



This Service Information bulletin supersedes SI M12 06 15 **dated May 2015**.

NEW designates changes to this revision

SUBJECT

Engine Power Reduction with “Clutch Damaged” Faults Stored

MODEL

F55 (Cooper, Cooper S 4-door Hardtop)

F56 (Cooper, Cooper S 2-door Hardtop)

Produced to 3/2015

With the B38M, B46M, and B48M engines

SITUATION

A drivetrain malfunction check control message is displayed, prompting the customer to contact the dealer for a service visit.

The vehicle drives normally, but fault(s) for a damaged clutch are stored in the DME.

- 1D3101 - Clutch: Damaged, transmittable torque too low
- 1D3201 - Clutch: Severely damaged, transmittable torque too low

CAUSE

1. The DME software diagnostic for detecting excessive clutch slip is too sensitive.
2. The clutch is damaged.

PROCEDURE

Perform a test drive with a few hard accelerations in 2nd and 4th gear.

If the engine speed increases smoothly without any indication of the clutch slipping, the faults are erroneous and the clutch is not damaged. Do not replace any parts!

If the engine speed jumps or increases quickly without engine power being applied, indicating a slipping clutch, replace the clutch following the ISTA repair instructions.

Program the vehicle using the latest version of ISTA/P.

F55, F56	Target Integration level: NEW F056-15-07-501 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](#)).

WARRANTY INFORMATION

Covered under the terms of the MINI New Passenger Car Limited Warranty.

Covered under the terms of the MINI NEXT Certified Pre-Owned Limited Warranty (excluding the clutch discs and assembly).

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 KSD2 as Charging battery)
And, as necessary:		
61 00 006	Work time (WT)	Performing vehicle diagnosis (including the test drive)
And:		
61 00 730	Refer to KSD2	Programming/encoding control unit(s)

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

Refer to KSD2 for the corresponding flat rate unit (FRU) allowances.

Work time labor operation code 61 00 006 is not considered a Main labor operation. However, it does require an individual punch time and an explanation on the repair order and claim comments.

Vehicle Programming and Encoding

If a control module or component 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 (refer to KSD2) under the defect code listed above.

Repairs to control modules and 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, related test plans, and other diagnosis results in other eligible and covered work, claim this work with the applicable defect code and labor operations listed in KSD2.

Note: The clutch disc and assembly are covered under the terms of the MINI New Passenger Car Limited Warranty for defects in material or workmanship.

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