



SIB 01 01 22

2023-05-10

N63TU1 CLASS ACTION SETTLEMENT SVC CAMPAIGN: OIL CONSUMPTION DIAGNOSIS/REPAIR

This Service Information bulletin (Revision 3) supersedes SI B01 01 22 **dated December 2022**

What's New:

- Engine oil part numbers updated
- The B010122 N63TU1 Oil Consumption (OCTest) Claim Info attachment has been corrected and updated
- The B010122 N63TU1 Oil Consumption Checklist attachment has been reformatted and updated

MODEL

E-Series	MY	Model Description	Production Dates	Engine
F01	2013 to 2015	750i Sedan	June 18, 2012 to May 21, 2015	N63TU1
F01	2013 to 2015	750i xDrive Sedan	June 18, 2012 to May 19, 2015	N63TU1
F01	2013 to 2015	ALPINA B7 SWB	July 12, 2012 to May 12, 2015	N63TU1
F01	2013 to 2015	ALPINA B7 xDrive SWB	July 09, 2012 to May 04, 2015	N63TU1
F02	2013 to 2015	750Li Sedan	June 18, 2012 to May 21, 2015	N63TU1
F02	2013 to 2015	750Li xDrive Sedan	June 19, 2012 to May 20, 2015	N63TU1
F02	2013 to 2015	ALPINA B7 LWB	July 06, 2012 to May 12, 2015	N63TU1
F02	2013 to 2015	ALPINA B7 xDrive LWB	July 09, 2012 to May 11, 2015	N63TU1
F06	2013 to 2019	650i Gran Coupe	May 03, 2012 to September 25, 2018	N63TU1
F06	2013 to 2019	650i xDrive Gran Coupe	February 02, 2012 to September 24, 2018	N63TU1
F06	2015 to 2019	ALPINA B6 xDrive Gran Coupe	March 14, 2014 to September 12, 2018	N63TU1
F07	2013 to 2015	550i Gran Turismo	June 18, 2012 to February 13, 2015	N63TU1
F07	2013 to 2017	550i xDrive Gran Turismo	June 20, 2012 to January 27, 2017	N63TU1
F10	2014 to 2016	550i Sedan	June 27, 2013 to October 20, 2016	N63TU1
F10	2014 to 2016	550i xDrive Sedan	July 25, 2013 to October 21, 2016	N63TU1
F12	2013 to 2018	650i Convertible	June 22, 2012 to May 28, 2018	N63TU1
F12	2013 to 2018	650i xDrive Convertible	June 18, 2012 to May 28, 2018	N63TU1
F13	2013 to 2017	650i Coupe	June 20, 2012 to February 23, 2017	N63TU1
F13	2013 to 2017	650i xDrive Coupe	June 18, 2012 to February 14, 2017	N63TU1

F15	2014 to 2018	X5 xDrive50i	July 17, 2013 to June 30, 2018	N63TU1
F16	2015 to 2019	X6 xDrive50i	March 04, 2014 to May 16, 2019	N63TU1

SITUATION

With the court's FINAL approval, BMW of North America, LLC (BMW NA) has entered into a nationwide settlement with the plaintiffs in the following class action: Isley, et al. v. Bayerische Motoren Werke Aktiengesellschaft and BMW of North America, LLC.

The Settlement Benefits are effective and available on and after February 9, 2022.

Note: This bulletin is a notice of a Class Action Settlement Service Campaign benefits that are now available. This is NOT a notice of a Recall or Service Action.

Eligible Class Vehicles that Qualify: They fulfill the applicable State's requirements, have a valid vehicle registration in addition to the meeting the criteria that is described in the corresponding Important Note below.

This bulletin applies to Class Members who are current **owners/lessees of Class Vehicles** that have **not opted-out** of this Settlement, therefore, **accepting** the corresponding Class Member benefits, the terms, and conditions.

Eligible Class Vehicles will have the following VIN-specific Vehicle Comment in the DCSnet Warranty Vehicle Inquiry.

SI B01 01 22 and B01 02 22: The current owner or lessee (Class Member) and their Class Vehicle that qualifies, as both are defined in these corresponding Service Information Bulletins, are eligible to receive the Service Campaigns (Engine oil consumption diagnosis, engine repair and future engine level oil top offs) and other benefits that are provided through the N63TU1 Engine Class Action Settlement. These Service Campaign benefits are subject to certain limitations and exclusions which are also outlined in the Settlement and the bulletins.

Note: Before performing a repair and submitting a claim, first confirm that the Class member's Class Vehicle has the above Notice of Eligibility in the DCSnet Warranty Inquiry's Vehicle Comments section.

Important Note:

The service (repair) benefit that is provided by this settlement is subject to the corresponding vehicle eligibility requirements, limitations, and exclusion criteria that apply to all repairs that will result with a claim submission to BMW.

Specifically, the coverage shall be null and void because the:

- Vehicle has been declared a total loss or sold for salvage purposes, the true mileage cannot be determined, the Vehicle Identification Number (VIN) has been altered and cannot be determined, and/or the
- Applicable covered vehicle components were previously replaced with used or salvaged automobile parts

The BMW DCSnet Warranty Vehicle Inquiry (WVI) may not contain a corresponding Vehicle Comment that identifies that one or more of the above non-eligible vehicle situations apply. In these cases, please use any other resources that are available at your center to confirm the vehicle's eligibility (for example, CARFAX®).

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Always verify the correct engine serial number is installed in the vehicle. Enter the VIN into AIR and compare the engine serial number to the engine serial number in AIR using "Vehicles Details".

If the engine serial number does not match-

- Create a TSARA TeileClearing Hotline case that includes or identifies the issues that could affect the vehicle's eligibility
- Wait for a response before proceeding
- Provide a picture of the engine serial number in the case

If it is determined the vehicle is non-eligible, or if you are uncertain of the vehicle's eligibility, or you do not have access to any other resources; please create a TSARA TeileClearing Hotline case that includes or identifies the issues that could affect the vehicle's eligibility and wait for a response before proceeding.

Non-Eligible Class Vehicles

Certain Class Members have **opted out** of this Settlement. Those Class Members are **excluded and not eligible** for any of the corresponding Class benefits.

The **non-eligible Class Vehicles** have been updated with the following VIN-specific Vehicle Comment in the DCSnet Warranty Vehicle Inquiry.

SI B01 01 22 and B01 02 22: The current owner/lessee of this Class Vehicle has opted-out of the N63TU1 Engine Class Action Settlement. By asking to be excluded, the owner/lessee and their N63TU1 engine vehicle are not eligible to receive any of the Settlement Class Member benefits.

If you have vehicle repair eligibility, coverage and/or claim submission questions, please contact the Warranty department through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections prior to performing any repair.

Class Allegations

The plaintiffs in the lawsuit alleged that certain model year 2013 through 2019 BMW 5 Series, 6 Series, 7 Series, X5 and X6 vehicles with the N63TU1 engine consume excessive amounts of engine oil, requiring additional oil changes and the need for adding engine oil between regular oil changes.

BMW NA, which distributes and warrants BMW vehicles in the U.S., denies these allegations, and stands behind and supports its products.

Class Vehicles

The eligible US-specification BMW vehicles (listed above) that were purchased or leased, registered, and operated in the United States, including the District of Columbia and Puerto Rico.

Settlement Class Members (Who did not opt-out)

Settlement Class Members are persons or entities who currently own or lease a Settlement Class Vehicle that was distributed for sale or lease in the United States and registered and operated in the United States, including the District of Columbia and Puerto Rico.

Inquiries and Updates

Class Members can call toll free at 1-888-208-0032 or visit www.Isleysettlement.com. Updates will be posted to the settlement website as new information becomes available.

The Claims Administrator will address questions related to the Reimbursement Benefits only.

CAUSE

When performed by an authorized BMW center in the United States (including Puerto Rico), the Settlement's Service Campaign benefits below are covered as follows:

Diagnosis and N63TU1 Oil Consumption-Related Engine Repairs at 100 Percent (Non-Engine Replacement)

- **Year One (1):** Regardless of the Class Vehicle's time (age) and mileage, then for
- **Year Two (2) and after:** Up to first 10 years/120,000 for the Class Vehicle, whichever occurs first, as determined by the in-service date

Oil Consumption-Related N63TU1 Engine Replacement (Matrix applies)

- **Year One (1):** Regardless of the Class Vehicle's time (age) together with applying the vehicle mileage-based contribution matrix up to first 120,000 miles, then for
- **Year Two (2) and after:** Up to the vehicle's first 10 years together with applying the vehicle mileage-based contribution matrix up to first 120,000 miles

N63TU1 Engine Oil Consumption Tests/Inspections

Eligible Settlement Class Members' may receive up to three (3) free engine oil consumption tests/inspections for their eligible Class Vehicles.

N63TU1 Oil Consumption-Related Engine Repair or Engine Replacement

After **one failed oil consumption test (exceeds specification)** on a Class Member's Class Vehicle, and a confirmation by an authorized BMW Center that the Class Vehicle has an oil consumption issue, BMW NA will, at its discretion, either authorize the BMW Center:

- A. To make one engine repair attempt (at 100 percent), or
- B. Offer the Class Member an engine replacement per the contribution Matrix by mileage below

If after the BMW NA approved engine repair (A) is performed, a Class Member's **Class Vehicle returns and fails a second engine oil consumption test (exceeds specification)**, the Class Member's Class Vehicle is then entitled to an engine replacement per the provisions and exclusions in the Settlement attached document.

For Class Vehicle N63TU1 engine replacements due to excess oil consumption that qualify, the Class Member's Contribution Schedule below applies.

Odometer mileage at time of the failed Oil Consumption Test that results in an N63TU engine replacement		Class Member's Contribution (Parts, Labor and Sublet)
Below	50,000	0%
50,001	60,000	5%
60,001	70,000	15%
70,001	80,000	27%
80,001	90,000	42%
90,001	100,000	55%
100,001	105,000	65%
105,001	110,000	70%
110,001	115,000	75%
115,001	120,000	85%
120,001	Above	100%

Important Notes:

1. No Settlement Class Member contribution applies if the Class Vehicle engine is still covered under either the New Vehicle Limited Warranty term or the BMW Certified Pre-Owned warranty term.
2. If there is no applicable warranty coverage the Settlement Class Member shall contribute to the total replacement cost, including parts, labor and sublet, in accordance with the schedule above.
3. Replacement N63TU1 engines will have improved components compared to engines produced before May 2017.
4. Subject to the mileage limitations above for all eligible Class Members, engine replacement contribution will only be made until the later of 10 years from the Class Vehicle's in-service date or 1 year from the Effective Date.
5. In the event a Class Member's engine fails or otherwise needs replacing that is unrelated to Excess Oil Consumption, this benefit and the schedule above shall not apply, and the Class Member will not be entitled to any contribution from BMW.

CORRECTION

For eligible Class Members who did not opt out of the N63TU1 Engine Settlement with Class Vehicles that qualify, perform the engine oil consumption diagnosis and engine repair as applicable.

Please follow the instructions in the PROCEDURE section.

PROCEDURE

The Service Campaign (Engine oil consumption diagnosis and repair) benefit that is provided by this settlement to the Class member and their Class Vehicle is subject to the corresponding vehicle eligibility requirements, limitations, and exclusion criteria that apply to all repairs that will result with a claim submission to BMW.

Specifically, the coverage shall be null and void because the:

- Vehicle has been declared a total loss or sold for salvage purposes, the true mileage cannot be determined, the Vehicle Identification Number (VIN) has been altered and cannot be determined, and/or the
- Applicable covered vehicle components were previously replaced with used or salvaged automobile parts

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The BMW DCSnet Warranty Vehicle Inquiry (WVI) may not contain a corresponding Vehicle Comment that identifies that one or more of the above non-eligible vehicle situations apply. In these cases, please use any other resources that are available at your center to confirm the vehicle's eligibility (for example, CARFAX®).

Always verify the correct engine serial number is installed in the vehicle. Enter the VIN into AIR and compare the engine serial number to the engine serial number in AIR using "Vehicles Details".

If the engine serial number does not match-

- Create a TSARA TeileClearing Hotline case that includes or identifies the issues that could affect the vehicle's eligibility
- Wait for a response before proceeding
- Provide a picture of the engine serial number in the case

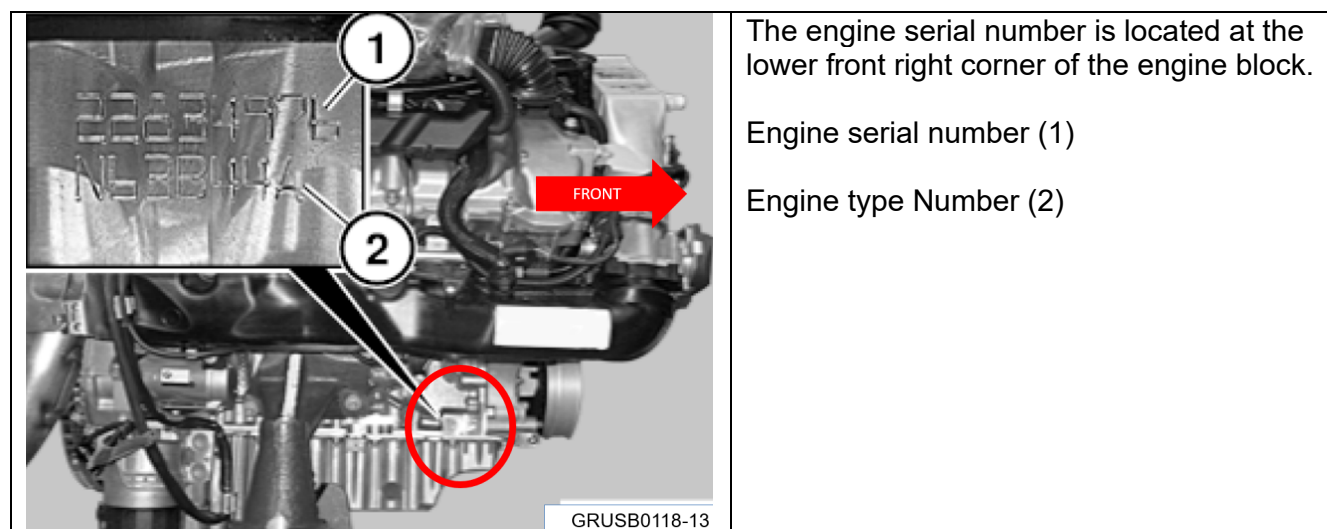
If it is determined the vehicle is non-eligible, or if you are uncertain of the vehicle's eligibility, or you do not have access to any other resources; please create a TSARA TeileClearing Hotline case that includes or identifies the issues that could affect the vehicle's eligibility and wait for a response before proceeding.

