



NOISE COMING FROM OIL FILTER AREA AFTER A COLD START

MODEL

| | | | |
|-------------------------|-----------------------------|-----------------------------|--------------------------|
| F54 (Cooper Clubman) | F55 (Cooper Hardtop 4 door) | F56 (Cooper Hardtop 2 door) | F57 (Cooper Convertible) |
| F60 (Cooper Countryman) | | | |

Produced up to March 1, 2018 and equipped with the B36M or B38M engine.

SITUATION

A repeating fizzing noise may be heard from the engine oil filter area after a cold start. The noise will stop after the engine is running for approximately 60 seconds.

This noise is harmless and has no influence on the longevity and service life of the engine.

CAUSE

A software error in the Digital Motor Electronics (DME) can cause a noise during the engine oil pressure adjustment period.

This software error is only in the following integration levels:

- **F056-16-07-5xx**
- **F056-16-11-5xx**
- **F056-17-03-5xx**
- **F056-17-07-5xx**
- **F056-17-11-5xx**

CORRECTION

Program the vehicle with **ISTA 4.10.1x** or higher.

PROCEDURE

For conditions that are similar to the situation described:

1. Perform diagnosis with the latest version of ISTA.
2. Program the vehicle using **ISTA 4.10.1x** or higher to appropriate level shown below:

| Model | Target integration level |
|-----------------------------|---------------------------------|
| F54 (Cooper Clubman) | F056-18-03-511 or higher |
| F55 (Cooper Hardtop 4 door) | |

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|-----------------------------|
| F56 (Cooper Hardtop 2 door) |
| F57 (Cooper Convertible) |
| F60 (Cooper Countryman) |

Note that ISTA Next 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).

For information on programming and coding with ISTA, refer to CenterNet / TIS / Technical Documentation / Programming and Diagnostics / Programming Documentation

WARRANTY INFORMATION

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

| | | |
|-------------------------|-------------------------|--------------------------------------------------------------------------------------------|
| Defect Code: | 1141003900 | |
| | | |
| Labor Operation: | Labor Allowance: | Description: |
| 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 KSD2 as "Charging battery") |
| 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.

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

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

- A. The programming procedure automatically reprograms and encodes all vehicle control modules which 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.
- B. For 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.

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