME After Replacement

Always connect a MINI approved Battery charger/power supply (SI M04 08 09).

ISTA/P will automatically reprogram and code all programmable control modules that do not have latest software.

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

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

All except for the R60 COOPER S ALL4 with Manual Transmission

Labor Operation:	Labor Allowance:	Description:
00 61 110	Refer to KSD2	Installing repair kit for wire to solenoid valve (includes removing and installing the right output shaft) (Main work)
or		
00 61 844	Refer to KSD2	Installing repair kit for wire to solenoid valve (includes removing and installing the right output shaft) (Plus work – Vehicle already in the workshop)

R60 COOPER S ALL4 with Manual Transmission Only (KSD2 - Lead Type: ZC53)

Labor Operation:	Labor Allowance:	Description:
00 61 110	34 FRU	Installing repair kit for wire to solenoid valve (includes removing and installing the transfer case) (Main work)
or		
00 61 844	33 FRU	Installing repair kit for wire to solenoid valve (includes removing and installing the transfer case) (Plus work – Vehicle already in the workshop)

Note: KSD2 may not show the FRU allowances listed above for the COOPER S ALL4 with Manual Transmission. This will be corrected with a future release of KSD2.

And, if necessary:

Procedure Step Two – Replacing Engine Section of Wire Harness Required**R55, R56, R57, R58, R59 and R60 (excluding the COOPER S ALL4 Models)**

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

or

R60 COOPER S ALL4 with Automatic Transmission (KSD2 - Lead Type: ZC63)

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

or

R60 COOPER S ALL4 with Manual Transmission (KSD 2 - Lead Type: ZC53)

Labor Operation:	Labor Allowance:	Description:
12 99 000	35 FRU	Work time for replacing engine section of wire harness (transfer case removed)

Even though work time labor operation code 12 99 000 ends in “000,” it is not considered a Main labor operation. Also, since the “work time” FRU allowances to be claimed are specified, a separate punch time is not required.

And, as applicable to the vehicle’s repair procedures:

Sublet - Materials

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Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for used quantities of required operating fluids (applicable MINI part numbers. Do not use these part numbers for claim submission)
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Sublet calculation:

Reimbursement for used quantities of required operating fluids (applicable MINI part numbers) at dealer net plus handling.

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 these material costs in sublet and itemize the amount in the claim comment section.

And as necessary:

Procedure Step Three – Replacing DME Required

Labor Operation:	Labor Allowance:	Description:
00 00 556	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 KSD2 as “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 control module(s) fail to reprogram or initializations are required, the additional work must be claimed using separate labor operations found in KSD2 under the defect code listed above.

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