For frequently asked questions go to the TIS.Net Advanced Information, search for "N63TU1 Oil Consumption FAQ".

Engine serial number verification (included in the engine diagnosis labor operations):

Verify that the proper engine serial number is installed in the vehicle before starting any diagnosis or repairs.

NOTE: Only vehicles equipped with the original engines (engine serial number matching the serial number in AIR), or with a BMW Replacement Engine (purchased from BMW PDCs and replaced under Warranty; or customer pay) are eligible to participate in this Class Action Settlement.



Search for vehicle

with vehicle identification number

L592223

With type code

Start new search

or search without vehicle selection [here](#).

GRUSB1119-02

Vehicle details

Vehicle type	Passenger car
Brand	BMW
Model	X5 sDrive50i
Body	SC
Vehicle identification number (last 7 characters)	L592223
Vehicle identification number (17 characters)	SUXFG8C59L
Development code	E71
Steering	LL
Engine	N63
Engine number	2088036
Transmission	AUT
Transmission number	0261381XSC
Head unit serial number	No head unit can be identified
Drive	ALLR
Integration level	E070-12-11-902
Production date	Dec 11, 2012
Delivery date	Dec 14, 2012

GRUSB1119-03

Compare the engine serial number in AIR.

Enter the VIN (1).

Enter the VIN (1).

Select "Vehicle details" (1).

Engine serial number is shown (2).

If the serial numbers do not match, then create a TSARA TeileClearing Hotline case with the numbers that are shown on the engine block and wait for a response before proceeding with repairs.

Regardless, if you are requesting an engine repair or an engine replacement, each TSARA case requires enclosing a photograph of the engine serial number.

To reduce processing time, also state the engine serial number in the case comments before submitting.

All engine serial numbers will be verified at the Warranty Part Return Center.

IMPORTANT NOTES:

1. Only a Shop Foreman is authorized to approve the results of N63TU1 Class Action diagnosis and repair.
2. Complete the attached N63TU Oil Consumption Checklist along with the relevant photographs must be submitted via a TSARA TeileClearing Hotline case titled "N63TU1 Class Action Consumption".
3. Do not attach photographs which are not relevant, vague, not clear, and which are not providing a clear evidence/source of an observed major leak. A TC case with an excessive number of poor-quality photographs requires more time to process, resulting in a delayed response.
4. Please specify in the case details the photograph description. Renaming the photograph is not necessary.

For example:

Front engine cover = X1234.jpg

Turbo inspection = X5678.jpg

5. The TSARA TeileClearing N63TU1 Class Action process has started on February 09, 2022. Weekend

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starting any repairs.

6. It is the Shop Foreman's responsibility to provide a complete and accurate diagnosis documentation, as described below.

7. Including follow-up/updates to the original TSARA TeileClearing case prior to performing any additional related work that is found needed during the repair process.

8. Incomplete, missing, or misleading N63TU1 Class Settlement engine diagnosis and repairs will result in debiting of the Warranty claim.

9. Do not drain and measure the engine oil. Follow the applicable instructions to use the electronic oil level measurement.

Measuring the engine oil level:

1. Do not drain and measure the engine oil. Follow the applicable instructions to use the electronic oil level measurement.

Do not reprogram the vehicle.

The engine oil must be measured using the electronic measurement test plan called "Motor Oil Quantity" found in ISTA/D.

Test Plan Path:

Select "Vehicle management"
Select "Powertrain"
Select "Engine electronics, quality control valve (MSV)"
Select "Engine oil"
Select "ABL Motor oil quantity"
Select "Display"

Follow the onscreen prompts. The test plan will measure the engine oil in 100 ml increments.

Top up the engine oil accordingly and perform the test plan a second time (after topping) to ensure the proper full engine oil level is reached.

The vehicle must be driven by the customer roughly 750 to 1,000 miles or until the next low engine oil message appears (whichever comes first). After the customer returns the engine oil must be measured again using the electronic measurement test plan called "Motor Oil Quantity" found in ISTA/D (see test plan path above).

If the oil consumption is not greater than 1 liter per 750 miles, then top the engine oil and return the vehicle to the customer.

OR:

If the engine oil consumption is greater than 1 liter per 750 miles, then proceed to step 2.
For additional information on oil consumption refer to B11 03 13.

2. The vehicle has returned for the oil consumption measurement:

Measure the oil consumption. Refer to the following attachments.

- N63TU1 OC Instructions (Resume the procedure at step 3 in this document)
- N63TU1 Oil Consumption Checklist

Note: Document all results in the N63TU Oil Consumption Checklist simultaneously while following the instructions.

Section 3 – Documenting the results of the visual inspection, failed oil consumption test and or vehicle inspection steps.

1. The “N63TU1 Oil Consumption Checklist” must be completed and photographed (both pages side by side in one photo).
2. Capture photos of the failed or leaking components.
3. Document the inspection/test results in a TSARA TeileClearing Hotline case, describe in the case what repair you are requesting, submit the case and wait for a response before continuing with repairs.

If the vehicle passes the oil consumption test or the vehicle does not require any repairs, then do not enter a TSARA TeileClearing Hotline case.

Calculating Oil Consumption by Milliliters

If the customer has driven much further than recommended, then the result of the test plan and the miles driven can be determined using a calculator. The calculation below will determine the exact oil consumption level of the engine.

Calculation:

Milliliters of oil consumed ÷ miles driven = X.XXX milliliters (ml) per mile driven

The oil consumption specification of this calculation is 1.333 milliliters (ml) per mile driven.

For example, 1000 ml ÷ 750 miles = 1.333 ml per mile; this is the 1 liter per 750 miles specification.

If the result of the calculation is 1.333 ml per mile and greater, then you must continue with the diagnosis and address the customer complaint.

If the result of the calculation is less than or equal to 1.332 ml per mile, then the customers complaint does not exceed the allowable engine oil consumption specification. Take no further action.

Example:

900 ml consumed ÷ 750 miles driven = 1.2 ml per mile – Take no further action and release the vehicle.

Engine Repairs and Replacements:

Replacement engine assemblies are NOT pre-filled with engine oil.

After replacing an engine with a new or remanufactured engine assembly, the engine oil level must be verified as outlined in the procedure below first, before starting the engine for the first time.

If the replacement engine is started to determine electronically if the engine is filled with the appropriate amount of engine oil, damage to the replacement engine can occur immediately. The engine may have some residual engine oil from assembly, but this is not enough engine oil to properly lubricate the engine to measure the engine oil level electronically when it is started for the first time.

Furthermore, the electronic engine oil measurement is only operational when the engine is running at its full operating temperature. Checking the engine oil without the engine running at operating temperature will lead to an incorrect or incomplete measurement.

After replacing the engine or making engine repairs that require the replacement or removal of the engine bearings, VANOS gears, camshafts, bed plate resealing, engine oil pump, engine oil filter housing, cylinder head, engine oil cooler or anything that interrupts the engine oil supply circuit of the engine requires a brief oil pump and oil supply circuit priming procedure.

Refer to [SI B11 02 20](#) for the detailed bleeding procedure.

- The time to perform this procedure is included in the applicable special repair labor operations that are provided in the attachments to this Service Information bulletin

After engine repairs or replacement, pay attention to a proper installation of all engine ground connections. Mark the various ground connections with a small parts tag or colored tape. Any consequential damage to DME, alternator, or QLT sensor resulting from a loose ground (causing BSD communication faults), is not covered under N63TU1 Class Settlement.

If the engine malfunction warning is illuminated and lean mixture faults are stored in the DME:

1. Double check all basic induction system connections and ensure no leaks are present.

2. Adaptation Procedure:

- Disconnect the tank ventilation valve (purge valve) electrical connector and allow the engine to idle for 15 minutes. This procedure will allow the DME to readapt.
- After 15 minutes of idling, reconnect the tank ventilation valve (purge valve) electrical connector
- Clear the fault memory
- Test drive the vehicle to ensure all faults do not reoccur

Workshop Cleanliness:

Always ensure the high-pressure fuel system parts are properly stored in a clean location. Use caps or bags to keep contamination from occurring. It is good practice to immediately cap the high-pressure pumps and store them in the upright position so that the plunger does not dry out.

The appropriate caps can be found in the N63TU1 Valve Seal Replacement Tool Kit P/N 83 30 2 450 434.

PARTS INFORMATION

Obtain and confirm the part numbers for your specific vehicle by entering the chassis number in either ETK or AIR which considers specific equipment and/or options.

Based on the results from the inspections and testing, select the appropriate parts to repair the vehicle.

Engine replacement only if the measured oil consumption is too high and failing any one of the 4-point checks.

The vehicle's mileage to determine Customer's Contribution will be based on the mileage the vehicle had on the date the final 4-step diagnosis was completed.

Part Number	Description	Quantity
Refer to ETK using the VIN of the vehicle	Exchange engine	1
11 00 5 A47 319	Installation kit powertrain (includes one-time use fasteners, O-rings, gasket rings, gaskets, seals, hose clamps, oil pipes, vacuum lines, exhaust hardware, hollow bolts, injector seals and injector decoupling elements)	1

Valve seal and engine oil separator replacement - Only if the vehicle measured oil consumption is too high, and all 4-point checks are found to be good:

Part Number	Description	Quantity
11 34 0 054 492	Valve seal repair kit	2
11 15 8 636 541	Oil separators, set (kit with bolts)	1
11 12 7 605 211	Timing chain tensioner cover gasket Cylinder 1-4	1
11 12 7 605 212	Timing chain tensioner cover gasket Cylinder 5-8	1
11 12 7 588 416	High-pressure pump profile gasket	2
11 36 7 604 773	VANOS central screws	4
11 42 7 583 220	Set oil-filter element	1
13 53 7 591 006	Injector gasket ring seal	8
13 53 7 577 649	Injector decoupling element	8

Also, if found defective (cracked, leaking), the following crankcase ventilation hoses need to be replaced:

Part Number	Description	Quantity
11 15 8 647 961	Vent pipe	1
11 15 8 647 299	Connecting line	1

Also, if found leaking, turbocharger oil return pipes, return cover and gaskets:

Part Number	Description	Quantity
11 42 7 935 572	Oil return cover	1
11 42 8 624 158	Gasket, asbestos free	2
11 42 9 454 094	Oil return pipe, cylinder 1-4	1
11 42 9 454 095	Oil return pipe, cylinder 5-8	1

Turbo replacement, only if found to be leaking:

Part Number	Description	Quantity
11 65 7 646 093	Turbocharger	2

Rear cover and rear crankshaft seal replacement, only if found to be leaking:

Part Number	Description	Quantity
11 14 2 446 298	Updated end cover rear kit	1
Refer to ETK	Cap with rear seal (rear crankshaft seal)	1

Lower oil pan gasket, only if found to be leaking:

Part Number	Description	Quantity
07 12 9 909 333	Torx screw, self-locking (M8X25-U1-8.8)	21
11 13 7 570 705	Gasket Steel (RWD F01/02/06/07/10/12/13)	1
11 13 7 570 706	Gasket Steel (RWD F01/02/06/07/10/12/13)	1

Or:		
07 12 9 909 333	Torx screw, self-locking (M8X25-U1-8.8)	30
11 13 7 570 706	Gasket Steel (AWD/xDrive F01/02/06/07/10/12/13)	1
12 61 7 604 790	Gasket	1
Or:		
07 12 9 909 333	Torx screw, self-locking (M8X25-U1-8.8)	25
11 13 7 566 808	Gasket Steel (F15/F16)	1
12 61 7 604 790	Gasket	1

Refer to the ETK and the applicable repair instructions for one-time use fasteners and/or component information regarding additional, in-conjunction parts/kits or replacement screws, gaskets, seals, and clamps that need to be installed and claimed.

Bulk Materials in Sublet- All Repairs (As Applicable and as Needed)

Part Number (PN)	Billing PN	Description	Quantity
82 14 1 467 704	N/A	Antifreeze	See Sublet (As needed)
Or:			
83 19 2 468 442	N/A	BMW Antifreeze/Coolant (1 gal) - HT-12)	See Sublet (As needed)
83 29 0 429 576	N/A	Hydraulic fluid CHF 11 S (F01, F02, F07)	See Sublet (Up to 1)
83 21 5 A2A FB0	83 21 5 A42 D33	Engine oil (0W-30 – 209-liter drum) (1/10 Liter)	95
Or:			
83 21 5 A2A FC2	83 21 5 A42 D39	Engine oil (0W-30 – Tank Delivery) (1/10 Liters)	95
Or:			
83 21 5 A2A F99	N/A	Engine oil (0W-30 - 6 x 1 Liter bottle, case)	10
Or:			
83 21 5 A2A FA9	N/A	Engine oil (0W-30 - 5 Liter bottle, case)	2
Or:			
83 21 5 A2A F86	N/A	Engine oil (5W-30 – 209-liter drum) (1 Liter)	10
Or:			
83 21 5 A2A F83	N/A	Engine oil (5W-30 - 6 x 1 Liter bottle, case)	10
Or:			
83 21 5 A2A F85	N/A	Engine oil (5W-30 - 5 Liter bottle, case)	2

1 Gallon Antifreeze concentrate = 2 Gallons at a 50/50 mixture solution.

CLAIM INFORMATION

Eligible Class Members and Qualifying Class Vehicles

As stated in the Important Note in the Situation above, the Service Campaign (N63TU1 Engine oil consumption diagnosis and related engine repair) benefit that is provided by this settlement is subject to the corresponding vehicle eligibility requirements, limitations, and exclusion criteria that apply to all repairs that result with a claim submission to BMW.

