



SIM 51 16 16

2023-11-02

CAVITY PROTECTION WAX LEAKING OUT OF HOOD

This Service Information Bulletin (Revision 3) replaces SI M51 16 16 dated May 2019.

What's New:

- New model added
- Parts Information updated
- Claim Information section updated

<input type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
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MODEL

E-Series	Model Description
F54	MINI Clubman
F56	MINI Hardtop 2 Door
F57	MINI Convertible
F60	MINI Countryman

SITUATION

Cavity protection applied to underside of the hood is leaking out onto the wheel arch trim and grille.

GRUSB5116-111

CAUSE

Improper application of cavity protection wax during vehicle production.

CORRECTION

Remove the current protection and reapply it more accurately.

PROCEDURE

For conditions that are similar to the situation described, refer to the attachment for detailed repair information.

PARTS INFORMATION

To determine the part number that applies to the specific vehicle being repaired, enter the VIN/chassis number into either ETK or AIR, this will consider the specific equipment and/or options that are fitted to the vehicle.

Part Number	Description	Quantity
83 12 0 390 086	Cavity Protection Wax Remover	Sublet as needed

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83 42 2 457 337	Cavity Wax Spray	Sublet as needed
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CLAIM INFORMATION

Covered under the terms of the MINI New Passenger Car Limited Warranty.

Repair Code: 5197024900 Hollow cavity protection Overflowing / sloshing over

Obtain the flat rate unit (FRU) allowances for the following that applies.

Labor Operation	Description	Labor Allowance
41 61 000	Removing and installing engine compartment lid (Main Work)	As applicable
Or:		
41 61 600	Removing and installing engine compartment lid (Plusposition Work)	As applicable
And:		
51 00 001	Localizing body complaint(s): Work time to confirm the issue described in this bulletin is occurring (This applies to all centers)	2 FRU
And:		
51 99 000	Work time for removing excess cavity wax, and reapplying correct amount of cavity protection wax.	8 FRU

Labor operation code 41 61 000 is a Main labor operation. If you are using a Main labor code for another repair, use the Plus code labor operation 41 61 600 instead.

Work time labor operation codes 51 00 001 and 51 99 000 are not considered Main labor operations.

And, as needed:

Sublet – Bulk Materials

Sublet Code 4	See the sublet reimbursement calculations below	Reimbursement for the repair-related bulk materials (Do not use the MINI part numbers for claim submission)
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Sublet reimbursement calculation for claiming the applicable repair-related bulk materials (BMW part numbers) is at the dealer net price amount for the proportional quantities used plus your center's handling.

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

BMW Group's AIR Application Resource for Flat Rate Labor Operation Codes

To obtain the corresponding flat rate unit (FRU) allowance information from the BMW Group AIR application resource, start by entering the Chassis Number (the last seven (7) characters of the VIN, select the applicable Model if two or more vehicle choices show), or enter the full VIN (17 characters), click on the "Search" button. Next, click on the "Flat Rate Units" button and enter the flat rate labor operation code in the field to the right, click "Search" to display the Flat Rate Unit Group detail choices.

Main Group (MG) 41 Flat Rate Labor Operations

A secondary "R FRU" value will appear below some of the MG 41 labor operation codes. This identifies the inclusive portion of mechanical work that is contained within that specific MG 41 flat rate labor operation code.

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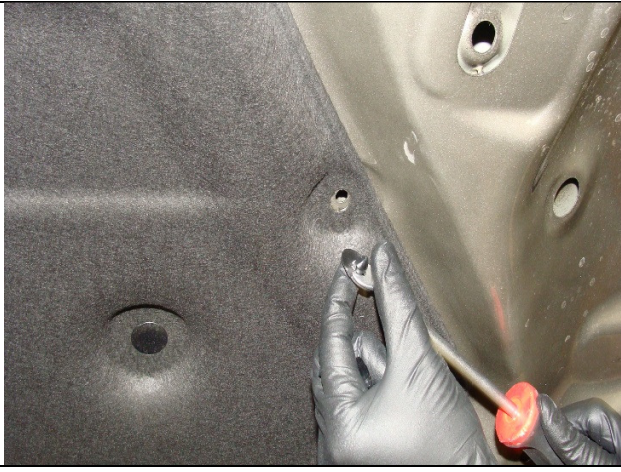
It is not necessary to claim the stated “R FRU” amount separately, and in addition to, the MG 41 job item’s primary stated FRU allowance.




