



SUBJECT

Diagnosing Stored Fault Codes to Help Avoid Repeat Repair Visits

MODEL

R55 (Cooper Clubman, Cooper S Clubman)

R56 (Cooper, Cooper S)

R57 (Cooper Convertible, Cooper S Convertible)

R58 (Cooper Coupe, Cooper S Coupe)

R59 (Cooper Roadster, Cooper S Roadster)

R60 (Cooper Countryman, Cooper S Countryman)

R61 (JCW Paceman)

SITUATION

Analysis of FASTA data and repeat repair visit reports indicates that there are many fault codes that are stored in the above vehicles, but they are not diagnosed to identify their root cause.

Fault codes that are not diagnosed to find their root cause can lead to a repeat repair visit to the workshop by the customer.

Where diagnosis (vehicle or short test) with ISTA has already started, it is important to diagnose the fault code(s) listed below (when they are stored in the vehicle) during the current workshop visit. This will help lead to a reduction in workshop repeat repair visits and higher customer satisfaction.

PROCEDURE

The following list of fault codes has been identified as causing repeat customer repair visits.

The fault codes should be diagnosed when they are found stored in the vehicle after performing a vehicle or short test.

The test plan is to be completed and its recommendations followed to properly repair the vehicle.

Relevant additional information can be found in the “Supplement” column to assist with the repair.

Report any errors in the test plans by using the ISTA diagnosis feedback button.

FAULT CODE	ACTION	SUPPLEMENT
0x5E31 – DSC control unit, voltage fault, undervoltage	Test Plan	
0x27BA – Combustion misfires, several cylinders	Test Plan	
0x5E30 – DCS control unit, voltage fault, undervoltage	Test Plan	
0x2783- DME combustion misfires, several cylinders		M12 02 10

0x5E5C – DSC brake pad wear indicator, front brake pad	Test Plan	
0x5E5D – DSC brake pad wear indicator, rear brake pad	Test Plan	
0x5E19 – DSC engine management interface	Test Plan	
0x277B – DME combustion misfires, cylinder 4		M12 02 10
0x2773 – DME combustion misfires, cylinder 1		M12 02 10
0x2777 – DME combustion misfires, cylinder 3		M12 02 10
0x2845 – DME VANOS exhaust, actuator movement	Test Plan	
0x287D – DME VANOS intake, actuator movement	Test Plan	
0x2781 – DME combustion misfires, several cylinders		M12 02 10
0x93D0- MRS/ACSM undervoltage	Test Plan	
0x277F – DME combustion misfires, cylinder 2		M12 02 10
0x93C3 – MRS/ACSM Seat occupancy detector	Test Plan	
0x2779 – DME combustion misfires, cylinder 4		M12 02 10
0x277D – DME combustion misfires, cylinder 2		M12 02 10
0x2775 – DME combustion misfires, cylinder 3		M12 02 10
0x2771 – DME combustion misfires, cylinder 1		M12 02 10
0x277E, DME combustion misfires, cylinder 2		M12 02 10
0x2782, DME combustion misfires, several cylinders		M12 02 10
0x2772, DME combustion misfires, cylinder 1		M12 02 10
0x2776, DME combustion misfires, cylinder 3		M12 02 10

WARRANTY INFORMATION

If performing ISTA diagnostics and related test plans results with eligible and covered work under the terms of the following:

- MINI New Vehicle Limited Warranty, or
- MINI Certified Pre-Owned Program as applicable (Defect Code vendor ID applies)

Claim this work with the applicable defect code and labor the operations listed in KSD2.

No Problem Found (NPF) Situations (Warranty Policy and Procedures Manual)

When the vehicle indicates a problem through one of the stored vehicle fault(s) listed above, and the technician performs diagnosis which results in no corrective repair, MINI will pay for fair, reasonable and properly documented diagnostic work time under the New Vehicle Warranty up to one (1) hour.

If the diagnosis of a “no problem found” condition exceeds one (1) hour, authorization must be obtained via a PuMA case from a Technical Service Engineer.

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