Service Campaign Benefit – N63TU1 Oil Consumption Diagnosis and Related Engine Repair
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The Settlement's Service Campaign benefits described in this Service Information apply to eligible BMW US-specification Class members' Class Vehicles that qualify when they are performed by an authorized BMW center in the United States (including Puerto Rico).

N63TU1 Engine Oil Consumption Diagnosis and Related Engine Repair Coverage

Repair Order (RO)/Claim Dates	Settlement Period	N63TU1 Engine Diagnosis, Repair or Replacement Coverage Limits
On and after February 9, 2022, to February 8, 2023	Year one (1)	• Applicable engine oil consumption diagnosis (All) and issue-related engine repair (non-engine replacement): Is at 100 percent, regardless of the time (vehicle age) and mileage • Issue-related engine replacement: Regardless of the time (vehicle age) together with applying the vehicle mileage-based contribution matrix (below) up to first 120,000 miles
Then:		
On and after February 9, 2023, as determined by the in-service date	Year two (2) and after	• Applicable engine oil consumption diagnosis (All) and issue-related engine repair (non-engine replacement): Is at 100 percent, up to the vehicle's first 10 years or 120,000 miles, whichever occurs first. • Issue-related engine replacement: Up to the vehicle's first 10 years together with applying the vehicle mileage-based contribution matrix (below) up to first 120,000 miles

For Class Vehicle N63TU1 engine replacements due to excess oil consumption that qualify, the Class Member's Contribution Schedule below applies as outlined above.

Odometer mileage at time of the failed Oil Consumption Test that results in an N63TU engine replacement		Class Member's Contribution (Parts, Labor and Sublet)
Below	50,000	0%
50,001	60,000	5%
60,001	70,000	15%
70,001	80,000	27%
80,001	90,000	42%
90,001	100,000	55%
100,001	105,000	65%
105,001	110,000	70%
110,001	115,000	75%
115,001	120,000	85%
120,001	Above	100%

Claim Submission Information

Please refer to the attachment listed below for the N63TU oil consumption diagnosis and related repair claim information:

B010122 N63TU1 Oil Consumption (OCTest) Claim Info 05_2022

BMW Maintenance Program

If the vehicle has an active maintenance program and the Engine Oil Service task shows either Bundling Eligible (BE), Recommended or Due in the Service status field, and since the engine oil and filter will be changed in conjunction with some of the repair procedures contained in this bulletin:

- Reset the CBS data after repair completion in this situation.

Then, under additional RO line items as applicable:

- Submit and claim the Standard scope labor operation 00 00 105 (Main) under BMW Maintenance Program Defect Code 85990501MP, then
- Submit and claim for the engine oil and filter part numbers under the BMW Maintenance Program Engine oil service task Defect Code that applies without the labor operation for performing the oil service.

QUESTIONS REGARDING THIS BULLETIN

Technical inquiries	Submit feedback at the top of this bulletin
Warranty inquiries	Please contact the Warranty department by either using the Live Chat that's available in the Warranty Documentation Portal or through IDS by selecting Coverage, Policy, Coding Questions and Mileage Corrections
Parts inquiries	Submit an IDS ticket to the Parts Department

Supporting Materials

[picture_as_pdf B010122_N63TU1_Oil_Consumption_Instructions.pdf](#)

[picture_as_pdf B010122_N63TU1_Oil_Consumption_\(OCTest\)_Claim_Info_\(05_2023\).pdf](#)

[picture_as_pdf B010122_N63TU1_Oil_Consumption_Checklist_\(05_2023\).pdf](#)

[picture_as_pdf B010122_Isley-BMW-CM_Notice-Final.pdf](#)

Changes to this procedure are highlighted in yellow.

Do not drain and measure the engine oil. Follow the applicable instructions to use the electronic oil level measurement.

Do not reprogram the vehicle.

Do not repair any engine oil leaks prior to starting the oil consumption test described below.

1. The engine oil must be measured using the electronic measurement test plan called "Motor Oil Quantity" found in ISTA/D.

Test Plan Path:

Select "Vehicle management"
Select "Powertrain"
Select "Engine electronics, quality control valve (MSV)"
Select "Engine oil"
Select "ABL Motor oil quantity"
Select "Display"

Follow the onscreen prompts. The test plan will measure the engine oil in 100 ml increments.

Top the engine oil accordingly and perform the test plan a second time (after topping) to ensure the proper full engine oil level is reached.

The vehicle must be driven by the customer roughly 750 to 1,000 miles or until the next low engine oil message appears (whichever comes first). After the customer returns the engine oil must be measured again using the electronic measurement test plan called "Motor Oil Quantity" found in ISTA/D.

If the oil consumption is not greater than 1 liter per 750 miles, then top the engine oil and return the vehicle to the customer.

OR

If the engine oil consumption is greater than 1 liter per 750 miles, then proceed to step 2.

For additional information on oil consumption refer to B11 03 13.

2. Inspect or measure the following 4 items in order. Note the inspection results on the attached "B01_21_18_N63TU1_Oil_Consumption_Checklist."

- Engine front cover
- Engine upper oil pan
- Engine lower oil pan
- Lower bell housing
- Perform a compression test.

All components or measurements that are found to be outside the specification need to be documented with pictures and submitted for authorization via a TSARA TeileClearing Hotline case at the end of this procedure.

Vehicles that require an oil consumption test, have passed the oil consumption test, or do not require any repairs do not need authorization.

IMPORTANT!

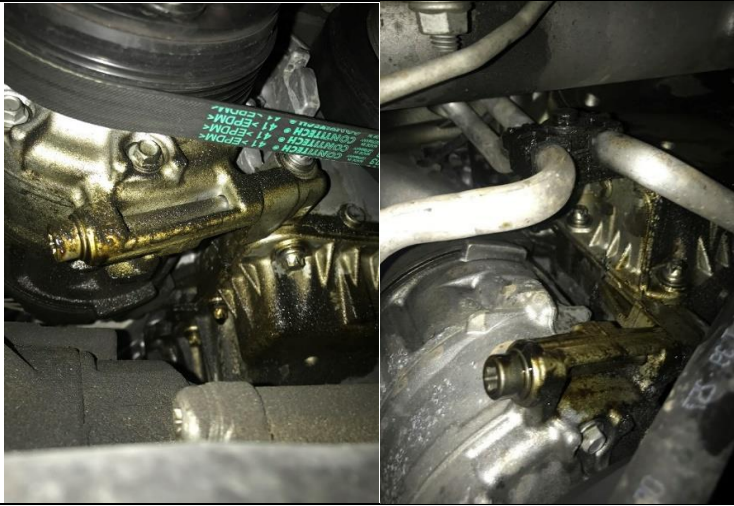
If the engine is leaking engine oil, the oil leak must be an active major engine oil leak, not seepage or wetness.

GENERAL NOTES REGARDING ENGINE OIL LEAKS:

“Oil Leaks” are being defined as clearly visible oil presence (like oil drops) at the engine components (e.g. area of oil pan, front cover, etc.), and in their vicinity. Also, a large visible oil stains (or oil accumulation) on the underbody panels are indication of oil leaks, causing a substantial oil capacity loss.

The black (dirt stained) “wetness” marks on the engine components, **DO NOT** qualify as oil leaks.

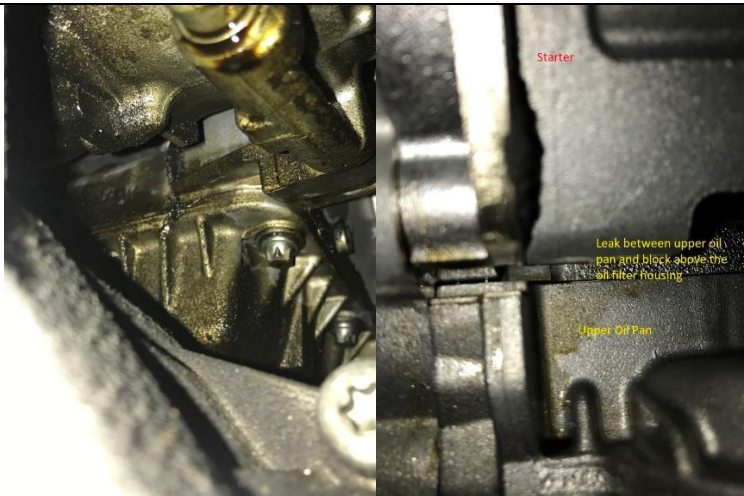
3. Inspect the front engine cover for engine oil leakage.



If the front timing cover is **not** leaking. Go to step 4.

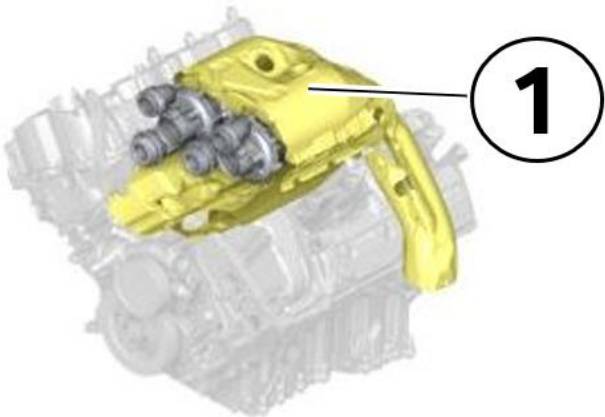
If the front timing cover is leaking. Go to step 6.

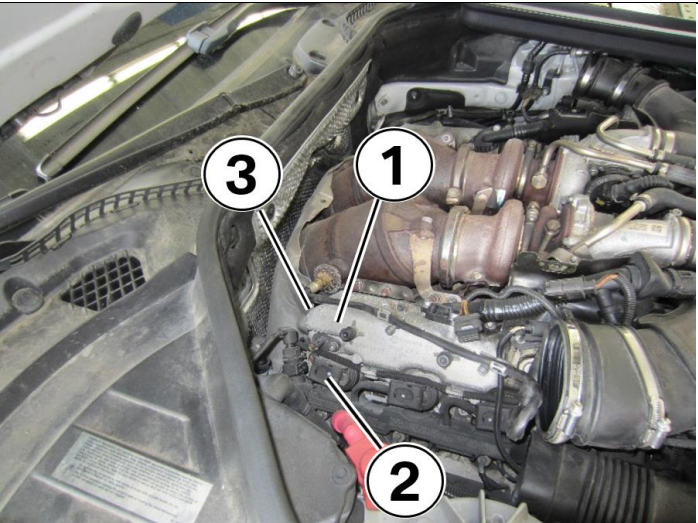
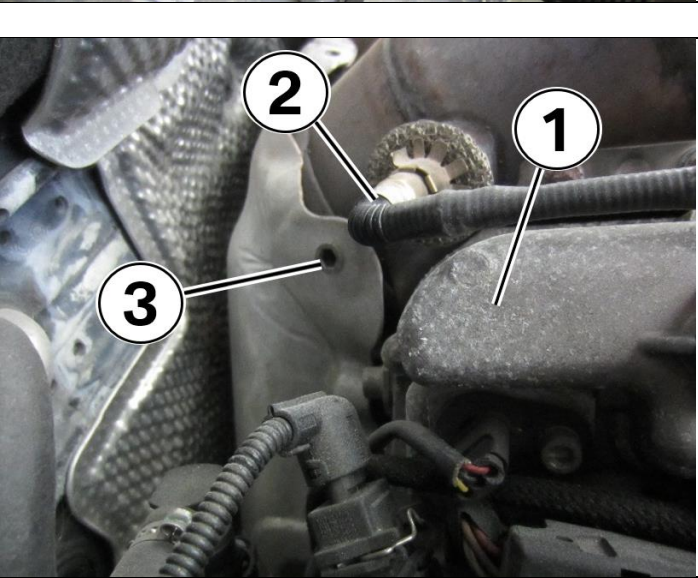
4. Inspect the upper **and lower** engine oil pan for engine oil leakage.

