




## FUEL GAUGE ERRONEOUS DISPLAY

New information provided by this revision is preceded by this symbol  .

This Service Information bulletin replaces SI M62 02 17 **dated November 2017**

### What's New:

- Fault Codes added

### MODEL

F54 (Cooper, Cooper S, JCW Clubman)	F55 (Cooper, Cooper S, JCW Hardtop 4 door)	F56 (Cooper, Cooper S, JCW Hardtop 2 door)	F57 (Cooper, Cooper S, JCW Convertible)
F60 (Cooper, Cooper S, JCW Countryman)			



### SITUATION

Vehicle runs out of fuel but the instrument cluster still displays fuel remaining in the tank.

During a vehicle test one or more of the following faults may be stored:

2E0600 = DME - Engine start, plausibility: Fuel prefeed pressure at engine start too low
27E300 = DME - Pre-delivery pressure sensor, offset test: offset outside the permitted range
26CF00 = DME - Fuel pre-delivery pressure control: Fuel feed pressure too low / positive control deviation
11A031 = DME - Low pressure fuel system, electric fuel pump: Pressure too low
110001 = DME - Cylinder injection shutdown: pressure too low in high-pressure system
11A038 = DME - Low pressure fuel system, electric fuel pump: Low power consumption, no fuel at the pump

### CAUSE

Software error for the fuel gauge in the instrument cluster.

### CORRECTION

Reprogram the vehicle to ISTA 4.09.1x or higher version.

### PROCEDURE

For conditions that are similar to the situation described:

1. Perform diagnosis with the latest version of ISTA and, if necessary, work through the corresponding test

modules for fuel level sensor and suction jet pump.

2. Program the vehicle to ISTA 4.09.1x or higher version.

- I Level F056-17-11-540



Note: Parts replacement is NOT necessary and does NOT provide a solution

Note that ISTA will automatically reprogram and code all programmable control modules that do not have the latest software

**Always connect a MINI-approved battery charger/power supply (SIM04 08 09).**

## WARRANTY INFORMATION

Covered under the terms of the MINI New Passenger Car Limited Warranty or the MINI NEXT/MINI Certified Pre-Owned Limited Warranty.

<b>Defect Code:</b>	<b>6211061800</b>	
<b>Labor Operation:</b>	<b>Labor Allowance:</b>	<b>Description:</b>
00 00 006	Refer to KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Main work)
Or:		
00 00 556	Refer to KSD2	Performing "vehicle test" (with vehicle diagnosis system – checking faults) (Plus work)
And:		
61 21 528	Refer to KSD2	Connect an approved battery charger/power supply (indicated in KSD 2 as Charging battery)
And, as necessary:		
61 00 006	Work time (WT)	Performing vehicle diagnosis – test module
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 of 00 00 006.

And, additionally for the:

### e-Vehicle

<b>Labor Operation:</b>	<b>Labor Allowance:</b>	<b>Description:</b>
61 25 910	Refer to KSD2	Recharging high-voltage battery unit (to high voltage charging socket)

Refer to KSD2/AIR 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 in the claim comments section.

During the same workshop visit, if a vehicle also requires another Technical Campaign or repair that also includes programming and encoding the control units, the programming procedure may only be invoiced one time.

### **Vehicle Programming and Encoding**

ISTA automatically reprograms and codes all the vehicle control modules that do not have the latest software i-level. If one or more control module failures occur “during” this programming procedure:

- Please claim this “consequential” control module-related repair work under the defect code listed in this bulletin with the applicable KSD2/AIR labor operations.

Control module failures that occurred “prior” to performing this programming procedure:

- When “covered” under an applicable limited warranty, claim this control module-related repair work using the applicable defect code and labor operations in KSD2/AIR.

Posted: Thursday, February 15, 2018

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