



ENGINE LEAK DIAGNOSIS ON TURBOCHARGED V8 ENGINES

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

This Service Information bulletin replaces SI B11 11 17 dated **August 2017**.

What's New:

- The locations of the engine oil leak and the troubleshooting hints are updated.

MODEL

F01 and F02 (7 Series Sedan) Produced from 9/2008 to 6/2012	F04 (ActiveHybrid 7) Produced from 4/2010 to 6/2012	F07 (Gran Turismo) Produced from 9/2009 to 6/2012	F10 (5 Series Sedan) Produced from 3/2010 to 7/2013
F12 (6 Series Convertible) Produced from 3/2011 to 7/2012	F13 (6 Series Coupe) Produced from 7/2011 to 7/2012	E70 (X5) Produced from 3/2010 to 6/2013	E70 (X5M) Produced from 3/2010
E71 (X6) Produced from 7/2008 to 6/2014	E71 (X6M) Produced from 3/2010	E72 (ActiveHybrid X6) Produced from 9/2009 to 9/2011	F13 (M6 Coupe) Produced from 7/2012
F01 and F02 (7 Series Sedan) Produced from 7/2012	F06 (6 Series Grand Coupe) Produced from 7/2012	F07 (Gran Turismo) Produced from 7/2012	F10 (5 Series Sedan) Produced from 7/2013
F12 (6 Series Convertible) Produced from 7/2012	F13 (6 Series Coupe) Produced from 7/2012	F15 (X5) Produced from 6/2013	F16 (X6) Produced from 6/2014
F85 (X5M) Produced from 3/2014	F86 (X6M) Produced from 3/2014	F06 (M6 Grand Coupe) Produced from 7/2012	F10 (M5) Produced from 7/2012
F12 (M6 Convertible) Produced from 7/2012	G12 (7 Series Sedan) Produced from 5/2015	G30 M550i (5 Series) Produced from 12/2016	

INFORMATION

When diagnosing an engine oil leak or a coolant leak on turbocharged V8 engines it is necessary to use a borescope to identify if the source of the leak is from under the turbochargers. Engine oil or coolant leaking from the bell housing area or the front timing chain cover area may be caused by the turbocharger itself, a turbocharger oil/coolant feed line or turbocharger oil/coolant return line.

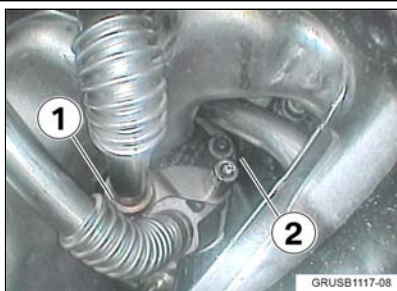
Do not remove the transmission and do not disassemble the engine before performing this inspection. If necessary, use engine oil leakage detection dye.



Insert the borescope to the inside (1) and outside (2) of the induction pipes.
Rotate the borescope 360 degrees to search for any leaks.
Try using the bore scope in the strait and 90° viewing positions.



Pay special attention to any ferruled or clamped hose connections (1).



Insert the borescope downward towards the turbocharger oil return pipes.
Look for leaking connections (1).
Also search around the block surface for any standing engine oil or coolant (2).

WARRANTY INFORMATION

Not applicable.

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