



SIM 16 02 20 NOISES FROM THE FUEL TANK AT IDLE

2020-07-06

F54 (Cooper Clubman)	F54 (Cooper S Clubman)	F55 (Cooper Hardtop 4 Door)	F55 (Cooper S Hardtop 4 Door)
F56 (Cooper Hardtop 2 Door)	F56 (Cooper S Hardtop 2 Door)	F57 (Cooper Convertible)	F57 (Cooper S Convertible)

SITUATION

While driving slowly with low RPM or while idling, a faint knocking or fluttering noise can be heard from inside the fuel tank when the tank is full. The customer may describe this noise as a “helicopter noise” from the rear of the vehicle.

CAUSE

Pressure fluctuations from the tank ventilation valve will cause the fuel tank filler pipe non-return valve to vibrate. In some cases the vibration can be heard inside the vehicle.

PROCEDURE

1. Duplicate the customer complaint.

Release the fuel cap while the noise is occurring. Is the noise eliminated by removing the fuel cap?

Yes - Go to step 2.

No - Go to step 3.

2. Check the integration level of the vehicle, if it is not already F056-20-03-540 or higher, then reprogram the vehicle with ISTA 4.23.1X (released May 2020) or higher.

Always connect a MINI-approved battery charger/power supply (SI [M04 08 09](#)) when performing programming.

3. If the noise continues with the fuel cap removed, the noise may be related to the fuel pump itself. Continue troubleshooting to isolate the root cause and repair the vehicle as needed.

WARRANTY INFORMATION

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

Defect Code:	1613003900	Venting line/connections (fuel tank to carbon canister) disruptive noises	
:			
Labor Operation	Description	Labor Allowance	
00 00 006	Performing vehicle test (with vehicle diagnosis system –	Refer to AIR	

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	checking faults) (Main work)	
Or:		
00 00 556	Performing vehicle test (with vehicle diagnosis system – checking faults) (Plus work)	Refer to AIR
And:		
61 21 528	Connect an approved battery charger/power supply (indicated in AIR as Charging battery)	Refer to AIR
And:		
61 00 730	Programming/encoding control unit(s)	Refer to AIR

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 AIR for the corresponding flat rate unit (FRU) allowances.

Programming and Encoding - Vehicle Control Units (RO and Claim Comments Required)

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 (including performing the IRAP Control Unit Recovery procedure first as required, refer to the SIB in AIR) under the defect code listed in this bulletin with the applicable AIR labor operations.

Please explain this additional work (The why and what) on the repair order and in the claim comments section

For control module failures that occurred prior to performing this programming procedure:

- When covered under an applicable limited warranty, claim the applicable test plan and the corresponding control module-related repair work using the applicable defect code and labor operations in AIR (including diagnosis).

Other Repairs

If other eligible and covered work is performed as a result of performing the diagnostic procedures, claim this work with the applicable defect code and the labor operations that are listed in AIR (including diagnosis).