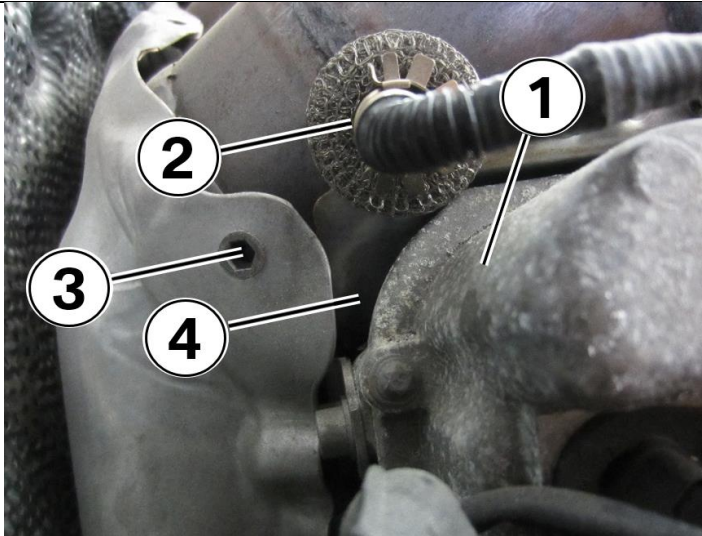


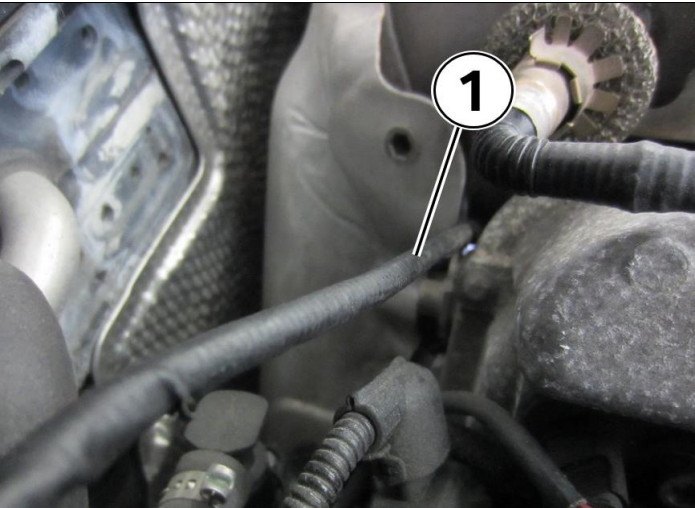
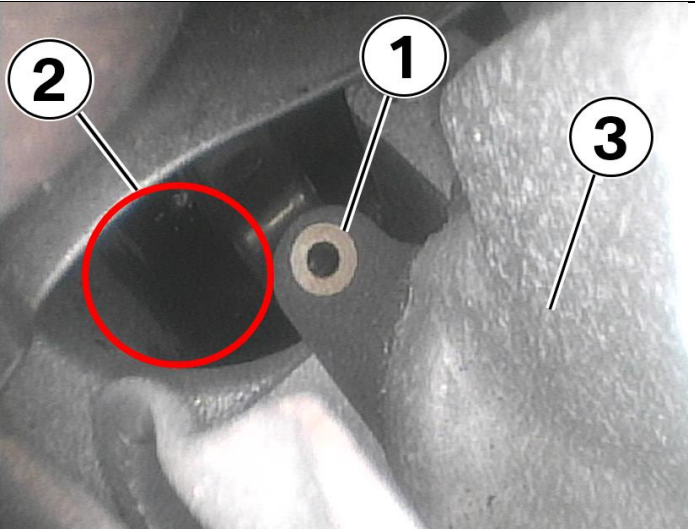
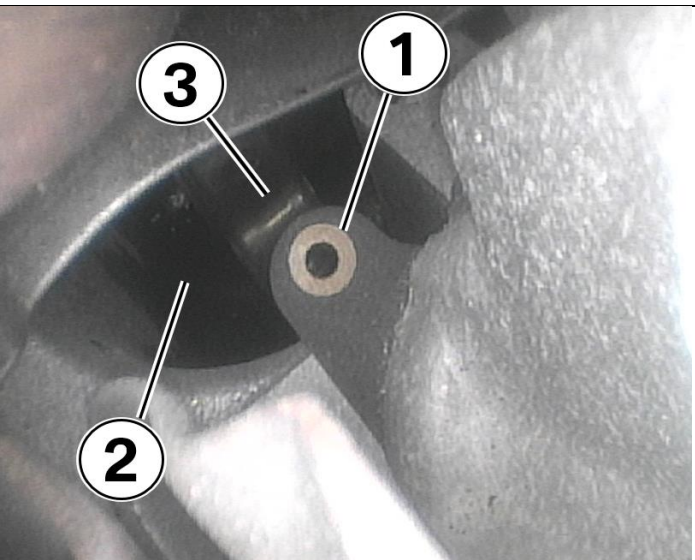
If the upper oil pan **or lower oil pan** is **not** leaking. Go to step 5.

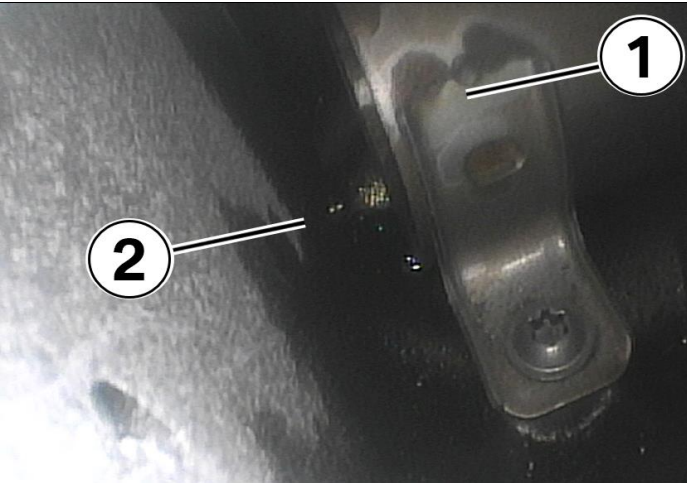
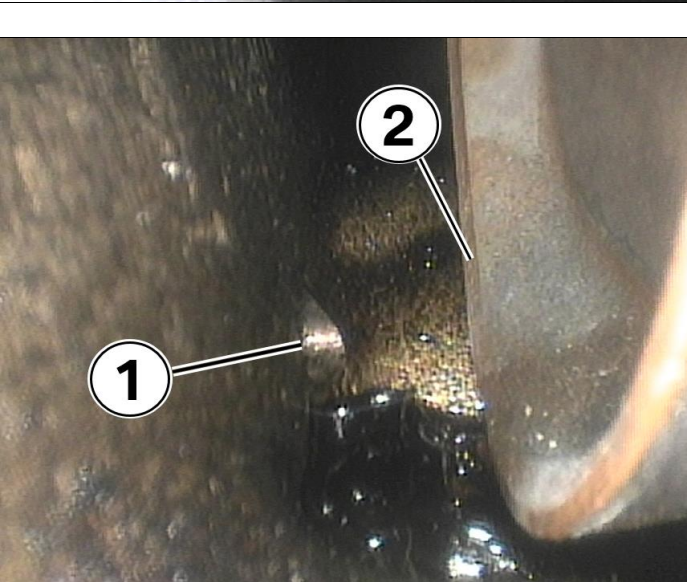
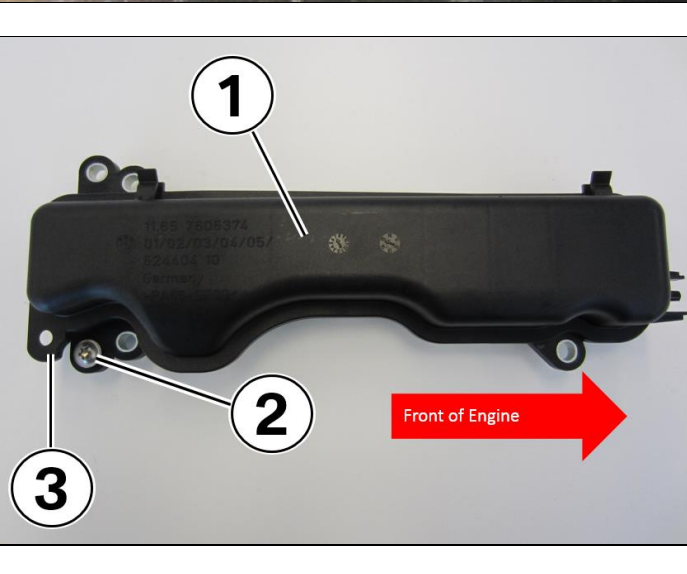
If the upper oil pan **or lower oil pan** is leaking. Go to step 6.

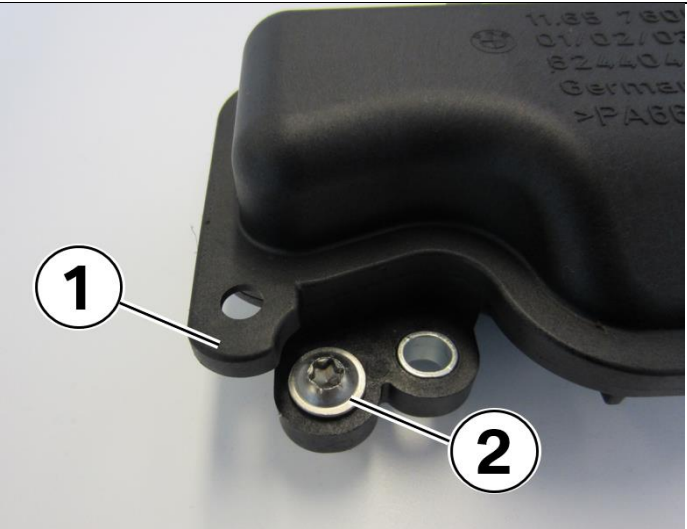
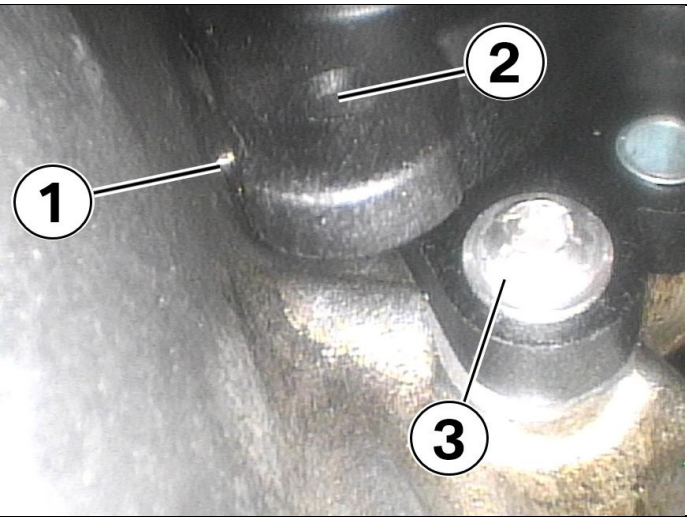
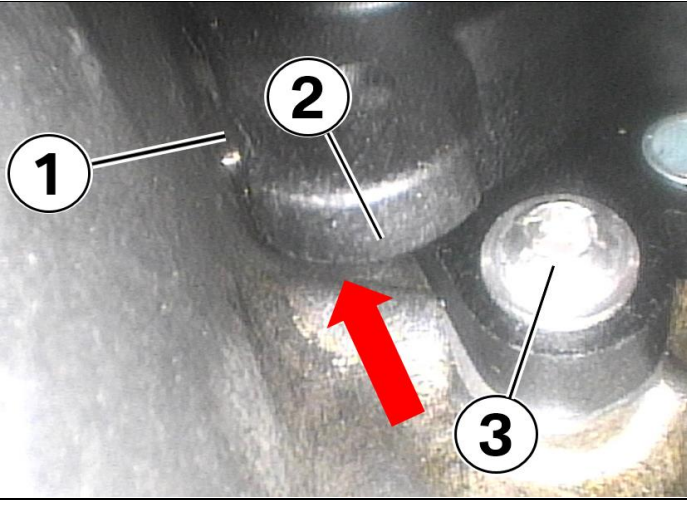
5. Inspect the lower bell housing for engine oil leakage	
	The lower bell housing is not leaking. Go to step 7.
	The lower bell housing is leaking. Go to step 6.
6. Turbocharger oil line diagnosis.	
	Remove the heat shield (1) to diagnose the engine oil leak.
	Refer to Repair Instruction 11 65 180 "Removing and installing/replacing heat shield at top".

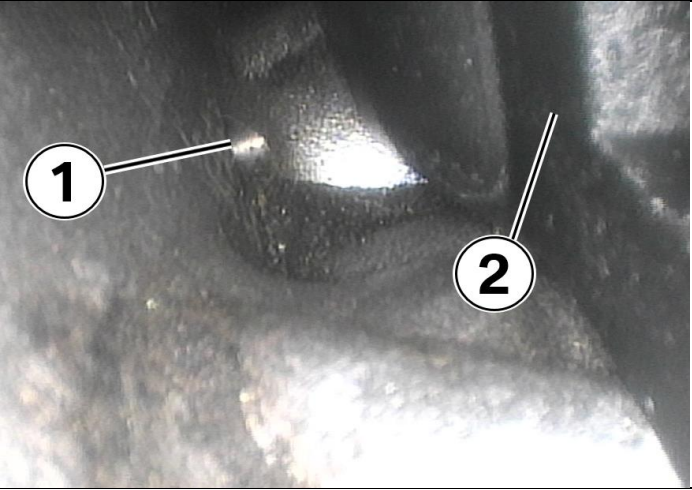
 A photograph of an engine bay. Callout 1 points to the cylinder head cover, callout 2 points to the cylinder #4, and callout 3 points to the inspection location.	The illustration shows an overview of the components found on cylinder bank 1. Cylinder head cover (1) Cylinder # 4 (2) Inspection location (3)
 A close-up photograph of the cylinder head cover. Callout 1 points to the cylinder head cover, callout 2 points to the Bank 1 post O2 sensor, and callout 3 points to the heat shield mounting hole.	The illustration shows an overview of the component's frond on cylinder bank 1. Cylinder head cover (1) Bank 1 post O2 sensor (2) Heat shield mounting hole (3)

 The image shows a Snap-on video scope with a red and black body and a black fiber optic cable. The scope's screen displays a live video feed of an engine's internal components. Below the scope is a coiled black fiber optic cable with a gold-colored connector at one end and a black connector at the other.	Preparing for the inspection: Bore scope specifications: The recommended diameter of the fiber optic cable (imager) should not be greater than 5.5 mm. The 8 mm fiber optic cable (imager) will work but it is very tight, and damage may occur to the larger cable and imager. The recommended borescope and imager can be found at www.centersolutions.com or refer to SI B04 19 15 for more information about the BMW Equipment Program. Equipment Program Part Numbers: 107 - BK5000 - SNAP ON Video Scope 107- BK8000 – 5.5 mm Dual View Side Imager
 The image is a close-up of an engine component, likely the cylinder head cover. It features four numbered callouts: (1) points to a black hose or cable; (2) points to a circular O2 sensor; (3) points to a small hole in the metal; and (4) points to a larger hole in the metal, which is the intended insertion point for the bore scope.	The illustration shows an overview of the component's front on cylinder bank 1. Cylinder head cover (1) Bank 1 post O2 sensor (2) Heat shield mounting hole (3) Insert bore scope here (4) on an angle downward.

	Approach angle of the bore scope (1) is approximately 45 degrees.
	After inserting the bore scope, you must locate the cylinder head gasket tab. (1). The tab is approximately 135 mm straight down from original entry point. Cylinder head gasket tab (1) Gap in heat shields (2) Cylinder head (3)
	Feed the bore scope past the left side (1) of the cylinder head gasket tab (2) towards the vacuum reservoir (3).

