SI M21 01 15
Clutch

December 2015
Technical Service

This Service Information bulletin supersedes SI M21 01 15 **dated July 2015.**

The same information can be found in SI M12 04 15.

NEW designates changes to this revision

SUBJECT
B38, B46, and B48 Engines: Clutch Operation, Engine Noise, and Drivability Complaints

MODEL
F55 (Cooper, Cooper S)

F56 (Cooper, Cooper S, JCW)

With manual transmission

SITUATION
The vehicle exhibits one the following complaints:

- The customer notices an increased level of "free play" in the clutch pedal when changing gears.
- The clutch pedal remains depressed and will not return to the disengaged position.
- Noise from the lower engine area described as a high-pitched whine
- Loss of power when idling
- At a higher engine speed (above 3,000 rpm), a brief decrease in the engine speed can be felt.
- Extended cranking before the engine will start
- Emergency operation is active with one or more of the faults listed below.

NEW One or more of the following faults may be stored in the vehicle:

- 160020 Crankshaft sensor, signal: implausible
- 180001 Catalytic converter: efficiency too low
- 200D0C Powertrain, safety function: bus signal rpm reduction implausible
- 11A002 Fuel high pressure, plausibility: Pressure too low
- 1F054D Powertrain, safety function: powertrain reduced power, DSC-signal implausible

NEW Note: If additional faults are found in the DME memory (e.g., misfire, camshaft sensor, knock sensor, etc.), then those faults will be the primary focus of the diagnosis using the test plans

provided for those faults. “FC 120408 Boost pressure control: Shut-down as a consecutive reaction” is only a result of the component fault and is not the primary reason for the complaint or illumination of the engine malfunction warning.

PROCEDURE

Submit an engine TeileClearing case with “B38, B46, and B48 Drivability Complaints” in the subject line, and wait for a response.

WARRANTY INFORMATION

Not applicable.

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