



SI B11 07 11
Engine

SB-10040845-8932

March 2015
Technical Service

This Service Information bulletin supersedes SI B11 07 11 dated May 2013.

NEW designates changes to this revision

SUBJECT

Turbocharger Failure: Oil Supply and Return Line Blockage and Proper Repairs

MODEL

All

SITUATION

The customer complains of loss of performance and turbocharger noise.

CAUSE

The turbocharger oil supply may be restricted, causing oil starvation and resulting in the seizing of the turbocharger assembly.

PROCEDURE

Upon replacement of the turbocharger assembly, always clean the surrounding area where the engine oil supply and return lines enter the engine crankcase.

Ensure that no debris enters the engine oil supply or return galley. Contamination of the engine oil supply or return can result in additional damage to the engine.

Always remove and inspect the engine oil supply and return lines for blockage or restriction.

Ensure that the engine oil supply and return lines are not collapsed or kinked. Replace the lines and banjo bolts (if applicable) if a blockage or restriction is detected.

NEW Inspection of the engine oil supply and return lines will avoid repeated failure of the turbocharger assembly.

NEW Before installing a new turbocharger, pour a small amount of engine oil into the turbocharger oil supply hole to provide lubrication during the first start-up.

NEW

NEW Diesel Engine Turbocharger Failure:

NEW If the diesel particulate filter (DPF) is contaminated with engine oil due to a failed turbocharger, a diesel particulate regeneration should be performed after the new turbocharger is installed.

NEW The DPF regeneration procedure can be found in ISTA/D Service Functions.

WARRANTY INFORMATION

Not applicable.

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