	Continue to push the bore scope towards the vacuum reservoir (1). The engine valley drain hole is location is just to the left of the vacuum reservoir (2). Metal vacuum reservoir shown in photo. As the bore scope approaches the drain hole it will become more apparent.
	Inspect the surrounding area of the engine valley drain hole (1). Engine valley drain hole (1) Metal vacuum reservoir (2) shown. This is a clean picture. No oil can be seen in the oil drain hole (1). The dark material at the bottom of the photo is dust and dirt. This material appears to be reflective, but it is dry
	It is possible that a black plastic vacuum reservoir (1) is installed. This illustration provides an overview of the entire component and specific points of the component. Reservoir (1) Reservoir mounting screw (2) Plastic vacuum reservoir tab (3)

	Plastic vacuum reservoir tab (1) Mounting screw (2)
	Diagnosis in the vehicle: It may be more difficult to position the bore scope, but it will only take a few minutes more to make the diagnosis. Engine valley drain hole (1) Plastic vacuum reservoir tab (2) Reservoir mounting screw (3)
	Continue to push bore scope downward towards the plastic vacuum reservoir tab (2). The bore scope needs to be moved towards the direction of the red arrow and under the tab (2) to have the best viewing angle of the engine valley drain hole (1). Engine valley drain hole (1) Plastic vacuum reservoir tab (2) Reservoir mounting screw (3)

	Once the borescope has gone under the plastic reservoir tab then the engine valley drain hole (1) and surrounding area can be clearly inspected. The dark material at the bottom of the photo is dust and dirt. This material appears to be reflective, but it is dry. Engine valley drain hole (1) Plastic vacuum reservoir (2)
If engine oil is found in the valley area, then the root cause of the engine oil <u>leak resides in the components on top of the engine</u> i.e., turbocharger oil line cover, turbo charger, etc. Further basic diagnosis will be needed to find the root cause this engine oil leak. Do not remove the transmission from the vehicle. Go to Step 7. If <u>NO</u> engine oil residue is found at the engine valley drain hole, <u>but an original visual inspection indicated leak in the bell housing area</u>, the root cause of the engine leak resides in the rear main seal and rear engine cover. Do not remove transmission from the vehicle. Go to step 7. If <u>NO</u> engine oil residue is found at the engine valley drain hole, then the root cause of the engine oil leak will be related to the original visual inspection of front cover, or oil pan. Go to step 12. <u>Using the borescope, provide a picture of the engine valley drain hole regardless if oil is present or not.</u> 7. Preform the compression test.	

Test Plan Path:

1. Select "Vehicle management"
2. Select "Service functions"
3. Select "Powertrain"
4. Select "Engine Electronics quality control (MSV)"
5. Select "Compression test"
6. The compression test plan and the compression test repair instructions will be shown on the screen. Review the compression test repair instruction to become more familiar with the tools and the procedure before starting the compression test plan.
7. Select "ABL Compression test"
8. Follow the test plan steps to complete the compression tests.

For reference the compression test procedure instructions can also be found in Repair Instruction 11 00 039 "Checking compression of all cylinders".

The compression test should be performed after the engine has reached operating temperature. When performing the test count the rotations of the engine crankshaft and apply the same rotations to each cylinder compression test. The industry standard is 4 rotations per cylinder.

When comparing the values of all cylinders the compression results should not vary by more than 2.5 bar or 36.25 psi. If the difference is greater than 2.5 bar or 36.25 psi, then proceed to step 11.

The test plan will record the measurements, but you will have to determine if they are within specification or not.

If the BMW special tools are not available at the dealer then a manual gauge procedure can be substituted, record all values in the oil consumption checklist. Use the limit values listed above to determine if the values are within specification.

If the engine passes the compression test, then proceed to step 8.

8. Inspect the turbochargers for engine oil leakage.	
	The turbocharger is OK. No engine oil can be seen around the turbocharger impeller.
	The turbocharger is OK. No engine oil can be seen around the turbocharger impeller.



The turbocharger is not OK.

The turbocharger impeller seals are leaking engine oil.



The turbocharger is not OK.

The turbocharger impeller seals are leaking engine oil.

If the turbocharger inspection is “OK”, then go to step 9.

Or

If the turbocharger inspection is “NOT OK”, then replace the turbochargers in conjunction with the recommendations in step 9. Go to step 9.



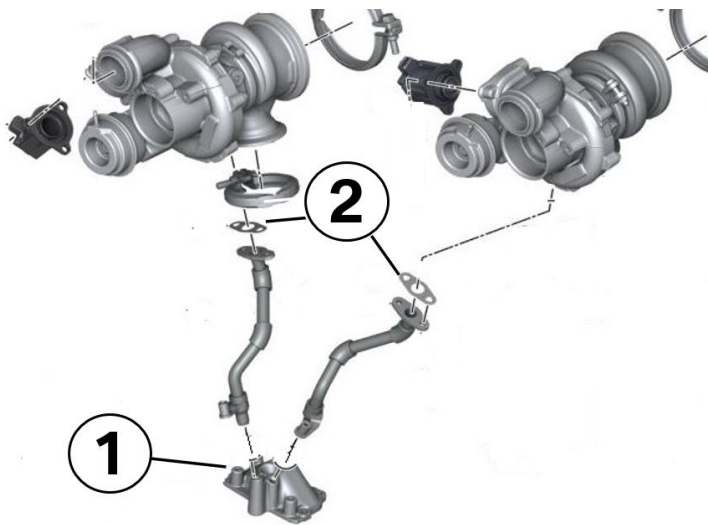
9. Replace the intake and exhaust valve seals using the N63TU1 Valve Seal Replacement Tool Kit P/N 83 30 2 450 434 as per SI B11 01 17.

Refer to SI B 04 02 17 for additional ordering information.

Replace the cylinder head cover oil separators as per Repair Instruction 11 15 140 "Replace oil separator".

If the turbocharger inspection is "not OK" then replace the turbochargers. Refer to repair instruction 11 65 025 "Removing and installing exhaust turbocharger, cylinders 1-4" and Repair Instruction 11 65 030 "Removing and installing exhaust turbocharger, cylinders 5-8".

Do not replace the turbo chargers if they are not leaking.



If engine oil is found under the turbos using a borescope then the oil return line cover (1) or the oil return line gaskets (2) are leaking engine oil.

(1) The oil return cover comes with all 3 O-rings. Use P/N 11 42 7 935 572.

(2) Gasket asbestos free. Use P/N 11 42 8 624 158.

If the bell housing area shows a major oil leak, but engine valley area is dry (no oil puddle present), then also replace the rear main oil seal (find the correct PN in the ETK), with the rear engine cover (PN 11 14 2 446 298). Follow repair instructions found in SI B11 09 16.

10. Complete the "B01_01_22_N63TU1_Oil_Consumption_Checklist"

All components or measurements that are found to be outside the specification need to be documented with pictures and submitted for authorization via a TSARA TeileClearing Hotline case and wait for a response. Weekend and holiday submissions must wait for a response on the following business day before starting any repairs.

Vehicles that require an oil consumption test, have passed the oil consumption test, or do not require any repairs do not need authorization.

11. Only continue if one of the 4 inspections above have failed in steps 3 – 6 and there is no engine oil found under the turbo chargers using the borescope.

Inspect the turbochargers for engine oil leakage.



The turbocharger is OK.

No engine oil can be seen around the turbocharger impeller.



The turbocharger is OK.

No engine oil can be seen around the turbocharger impeller.



The turbocharger is not OK.

The turbocharger impeller seals are leaking engine oil.



The turbocharger is not OK.

The turbocharger impeller seals are leaking engine oil.

If the turbocharger inspection is "OK", then go to step 12.

Or,

If the turbocharger inspection is "NOT OK", then replace the turbochargers in conjunction with the recommendations in step 11. Go to step 12.

12. Replace the engine.

If the turbocharger inspection is "not OK" then replace the turbochargers. Refer to repair instruction 11 65 025 "Removing and installing exhaust turbocharger, cylinders 1-4" and Repair Instruction 11 65 030 "Removing and installing exhaust turbocharger, cylinders 5-8"

Do not replace the turbo chargers if they are not leaking.

Complete the "B01_01_22_N63TU1_Oil_Consumption_Checklist"

All components or measurements that are found to be outside the specification need to be documented with pictures and submitted for authorization via a TSARA TeileClearing Hotline case and wait for a response. Weekend and holiday submissions must wait for a response on the following business day before starting any repairs.

Vehicles that require an oil consumption test, have passed the oil consumption test, or do not require any repairs do not need authorization.

For frequently asked questions go to the TIS.Net Advanced Information, search for “N63TU1 Oil Consumption FAQ”.

Engine Repairs and Replacements:

Replacement engine assemblies are **NOT pre-filled** with engine oil.

After replacing an engine with a new or remanufactured engine assembly, the engine oil level must be verified as outlined in the procedure below first, before starting the engine for the first time.

If the replacement engine is started to determine electronically if the engine is filled with the appropriate amount of engine oil, damage to the replacement engine can occur immediately.

The engine may have some residual engine oil from assembly, but this is **not enough** engine oil to properly lubricate the engine to measure the engine oil level electronically when it is started for the first time.

Further, the electronic engine oil measurement is only operational when the engine is running at its full operating temperature. Checking the engine oil without the engine running at operating temperature will lead to an incorrect or incomplete measurement.

After replacing the engine or making engine repairs that require the replacement or removal of the engine bearings, VANOS gears, camshafts, bed plate resealing, engine oil pump, engine oil filter housing, cylinder head, engine oil cooler or anything that interrupts the engine oil supply circuit of the engine requires a short oil pump and oil supply circuit priming procedure.

Refer to SI B11 02 20 for the detailed bleeding procedure.

After engine repair or replacement, pay attention to a proper installation of all engine ground connections.

N63TU1 proper Ignition Harness Installation and Ground Connections: Any consequential damage to DME, alternator, or QLT sensor resulted from a loose ground (causing BSD communication faults), is not covered under N63TU1 Class Settlement.

If the engine malfunction warning is illuminated and lean mixture faults are stored in the DME:

1. Double check all basic induction system connections, ensure no leaks are present.
2. Adaptation Procedure: Disconnect the tank ventilation valve (purge valve) electrical connector and allow the engine to idle for 15 minutes. This procedure will allow the DME to readapt. After 15 minutes of idling reconnect the tank ventilation valve (purge valve) electrical connector and clear the fault memory. Test drive the vehicle to ensure all faults do not reoccur.

Workshop Cleanliness:

Always ensure the high-pressure fuel system parts are properly stored in a clean location. Use caps or bags to keep contamination from occurring. It is good practice to immediately cap the high-pressure pumps and store them in the upright position so that the plunger does not dry out. The appropriate caps can be found in the N63TU1 Valve Seal Replacement Tool Kit P/N 83 30 2 450 434.

Part One

Set up for the oil consumption test 1, 2, or 3 as applicable (Close the RO after completion and submit)

Defect Code:	1100902400	F0x F1x US N63TU1 Set up engine oil consumption measurement test
Labor Operation	Description	Labor Allowance
00 71 393	Test/preparation 1: Perform vehicle test, measure, and correct oil level (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery, performing the ISTA/D Motor Oil Quantity Test Plan, marking the oil pan drain plug and the filter cap) (Main work)	Refer to AIR
Or:		
00 71 965	Test/preparation 1: Perform vehicle test, measure, and correct oil level (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery, performing the ISTA/D Motor Oil Quantity Test Plan, marking the oil pan drain plug and the filter cap) (Plus work)	Refer to AIR

And, as specified while performing the above:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the quantity of engine oil (BMW part number) that was required correct the engine oil level
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Sublet reimbursement calculation for claiming the engine oil (BMW part number) is at the dealer net price amount for the quantity of engine oil required plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Then, perform:

Part Two

Measured Engine Oil Consumption Test (Part One) is in Process/Vehicle Returns to Workshop for Part Two

Measure and analyzed engine's oil consumption, proceed to **pages 2 through 4** for the corresponding Information.

Part Two (1 of 3): Measure engine oil consumption (New Repair Order) - Passes the first time (Submit claim)

After the **first set up** for the oil consumption test (Prior repair order/claim for DC 1100902400 and labor operation **00 71 393** or 00 71 965).

Defect Code:	1100902500	F0x F1x US N63TU1 Measured engine oil consumption within specification (1st completed test)
Labor Operation	Description	Labor Allowance
00 71 394	Vehicle returns - Measurement 1: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Main work)	Refer to AIR
Or:		
00 71 966	Vehicle returns - Measurement 1: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Plus work)	Refer to AIR

And, as needed (engine oil consumption is within specification):

Labor Operation	Description	Labor Allowance
00 71 989	Top-off the engine oil level after performing the measurement procedure, no further engine diagnosis/repair is necessary (Associated work)	Refer to AIR

And:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the quantity of engine oil (BMW part number) that was required for crankcase top-off
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Sublet reimbursement calculation for claiming the engine oil (BMW part number) is at the dealer net price amount for the quantity of engine oil required plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Or, when the:

Measured Engine Oil Consumption is Not Within Specification - Does not Pass/Fails (1 of 3)

In this situation, do not submit separate a claim for Part Two as outlined above, proceed to Page 5 for the corresponding initial diagnosis/inspection procedure information

Part Two (2 of 3): Measure engine oil consumption (New Repair Order) - Passes the second time (Submit claim)

After the **second set up** for the oil consumption test (Prior repair order/claim for DC 1100902400 and labor operation **00 71 393** or 00 71 965).

