

---

## PuMA measure

### 6HP and 8HP Steptronic transmissions leaking around the oil sump

UR-V-2 5370364-13 - 7/29/20

#### Complaint:

Transmission oil has collected on the automatic transmission or there is oil moisture/sweating in this area. There are traces of oil in the oil sump gasket area (see attachment, Fig. 1) or stains/dirty edges can be seen on the underbody panelling.

Affected automatic transmissions: 6HP19TUE, 6HP26TUE, 8HP45, 8HP50, 8HP51, 8HP70, 8HP75, 8HP76 und 8HP90.

---

## Cause

Possible causes for dirt accumulation in the area of the transmission:

- Condensation from the air conditioning
- Leak in crankshaft radial shaft seal
- Leak in transmission radial shaft seal, converter side
- Leak in transmission radial shaft seal, output flange (see attachment, Fig. 2)
- Leak in oil sump (see note below)
- Leak in transmission connector (see attachment, Fig. 3).
- Leak in area of 8HP transmission connector at transmission housing (see attachment, image 4)
- Leak in 6HP gearshift shaft (see attachment, image 5)
- Leak at transmission housing on left above the type plate at 8HP (see attachment, image 6)
- Leak in area of transmission oil cooler line connection (see attachment, image 7)
- Leak in transfer box in xDrive vehicles (no image)
- Leak in front axle transmission (no image)

In the case of severe leakage through any of the points listed above, oil may accumulate at the rear end of the oil sump and drip down. The oil sump gasket is not necessarily the cause of this.

---

## Measure

+++

Revision to the previous version of the PuMA measure:

Further models added.

+++

In the event of a customer complaint case, proceed as follows:

1. First check whether this is a case of condensation or oil (rub between the fingers and smell a sample). If it is water, this is probably moisture condensate from the drain hose of the air-conditioning system. This is inherent in the design. No repair required.

2nd Trace the path of the oil and try to establish where the leak is coming from.

3. Check the screw connections are tightly fitted in the area of the leakage in accordance with the prescribed tightening torques (see ISTA), and retighten if necessary.

4. Clean transmission with BMW engine and cold cleaner (BMW part number 83 19 5 A16 634).

5. Apply powder spray (BMW part number 83 19 2 473 511) to the dry components.

6. After a drying time, carry out a test drive for approx. 30 minutes, then switch off the vehicle and allow it to cool for approx. 30 minutes.

7. Check the transmission (oil sump, output flange, torque converter housing seal plugs) again for leaks – if required, use a clean paper towel for this. If droplets no longer form, the transmission is technically OK and does not require any further repair work. A light oil film is permitted at sealing rings (see attachment, figures 8, 9 and 10). There may be residual oil present in the area of the screws for the oil sump, which gathered there previously, also after cleaning.  
Not OK are oil leaks like those shown in figures 4, 11 12 and 13 (see attachment).

If leaks continue to occur, ONLY REPLACE THE AFFECTED COMPONENTS in accordance with the released repair instructions or PuMA measures.

If the component to be exchanged is subject to TeileClearing (TC), a TC case must be created prior to the exchange. Take informative photos and attach to the TSARA case.

After a transmission repair the transmission should be thoroughly cleaned to remove oil traces/residue.

The following PuMA measures should be observed:

- Leak in transmission oil cooler line (transmission end) - PuMA 61222833
- Leak in front axle transmission - PuMA 47325247

---

## Validity information

---

Model series:	[RR1, RR3, RR2, RR5, RR4, RR6]
Engine range:	[ALL]
Body style:	[ALL]
Fault codes:	[]
Production period:	-

---

## Repair overviews

---

24/00/002/15131/21464, Automatic gearbox, Cannot be encoded with VFC, , Leak: oil, , No action

---

## Attachments

---

Number of attachments: 1