Defect Code:	1100902600	F0x F1x US N63TU1 Measured engine oil consumption within specification (2nd completed test)
Labor Operation	Description	Labor Allowance
00 71 395	Vehicle returns - Measurement 2: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Main work))	Refer to AIR
Or:		
00 71 967	Vehicle returns - Measurement 2: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Plus work))	Refer to AIR

And, as needed (engine oil consumption is within specification):

Labor Operation	Description	Labor Allowance
00 71 989	Top-off the engine oil level after performing the measurement procedure, no further engine diagnosis/repair is necessary (Associated work)	Refer to AIR

And:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the quantity of engine oil (BMW part number) that was required for crankcase top-off
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Sublet reimbursement calculation for claiming the engine oil (BMW part number) is at the dealer net price amount for the quantity of engine oil required plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Or, when the:

Measured Engine Oil Consumption is Not Within Specification - Does not Pass/Fails (2 of 3)

In this situation, do not submit separate a claim for Part Two as outlined above, proceed to Page 5 for the corresponding initial diagnosis/inspection procedure information.

Part Two (3 of 3): Measure engine oil consumption (New Repair Order) - Passes the third time (Submit claim)

After the **third set up** for the oil consumption test (DC 1100902400 with labor operation 00 71 393 or 00 71 965 above on a prior separate repair order).

Defect Code:	1100902700	F0x F1x US N63TU1 Measured engine oil consumption within specification (3rd completed test)
Labor Operation	Description	Labor Allowance
00 71 396	Vehicle returns - Measurement 3: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Main work)	Refer to AIR
Or:		
00 71 968	Vehicle returns - Measurement 3: Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Plus work)	Refer to AIR

And, as needed (engine oil consumption is within specification):

Labor Operation	Description	Labor Allowance
00 71 989	Top-off the engine oil level after performing the measurement procedure, no further engine diagnosis/repair is necessary (Associated work)	Refer to AIR

And:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the quantity of engine oil (BMW part number) that was required for crankcase top-off
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Sublet reimbursement calculation for claiming the engine oil (BMW part number) is at the dealer net price amount for the quantity of engine oil required plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Or, when the:

Measured Engine Oil Consumption is Not Within Specification - Does not Pass/Fails (3 of 3)

In this situation, do not submit separate a claim for Part Two as outlined above, **proceed to Page 5** for the corresponding initial diagnosis/inspection procedure information.

Claim, and submit for the applicable initial diagnosis/inspection flat rate labor operations below that apply.

Defect Code:	1100902800	F0x F1x US N63TU1 Engine oil consumption exceeds specification, initial engine diagnosis
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New Repair Order for Part Two (1, 2 or 3 as applicable)

Labor Operation	Description:	Labor Allowance
1. 00 71 394; 2. 00 71 395; or 3. 00 71 396	Vehicle returns - Measurement (1, 2 or 3): Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Main work))	Refer to AIR
Or:		
1. 00 71 966; 2. 00 71 967; or 3. 00 71 968	Vehicle returns - Measurement (1, 2 or 3): Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Plus work))	Refer to AIR

After performing the above, work through the following initial diagnosis as needed:

Labor Operation	Description	Labor Allowance
00 71 990	Remove and install clean air pipes, underbody paneling/visual inspection of the: - exhaust turbochargers and both turbochargers/oil return lines and return line cover; - front cover, upper oil pan; - engine backside (Transmission) for oil leakage; and - borescope inspect the engine valley as necessary	Refer to AIR
Or:		
00 71 991	Remove and install clean air pipes, underbody paneling/ visual inspection of the: - exhaust turbochargers and both turbochargers/oil return lines and return line cover; - front cover, upper oil pan; - engine backside (Transmission) for oil leakage; and - borescope inspect the engine valley as necessary	Refer to AIR
Or:		
00 71 992	Remove and install clean air pipes, underbody paneling/ visual inspection of: - exhaust turbocharger both turbochargers/oil return lines and return line cover; - front cover, upper oil pan; - engine backside (Transmission) for oil leakage; - cylinder compression test; - borescope inspect the engine valley as necessary	Refer to AIR
And:		
00 58 677	TeileClearing, lump-sum fee (SI B01 01 07)	1 FRU

And:

Only When the Page 5 Procedures Apply and are Performed

As a separate repair order line-item and when it is confirmed that the Class member's Class Vehicle N63TU1 engine qualifies for the replacement procedure to be performed, submit for applicable repair procedure with corresponding Defect Code below that applies.

The N63TU1 Engine Fails One of the Initial Inspections/Test Procedures – The Engine Qualifies to be Replaced

The Class Member approves the engine replacement, and the repair procedure **is performed during the current workshop visit**.

Claim, and submit for the qualifying Class Vehicle N63TU1 engine replacement using the Defect Code below that applies.

Defect Code:	1100910200	F0x F1x US N63TU1 Replace engine after initial diagnosis (Matrix applies)
Or:		
Defect Code:	1100910300	F0x F1x US N63TU1 Replace engine and turbochargers after initial diagnosis (Matrix applies)
And:		
Labor Operation	Description	Labor Allowance
00 71 993	Replace the engine (includes rebuild the old turbocharger or replace both turbochargers) (Plus work, Vehicle is already in the workshop)	Refer to AIR

Or:

The Class Member approves the qualifying Class Vehicle N63TU1 engine replacement, however, the qualifying N63TU1 engine replacement repair **is pending awaiting parts** to become available from BMW (Vehicle returns at a later date).

Labor Operation	Description	Labor Allowance
00 71 411	Replace the engine (includes rebuild the old turbocharger or replace both turbochargers) (Main work, Vehicle returns for this repair)	Refer to AIR

And, as needed:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for used quantities of required operating fluids, including engine oil only when it is not claimed under the BMW Maintenance Program by part number (applicable BMW part numbers). Please do not use these part numbers for claim submission.
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Sublet calculation for the reimbursement for used quantities of required operating fluids (applicable BMW part numbers) is at dealer net amount plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Or:

The Class Member Declines the Qualifying Class Vehicle N63TU1 Engine Replacement.
--

No further diagnosis/repair is necessary.

Document this situation by claiming and submitting for the Defect Code and the flat rate labor operations below that apply.

Defect Code:	1100910400	F0x F1x US N63TU1 Qualifying engine replacement declined after initial diagnosis
And:		
Labor Operation	Description	Labor Allowance
00 71 994	Engine replacement declined after the diagnosis procedure FRU) (Plus work, Vehicle is already in the workshop)	1 FRU

And, if necessary:

Labor Operation	Description	Labor Allowance
00 71 989	Top-off the engine oil level after performing the measurement procedure, no further engine diagnosis/repair is necessary (Associated work)	Refer to AIR

And, as needed:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the quantity of engine oil (BMW part number) that was required for crankcase top-off
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Sublet reimbursement calculation for claiming the engine oil (BMW part number) is at the dealer net price amount for the quantity of engine oil required plus your center's handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

Or if the:

Measured Engine Oil Consumption is Not Within Specification (Does not Pass/Fails) but the Engine Does Not Fail One the initial Diagnosis/Inspections Procedures – N63TU1 Engine Replacement is Not Necessary

Proceed to **Pages 8 through 10** for the corresponding additional diagnosis/inspection procedures, additional labor operation codes and the applicable Defect Code that applies to the claim submission.

The previous Defect Codes referenced above to DO NOT APPLY.

Perform the Additional N63TU1 Engine Diagnosis/Inspections

Previous - Part Two (1, 2 or 3 as applicable) and the initial Diagnosis/Inspection (00 71 992)

Labor Operation	Description	Labor Allowance
1. 00 71 394; 2. 00 71 395; or 3. 00 71 396	Vehicle returns - Measurement (1, 2 or 3): Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Main work)	Refer to AIR
Or:		
1. 00 71 966; 2. 00 71 967; or 3. 00 71 968	Vehicle returns - Measurement (1, 2 or 3): Perform vehicle test, determine current oil level/oil consumption with ISTA (includes providing support voltage of the vehicle electrical system / recharge vehicle electrical system battery and performing the ISTA/D Motor Oil Quantity Test Plan (Plus work)	Refer to AIR
And:		
00 71 992	Remove and install clean air pipes, underbody paneling/ visual inspection of: - exhaust turbocharger both turbochargers/oil return lines and return line cover; - front cover, upper oil pan; - engine backside (Transmission) for oil leakage; - cylinder compression test; and - borescope inspect the engine valley as necessary	Refer to AIR
And:		
00 58 677	TeileClearing, lump-sum fee (B01 01 07)	1 FRU

And:

With the applicable initial diagnosis flat rate labor operations above, and after performing the additional diagnosis, perform the other N63TU1 Engine Repairs below that apply with the corresponding Defect Code below.

Other N63TU1 Engine Repairs (Without turbocharger-related repairs)

Defect Code:	1100902900	F0x F1x US N63TU1 Added diagnosis, replace vlv stem seals/cyl hd cvr oil sep, repair other oil leaks
Labor Operation	Description	Labor Allowance
00 71 999	Perform additional diagnosis, replace the: • valve stem seals; and the • cylinder head covers oil separators	Refer to AIR
Or:		
00 72 500	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; • rear crankshaft and rear engine cover seals; and the • lower oil pan gasket	Refer to AIR
Or:		
00 72 501	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; and the • rear crankshaft and rear engine cover seals	Refer to AIR
Or:		
00 72 502	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; and the • lower oil pan gasket	Refer to AIR

And, as applicable:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for used quantities of required operating fluids, including engine oil only when it is not claimed under the BMW Maintenance Program by part number (applicable BMW part numbers). Please do not use these part numbers for claim submission.
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Sublet calculation for the reimbursement for used quantities of required operating fluids (applicable BMW part numbers) is at dealer net amount plus your center's handling.

Or:

Other N63TU1 Engine Repairs (With turbocharger-related repairs)

Defect Code:	1100903000	F0x F1x US N63TU1 Added diagnosis, repl vlve stem seals/cyl hd cvr oil sep, tchgrs, repr othr oil lks
Labor Operation	Description	Labor Allowance
00 71 995	Perform additional diagnosis, replace the: • valve stem seals; • cylinder head covers oil separators; and • replace both turbochargers; and/or the oil return line seals and return line cover	Refer to AIR
Or:		
00 71 996	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; • rear crankshaft and rear engine cover seals; • lower oil pan gasket; and • replace both turbochargers; and/or the oil return line seals and return line cover	Refer to AIR
Or:		
00 71 997	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; • rear crankshaft and rear engine cover seals; and • replace both turbochargers; and/or the oil return line seals and return line cover	Refer to AIR
Or:		
00 71 998	Perform additional diagnosis, replace the • valve stem seals; • cylinder head cover oil separators; • lower oil pan gasket; and • replace both turbochargers; and/or the oil return line seals and return line cover	Refer to AIR

And, as applicable:

Sublet – Bulk Materials (RO and Claim Comments Required)

Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for used quantities of required operating fluids, including engine oil only when it is not claimed under the BMW Maintenance Program by part number (applicable BMW part numbers). Please do not use these part numbers for claim submission.
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Sublet calculation for the reimbursement for used quantities of required operating fluids (applicable BMW part numbers) is at dealer net amount plus your center's handling.

Enter the material cost in sublet and itemize the amount in the claim comment section.

Date:		Record the results of the vehicle's engine inspection and measurements below. Use this checklist for "oil consumption" complaints only.
Dealer Number:	VIN (7)	
RO number	Engine Serial Number	

	Concern is "engine oil consumption."	Perform the Oil Consumption Test (Part 2) after setup (Part 1)
--	--------------------------------------	--

1. Was an engine oil consumption (OC) test (Part 1, Setup) and measured (Part 2, Completed)? **YES** or **NO**
- If **YES**, what was the level of engine oil consumption? _____
- Did the vehicle's engine exceed the oil consumption specification? If **YES** (Proceed to Step 2)
- If **NO**, further diagnosis is **NOT** required (Claim for Part 2 for OC test only)

Inspection and Results: Only provide the answers to the applicable questions in steps 2 through 8, unless otherwise directed.

2.	Is the front engine cover leaking?	YES or NO
3.	Is the upper or lower oil pan leaking?	YES or NO
4.	Is the engine oil leaking from the lower bell housing area?	YES or NO
5.	Only if 2, 3 and/or 4 are answered with "YES," then use the borescope: Is the oil return cover and/or oil return line gaskets leaking (10) oil? Provide a photo in the case using the borescope regardless if it is found wet or dry.	YES or NO If YES , do not replace the engine for oil leakage, proceed to step 6.
6.	Are the turbochargers leaking engine oil?	YES or NO
7.	Was a cylinder compression test performed?	YES or NO
Note: The cylinder compression test should be performed after the engine has reached operating temperature. When performing this test, count the rotations of the engine crankshaft and apply the same rotations to each additional cylinder of the compression test. The industry standard is four (4) rotations per cylinder.		
8.	Test Plan Compression Test Results: Did the cylinders exceed the specification?	YES or NO
When comparing the values of all cylinders, the compression results should not vary by more than 2.5 bar or 36.25 PSI. If the difference is greater than 2.5 bar or 36.25 PSI, then the complete engine will need to be replaced.		
If the test plan was not used, then document the compression test results by cylinder in the table below		
1.	2.	3.
4.	5.	6.

Vehicles that FAIL the oil consumption test: Take a photo of only page 1 and submit a case with the other required pictures for authorization to the TSARA TeileClearing Hotline and wait for a response. Weekend and holiday submissions must wait for a response on the following business day before starting any repairs.

Vehicles that PASS the oil consumption test: Do not require any engine repairs and do not need a TSARA TeileClearing authorization.

Retain copy of this checklist (both pages) in the vehicle file. Provide copy of page 2 to your warranty booker/administrator for claims processing.

	Check the “diagnosis” and “repair scenarios” that best apply.	Repair Procedures	Labor Operations Main (Plus)	Defect Codes: <u>Within Specification</u>
	Concern is “oil consumption.”	Perform Oil Consumption Test (Part 2)	00 71 394 (966), or 00 71 395 (967), or 00 71 396 (968)	1100902500; 1100902600; 1100902700
	Vehicle fails engine oil consumption measure test (1, 2 or 3)		The applicable labor above, with:	<u>Exceeds Specification</u>
	Claim the applicable initial diagnosis labor operation with this defect code		00 71 991, or 00 71 992, with:	1100902800
	Engine oil leakage, item 2 answered “yes”	Replace the engine	00 71 993	1100910200
	The engine fails the cylinder compression test only (8)			
	Engine oil leakage, item 2 answered “yes” and at the turbo chargers found leaking oil (6)	Replace the engine and the turbo chargers		1100910300
	The engine fails the cylinder compression test (8) and turbo chargers (5) are leaking oil			
	Class Member declines engine replacement, claim the applicable diagnosis labor operations with this defect code		00 71 994	1100910400
	Part supply issues, claim the applicable diagnosis labor operations with this defect code (Engine replacement to be performed at a later date)		See B01 01 22, and the above	1100902800

Steps 2 and 8 – OK, engine replacement is not necessary: performed additional diagnosis and found:

	Check the “diagnosis” and “repair scenarios” that best applies.	Repair Procedures	Labor Operation Codes	Defect Codes:
	All other items are OK	Item (A), replace the valve stem seals and cylinder head covers oil separators	00 71 992, and 00 71 999	1100902900
	Rear oil leak (4), found valley dry (10) and upper oil and or lower pan leak (3)	With (A), replace the rear crankshaft and rear engine cover seals and upper oil pan and or lower oil pan gasket	00 71 992, and 00 72 500	
	Step (10) OK, found rear oil leak (4)	With (A), replace the rear crankshaft and rear engine cover seals	00 71 992, and 00 72 501	
	Step (4 and 10) OK, found upper oil pan and or lower oil pan leak (3)	With (A), replace the upper oil pan and or lower oil pan gasket	00 71 992, and 00 72 502	
	All other items are OK, turbo charger and/or lines (6) leaking	With (A), and Item (B), replace both turbo chargers and/or the oil return line seals/return line cover seals	00 71 992, and 00 71 995	1100903000
	Rear oil leak (4), found valley dry (10) and upper oil pan and or lower oil pan (3) and turbos and/or lines (6) leaking	With (A) and (B), replace rear crankshaft and rear engine cover seals; upper oil pan and or lower oil gasket	00 71 992, and 00 71 996	
	Step (10) ok, found rear oil leak (4), and turbos and/or lines (6) leaking	With (A) and (B), replace; rear crankshaft and rear engine cover seals	00 71 992, and 00 71 997	
	Step (4 and 10) ok, found the upper oil pan and or lower oil pan (3), turbos and/or lines (6) leaking	With (A) and (B), replace the upper oil pan and or lower oil pan gasket	00 71 992, and 00 71 998	

Retain copy of this checklist (both pages) in the vehicle file. Provide copy of page 2 to your warranty booker/administrator for claims processing.

United States District Court for the District of New Jersey

If you are a current or former owner or lessee of a model-year 2013 to 2019 BMW vehicle with an “N63TU1” engine, you could get benefits from a class-action settlement.

A federal court has authorized this notice. This is not a solicitation from a lawyer.

- A nationwide settlement has been reached in a class action lawsuit against BMW of North America, LLC involving certain model-year 2013 through 2019 BMW 5 Series, 6 Series, 7 Series, X5 or X6 vehicles that contain the N63TU1 engine.
- The Settlement provides an opportunity to be reimbursed for certain past expenses and to obtain free future benefits, which are explained more fully below.
- Your legal rights are affected whether you act or don't act, so please read this notice carefully.

YOUR LEGAL RIGHTS AND OPTIONS IN THIS SETTLEMENT:		
SUBMIT A CLAIM FORM AND/OR TAKE YOUR CLASS VEHICLE TO AN AUTHORIZED BMW CENTER	Make a claim to receive the valuable reimbursements for eligible past expenses and benefits potentially available to you under the Settlement and/or take your vehicle to an authorized BMW Center for certain free services after the Settlement is approved and/or utilize the new vehicle discount voucher.	Claims must be submitted by February 9, 2022 . See <i>Question 8, below</i> . You may bring your Class Vehicle to a BMW Center and/or utilize the new vehicle discount voucher after the Settlement is approved. See <i>Question 6, below</i> .
EXCLUDE YOURSELF	Write to the Settlement Administrator to opt out of the Settlement. This is the only option that allows you to be part of any other lawsuit, or your own lawsuit, against the Defendant about the legal claims released in this Settlement.	Requests for Exclusion must be postmarked by November 30, 2021 . See <i>Question 12, below</i> .
OBJECT	Write to the judge about why you do not like the Settlement.	Objections must be postmarked by November 30, 2021 . See <i>Question 17, below</i> .
GO TO A HEARING	Ask to speak in court to the judge about the Settlement.	The Final Approval Hearing is currently scheduled for January 10, 2022 . See <i>Question 19, below</i> .
DO NOTHING	Give up some of the benefits you may be entitled to under the Settlement and your right to be part of any other lawsuit against the Defendant about the legal claims released by the Settlement.	See <i>Question 22, below</i> .

- These rights and options -- ***and the deadlines to exercise them*** -- are explained in this notice.
- The Court in charge of this case still must decide whether to approve the Settlement before any benefits can be distributed. Please be patient and check the settlement website for updates.

QUESTIONS? CALL TOLL-FREE 1-888-208-0032 OR VISIT WWW.ISLEYSETTLEMENT.COM
PARA UNA NOTIFICACION EN ESPANOL, LLAMAR O VISITAR NUESTRO WEBSITE

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GETTING MORE INFORMATIONPAGE 10

23. Are there more details about the Settlement?

1. Why have I received this notice?

A Court has authorized this notice because you have a right to know about the proposed settlement of this class-action lawsuit, and your options, before the Court decides whether to give “final approval” to the Settlement. This notice explains the lawsuit, the proposed Settlement, and your legal rights. You have received this notice because BMW’s records indicate that you are a current or former owner or lessee of a model-year 2013 through 2019 BMW 5 Series, 6 Series, 7 Series, X5 or X6 vehicles that contains the N63TU1 engine purchased or leased in the United States or Puerto Rico.

Magistrate Judge Edward S. Kiel of the United States District Court for the District of New Jersey is overseeing this class-action lawsuit, known as *Isley, et al. v. BMW of North America, LLC*, Civil Action No. 2:19-cv-12680 (the “Action”). Thomas Isley, Jeffery Quinn, Vipul Khanna, Walington Urena, Daniel Gulick, Michael Henchy Jr., Angela Bovenzi, Jonathan Yehuda, and Paul Hoffner, the people who sued, are called the “Plaintiffs,” and the company that was sued, BMW of North America, LLC (“BMW NA”), is called the “Defendant.”

2. What is the lawsuit about?

This lawsuit involves model-year 2013 through 2019 BMW 5 Series, 6 Series, 7 Series, X5 or X6 vehicles that contain the N63TU1 engine that were purchased or leased in the United States or Puerto Rico (the “Class Vehicles”). The lawsuit alleges that the Class Vehicles consume excessive amounts of engine oil, requiring additional oil changes and the need for adding engine oil between regular oil changes. BMW NA, which distributes and warrants BMW vehicles in the U.S., denies these allegations and stands behind and supports its products.

3. Why is this a class action?

In a class action, one or more people called “Class Representatives” assert claims on behalf of people who have similar claims. All of these people are the “Class” or “Class Members.” One court resolves the issues for all Class Members, except for those who timely exclude themselves from (or “opt out” of) the Class. The Class Representatives in the Action are the Plaintiffs identified above. You have received this notice because you have been identified as potentially being a Class Member.

4. Why is there a Settlement?

All parties have agreed to a Settlement to avoid further cost and risk of a trial, and so that the people affected can begin getting benefits in exchange for releasing the Defendant from liability for the claims that were raised or could have been raised in the Action involving the Class Vehicles’ alleged engine oil consumption issues. The Settlement does not mean that the Defendant broke any laws, or otherwise did anything wrong, because Judge Kiel did not decide which side was right. The Class Representatives and the lawyers representing them think the Settlement is fair and reasonable for the Class.

5. How do I know if I am part of the Settlement? What vehicles are included in the Settlement?

The Settlement Class includes all persons or entities in the United States and Puerto Rico who currently own or lease, or previously owned or leased, certain U.S. specification model-year 2013 through 2019 BMW 5 Series, 6 Series, 7 Series, X5 or X6 vehicles that contain the N63TU1 engine purchased or leased in the United States or Puerto Rico, which include the following vehicles:

Model Description	Model Years
650i/xi (TU1)	2013 - 2019
650i/xi Convertible (TU1)	2013 - 2018
650i/xi Coupe (TU1)	2013 - 2017
750i/xi (TU1)	2013 - 2015
750Li/LXi (TU1)	2013 - 2015
550i/xi (TU1)	2013 - 2017
550i/xi GT (TU1)	2014 - 2016
X5 (TU1)	2014 - 2018
X6 (TU1)	2015 - 2019

**Model Years are not fully indicative of actual Class Vehicles, which will depend on production ranges.*

Please note that not all vehicles in the model years identified above contained the N63TU1 engine at issue in the Action. You have received this notice because BMW NA's records indicate that you have or had a BMW vehicle with an N63TU1 engine. If you're not sure whether you are included in the Settlement Class, you may call (toll-free) **1-888-208-0032** with questions.

6. What are the benefits of the Settlement?

If Judge Kiel grants final approval of the Settlement and the Settlement becomes effective (the "Effective Date"), you may be entitled to some or all of the following benefits.

A. Reimbursement for Past Expenses

Class Members may be eligible for reimbursement of various expenses related to excess engine oil consumption subject to the provision of the required proofs to support each claim.

i. Reimbursement for Past Oil Changes

Class Members are eligible to receive reimbursement for the cost (not to exceed \$95 each) of up to 4 past Oil Changes on a Class Vehicle if:

- The amounts were actually paid by the Class Member at the time of Oil Change as evidenced by a repair invoice; and
- The Oil Change occurred prior to 10 years/120,000 miles from the Class Vehicle's in-service date; and
- The Oil Change took place less than 12 months after a previous Oil Change as evidenced by the repair invoice of the prior Oil Change and the invoice for the Oil Change for which reimbursement is sought.

ii. Reimbursement for Past Oil Purchases for up to 9 Quarts of Engine Oil Purchased Between Oil Changes

Class Members are eligible to receive reimbursement of the cost (up to \$10 per quart) of up to nine (9) quarts of engine oil that the Class Member purchased between oil changes prior to the Effective Date if:

- The oil was of the same type and grade specified for the Class Vehicle in the owner's manual or on the vehicle, as evidenced by proof of purchase, repair order, or service invoice; and
- At least one (1) prior oil-consumption complaint about the Class Vehicle was communicated to BMW NA or an authorized BMW Center, as confirmed by a repair order, Customer Relations Report, or other written documentation of an oil-consumption complaint to BMW NA or to one of its authorized BMW Centers; and
- The Class Vehicle had fewer than 10 years and 120,000 miles at the time of oil purchase(s) as evidenced by required proofs, for example, service records from before and/or after oil purchase.

iii. Reimbursement for Past Oil-Consumption Testing and Subsequent Repairs

Class Members are eligible to receive reimbursement of up to an aggregate of \$900 for the cost of one (1) failed oil-

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consumption test and subsequent repairs of a Class Vehicle if:

- a. Your Class Vehicle failed an oil-consumption test at a BMW Center as evidenced by a repair order or service invoice that identifies a Settlement Class Vehicle and VIN;
- b. The repair order or service invoice demonstrates that the Settlement Class Member paid for the amount(s) sought for reimbursement; and
- c. The mileage of the Settlement Class Vehicle at the time of the oil-consumption test failure.

iv. Reimbursement for Past Replacement of an Engine

Class Members are eligible to receive reimbursement for one (1) replacement engine related to Excess Oil Consumption subject to the customer contribution schedule below if:

- a. You have a legible repair order or invoice from an authorized BMW Center that identifies Your Class Vehicle and VIN, the date of replacement, the part number(s) used, and the cost of the replacement, with parts and labor separated;
- b. The mileage of the Class Vehicle at the time of engine replacement and that it had fewer than 10 years and 120,000 miles at the time of engine replacement;
- c. The Class Vehicle failed at least one Oil-Consumption Test at a BMW Center;
- d. The BMW Center confirmed the Excess Oil Consumption caused the failure and the engine was replaced after the last failed oil-consumption test; and
- e. You have proof of payment, in the form of a canceled check, credit-card receipt, credit-card statement, or receipt demonstrating that the Settlement Class Member paid for the amount(s) sought for reimbursement.

Odometer Mileage at time of failed Oil Consumption Test resulting in engine replacement		Customer Contribution (parts & labor)
Below	50,000	0%
50,001	60,000	5%
60,001	70,000	15%
70,001	80,000	27%
80,001	90,000	42%
90,001	100,000	55%
100,001	105,000	65%
105,001	110,000	70%
110,001	115,000	75%
115,001	120,000	85%
120,001	Above	100%

* * *

Limitations: Defendant does not warrant or guarantee any repairs performed at third-party (non-BMW) repair shops and, should any such repairs fail after a Settlement Class Member has made a claim under the Settlement, the Settlement Class Member will not be entitled to submit an additional claim.

In order to obtain reimbursement for eligible past expenses, you must submit a Claim Form and include all of the documentation described above and identified on the Claim Form.

B. Service Campaign

If you currently own or lease a Class Vehicle, you may be eligible for relief going forward (after the Effective Date).

- i. For each future oil change (pursuant to the CBS) of a Class Vehicle at a BMW Center up to 10 years or

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120,000 miles from the in-service date (whichever comes first) but in no event less than one (1) year from the Effective Date, Settlement Class Members will receive two (2) free quarts of oil to top-off their Class Vehicles between required engine oil services (pursuant to the CBS).

- ii. Settlement Class Members may receive up to three (3) free engine oil consumption tests for their Class Vehicles up to 10 years or 120,000 miles from the in-service date (whichever comes first) but in no event less than one (1) year from the Effective Date of the settlement.
- a. After one failed Oil Consumption Test of a Class Vehicle, and confirmation by an authorized BMW Center that the Class Vehicle has an oil consumption issue, BMW NA will, at its discretion, either authorize the BMW Center to make one engine repair attempt or offer customer an engine replacement per paragraph (c) below.
- b. If after the BMW NA approved engine repair, the Class Vehicle returns and fails a second Oil-Consumption Test, the Settlement Class Member's Class Vehicle is entitled to an engine replacement per the provisions and exclusions below.
- c. Engine Replacement due to Excess Oil Consumption Contribution Schedule:
- i. No Settlement Class Member contribution applies if the Class Vehicle engine is still covered under either the New Vehicle Limited Warranty term or the BMW Certified Pre-Owned warranty term.
- ii. If there is no applicable warranty coverage the Settlement Class Member shall contribute to the total replacement cost, including parts and labor, in accordance with the schedule below:

Odometer Mileage at time of failed Oil Consumption Test resulting in engine replacement		Customer Contribution (parts & labor)
Below	50,000	0%
50,001	60,000	5%
60,001	70,000	15%
70,001	80,000	27%
80,001	90,000	42%
90,001	100,000	55%
100,001	105,000	65%
105,001	110,000	70%
110,001	115,000	75%
115,001	120,000	85%
120,001	Above	100%

- iii. Replacement N63TU1 engine will have improved components compared to engines produced before May 2017.
- iv. Subject to the mileage limitations above for all eligible Class Members, engine replacement contribution will only be made until the later of 10 years from the Class Vehicle's in-service date or 1 year from the Effective Date.
- v. In the event a Class Member's engine fails or otherwise needs replacing unrelated to Excess Oil Consumption the schedule above shall not apply and the Class Member will not be entitled to any contribution from BMW.

C. New Vehicle Credit Voucher

Each Settlement Class Member may file a claim to receive one credit voucher towards either one future purchase/lease credit for (a) \$1,500 for BMW 6 Series, 7 Series, X5, X6, X7; or (b) \$1,000 for all other BMW models. The voucher will be transferable to immediate family members (children, parents and siblings) or other members of the Class

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Member's household provided proof is provided that the Class member and person to whom the voucher is being transferred reside in the same house. The voucher will not be valid retroactively, will be valid for 1 year from the Effective Date and may be combined with other applicable and then available and qualifying BMW purchase/lease incentives. Notwithstanding the foregoing, Class Member(s) cannot combine and use multiple credit vouchers made available as part of this Settlement in one lease or purchase transaction.

* * *

As part of the claims-confirmation process, a claim for reimbursement will be rejected if: (1) the Vehicle's warranty was voided because (a) the VIN has been altered or cannot be read, (b) the Vehicle has been declared a total loss or sold for salvage purposes (for reasons unrelated to excess oil consumption), or (c) the Vehicle has been used in any competitive racing event (this does not include non-driving events where the Vehicle is on display); (2) the VIN number associated with the claim does not match the Settlement Class Member's VIN number; or (3) the claim for reimbursement is (a) for an item or service that is not covered under this Settlement Agreement, or (b) for which a claim under this Settlement Agreement has already been made and paid, or (c) for which the Class Member has received "goodwill" or other cost/price adjustment, coupon, reimbursement, or refund from BMW NA, a BMW Center, insurer or any person or entity associated with Defendant, equal to or in excess of the amount of the claim submitted.

7. What am I giving up in exchange for the Settlement benefits?
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If the Settlement becomes final, Class Members will be releasing Defendant and related people and entities from all of the claims described and identified in Section VII.A of the Settlement Agreement. In essence, the claims released by Class Members are all claims (except for personal injury or damage to property other than the Class Vehicle) that could arise based on excess engine oil consumption in the Class Vehicles. The Settlement Agreement is available at www.IsleySettlement.com. The Settlement Agreement describes the released claims with specific descriptions, in necessarily accurate legal terminology, so read it carefully. Judge Kiel has appointed specific lawyers to represent you in this lawsuit and Settlement. You can talk to one of the lawyers listed in Answer 15 below, free of charge, if you have questions about the released claims or what they mean. You can also speak with your own lawyer, should you have one, about this Settlement.

8. How do I get the benefits of the Settlement?
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If are a Class Member and would like to obtain the other Service Campaign benefits described in Answer 6.B., above, you can do so after the Effective Date of the Settlement by making an appointment for the Service Campaign with an authorized BMW Center in your area. *The **Effective Date** is thirty (30) days after Judge Kiel gives final approval of the Settlement, unless an appeal is filed, in which case it may be longer.*

If you are a Class Member and would like to obtain the Reimbursement Benefits (described in Answer 6.A., above), you need to complete the Claim Form that accompanies this Notice and mail or email it, with all the required proofs, to the address provided on the Claim Form. Additional Claim Forms are available at www.IsleySettlement.com. The current deadline for submitting Claim Forms is **February 9, 2022**.

These benefits are also subject to limitations, which are discussed in the answer to Question 6. If you have any questions on how to complete the Claim Form or what information is needed, you can call the following toll-free number: **1-888-208-0032**.

9. What if my claim is denied?

There is a process in the Settlement Agreement to resolve disagreements between you and Defendant over your claim. During this process, the court-appointed lawyers listed in the answer Question 15 below will represent you in any dispute regarding relief under the terms of the Settlement, and the dispute will be handled in accordance with the procedures set forth in the Settlement Agreement. You may have the right to appeal any denied claim to a Special Master. If you have questions regarding this process, visit www.IsleySettlement.com to see a copy of the Settlement Agreement, or contact Class Counsel below.

10. When will I get the Settlement benefits?

- 1) If you have submitted a claim, your Claim Form will be processed and payments will be issued on a continuing,

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rolling basis after the Effective Date.

***Please be patient, and feel free to check the website or
call the toll-free phone number listed above for current status.***

- 2) After the Effective Date, you can schedule an appointment with your BMW Center for Oil-Consumption Testing and, if required, engine replacement.
- 3) All other benefits discussed above will be valid after the Effective Date.

11. Can I exclude myself from this Settlement?

Yes. If you want to keep the right to sue or if you are already suing Defendant in another action over the legal issues in this case, then you must take steps to opt out of this Settlement. This is called asking to be excluded from – sometimes called “opting out” of – the Settlement.

12. If I exclude myself, can I get anything from this Settlement?

No. If you ask to be excluded, you cannot object to the Settlement and you will not receive any of the benefits of the Settlement. But you may sue, continue to sue, or be part of a different lawsuit against Defendant in the future, including for claims that this Settlement resolves. You will not be bound by anything that happens in this lawsuit.

13. If I don't exclude myself, can I sue later?

No. Unless you exclude yourself, you give up the right to sue Defendant for the claims that this Settlement resolves.

14. How do I exclude myself from the Settlement?

To exclude yourself from the Settlement, you must send a letter by mail saying that you want to be excluded from *Isley v. BMW of North America, LLC*, Case No. 2:19-cv-12680 (ESK). Be sure to include: (1) your full name and current address; (2) the model-year and VIN of your Class Vehicle(s) and the date(s) of purchase/lease; (3) specifically and clearly state your desire to be excluded from the Settlement and from the Settlement Class; and (4) your signature. You cannot ask to be excluded over the phone or via the internet. You must mail your request to be excluded, postmarked no later than **November 30, 2021**, to the Settlement Administrator at the address below:

Isley Settlement
c/o Atticus Administration
PO Box 64053
Saint Paul, MN 55164

Failure to comply with any of these requirements for excluding yourself may result in you being bound by this Settlement.

15. Do I have a lawyer in the case?

The Plaintiffs and you have been represented by lawyers and a law firm that has prosecuted this case. Judge Kiel has appointed the following lawyers to represent you and other Class Members as “Class Counsel”:

Frederick J. Klorczyk, III, Esq. Bursor & Fisher, P.A. 888 Seventh Avenue New York, NY 10019 fklorczyk@bursor.com	Joel D. Smith, Esq. Bursor & Fisher, P.A. 1990 North California Boulevard, Suite 940 Walnut Creek, CA 94696 jsmith@bursor.com
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You will not be charged for these lawyers. If you want to be represented by another lawyer, you may hire one to appear in Court for you at your own expense.

16. How will the lawyers be paid?

As part of the resolution of the Action, Class Counsel and Defendants have agreed that Class Counsel may apply for an award of attorneys' fees, costs, and expenses not to exceed \$1,900,000.00, inclusive of service awards to the nine Plaintiffs in the amount of \$3,000.00 (\$27,000.00 in total). Defendant has agreed not to oppose this request. The Parties have also agreed that Class Counsel will not seek payment of any amount in excess of \$1,900,000.00 for attorneys' fees, costs, and

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expenses inclusive of service awards to the nine Plaintiffs in the amount of \$3,000.00 (\$27,000.00 in total) if awarded by Judge Kiel. The Class Counsel fees and expenses, inclusive of the service awards to the class representatives, will be paid separate and apart from any relief provided to the Class and will not reduce the value of the benefits distributed to Class Members. Defendant will also separately pay the costs to administer the Settlement. Judge Kiel will determine the amount of attorneys' fees, costs, and expenses and service awards after evaluating Plaintiffs' submission.

17. How do I tell the Court if I don't like the Settlement?

You can object to the Settlement if you don't like some part of it. You can give reasons why you think Judge Kiel should not approve it. To object, send a letter saying that you object to the Settlement in *Isley v. BMW of North America, LLC*, Case No. 2:19-cv-12680 (ESK). You must include: (1) your full name, current address, current telephone number, and the name of your lawyer and your lawyer's address if you are represented by a lawyer other than Class Counsel; (2) the model year and VIN of your Class Vehicle(s) and the date(s) of purchase or lease; (3) whether the objection applies only to the objecting Class Member, to a specific subset of the Class, or to the entire Class; (4) the reasons why you object and the factual and legal reasons for your objection (including all relevant documents that pertain to your objection); (5) copies of relevant repair history or other proof that the objector has owned or leased the Class Vehicle (i.e., a true copy of a vehicle title, registration, or license receipt); (6) a statement that you have reviewed the Settlement Class definition and understand that you are a Settlement Class Member, and you have not opted out of the Settlement Class; (7) a detailed list of any other objections to any class action settlements you submitted to any court, whether state, federal, or otherwise, in the United States in the previous five (5) years; (8) a Notice of Intention to Appear at the Final Approval Hearing if you intend to appear in person at the hearing; and (9) your signature.

The objection must be mailed to the Court, the Claims Administrator, Class Counsel, and Defendant's Counsel at the below addresses. The mailed copies must be postmarked on or before **November 30, 2021**:

COURT	Clerk of Court United States District Court for the District of New Jersey Rev. Dr. Martin Luther King, Jr. Federal Building & U.S. Courthouse 50 Walnut Street Newark, New Jersey 07102	
CLAIMS ADMINISTRATOR	<i>Isley Settlement</i> <i>c/o Atticus Administration</i> PO Box 64053 Saint Paul, MN 55164	
CLASS COUNSEL	Frederick J. Klorczyk, III, Esq. Bursor & Fisher, P.A. 888 Seventh Avenue New York, NY 10019	Joel D. Smith, Esq. Bursor & Fisher, P.A. 1990 North California Boulevard, Suite 940 Walnut Creek, CA 94696
DEEFENDANTS' COUNSEL	Christopher J. Dalton, Esq. Daniel Z. Rivlin, Esq. Buchanan Ingersoll & Rooney PC 550 Broad Street, Suite 810 Newark, New Jersey 07102-4582	

18. What's the difference between objecting and excluding?

Objecting is simply telling Judge Kiel that you don't like something about the Settlement. You can object only if you stay in the Settlement. Excluding yourself is telling Judge Kiel that you don't want to be part of the Settlement. If you exclude yourself, you have no basis to object because the Settlement no longer affects you.

19. When and where will Judge Kiel decide whether to approve the Settlement?

Judge Kiel will hold a "Final Approval Hearing" to decide whether to approve the Settlement on **January 10, 2022, at 10 a.m.**, at Courtroom 8 in the United States District Court for the District of New Jersey, Newark Division, Frank R. Lautenberg U.S. Post Office & Courthouse Building, 2 Federal Square, Newark NJ 07102. At this hearing, Judge Kiel will determine

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whether the Settlement is fair, adequate, and reasonable and whether the objections by Class Members, if any, have merit. If you have filed an objection on time, you may attend and ask to speak, but you don't have to. However, Judge Kiel will only listen to people who have asked to speak at the hearing (See Question 21 below). At this hearing, Judge Kiel will also decide the service awards for the Class Representatives, as well as the attorney's fees for the lawyers representing the Class Members. We do not know how long the Court's decision will take, and the hearing date may change due to other court business. You should monitor www.IsleySettlement.com to find out if any dates have changed and to learn if Judge Kiel has approved the Settlement.

20. Do I need to go to the hearing?

No. Class Counsel will answer any questions Judge Kiel may have, but you are welcome to come at your own expense. If you send an objection, you don't have to come to Court to talk about it. As long as you mail your valid written objection on time, Judge Kiel will consider it. You may also pay another lawyer to attend, but that is not required.

21. May I speak at the hearing?

You may ask Judge Kiel for permission to speak at the Final Approval Hearing. To do so, you must file a "Notice of Intent to Appear" in *Isley v. BMW of North America, LLC*, Case No. 2:19-cv-12680 (ESK). Be sure to include your name, address, telephone number, signature, and other requirements outlined in Answer 17. Your Notice of Intent to Appear must be postmarked no later than **November 30, 2021** and mailed to the addresses listed in Answer 17. You cannot speak at the hearing if you have excluded yourself from the Settlement.

22. What if I do nothing?

If you do nothing, you will give up the right to be part of any other lawsuit against Defendant about the legal claims released by the Settlement. You will still be entitled to take your Class Vehicle to a BMW Center for the Service Campaign benefits described in Answer 6, above. However, you will not receive any of the benefits described in Answer 6 offered by this Settlement unless you timely submit a Claim Form.

23. Are there more details about the Settlement?

This notice summarizes the proposed Settlement. More details are in the Settlement Agreement. You can get copies of the Settlement Agreement and related documents at www.IsleySettlement.com. You may also write with questions to Isley Settlement, c/o Atticus Administration, PO Box 64053, Saint Paul, MN 55164. You can also call the toll-free number, 1-888-208-0032.