FEEDBACK REGARDING THIS BULLETIN

Technical Feedback	To submit feedback for the technical topic of this bulletin: Submit your feedback in the rating box at the top of this bulletin
Warranty Feedback	To submit feedback for the CLAIMS section of this bulletin: Submit an IDS ticket to the Warranty Department, or use the chat available in the Warranty Documentation Portal
Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department

Supporting Materials

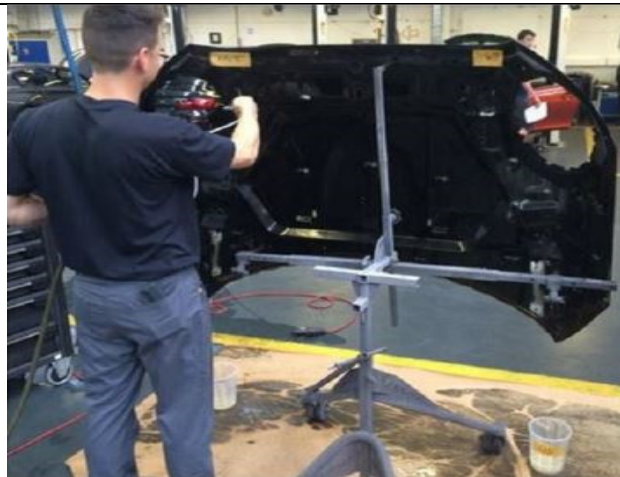
[picture_as_pdf Attachment A SIM51 16 16.pdf](#)

	<ol style="list-style-type: none">1. Remove chrome trim from rear of hood to prevent damage. Refer to "51 13 085 Removing and installing/replacing trim strip on engine compartment lid (cowl panel).
	<ol style="list-style-type: none">2. Raise hood and remove clips holding under-hood insulation using appropriate clip removal tool.
	<ol style="list-style-type: none">3. Remove clips for under-hood insulation and remove insulation completely.

	<p>4. Disconnect and remove washer hose and both washer nozzles.</p>
	<p>5. Install appropriate tool to support hood and disconnect hood strut at upper mount on both sides. Follow Repair Instructions "41 61 000 Removing and installing engine compartment lid" for all necessary measure and precautions.</p>
	<p>6. With hood safely supported, loosen nut (1) on both sides, but do not completely remove. Remove nut (2) completely on both sides.</p>



7. Feed washer hose out of hood before hood removal.



8. Remove hood completely from the vehicle and place into body panel hanger, or:



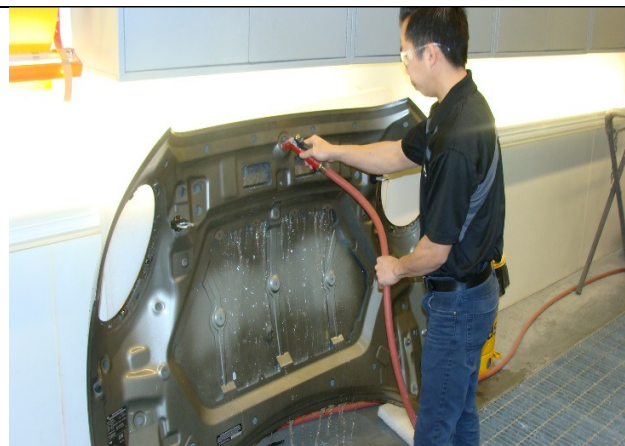
9. If body panel hanger is not available, the hood can be rested in the position shown. Use foam blocks as shown to prevent damage to the corners and surface of the hood.



10. Using suitable plastic tool, remove all rubber grommets and body plugs on the underside of the hood (12 total).



11. Once the plugs are removed, apply the cavity wax **remover** liberally to all of the cavities starting from the top down. Use $\frac{1}{2}$ of the bottle, the other $\frac{1}{2}$ is to be used for the second application.
Wait a minimum of 15 minutes to allow the solvent to dissolve the excess cavity wax.



12. After 15 minutes has elapsed, rinse out all cavities and underside of the hood with water starting from the top down. If possible, use **lukewarm** (not hot) water for a more effective removal of the wax.



13. Using compressed air, dry the hood from the top down.



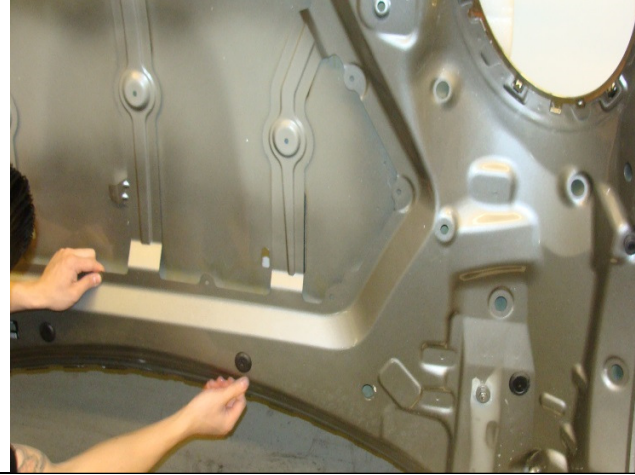
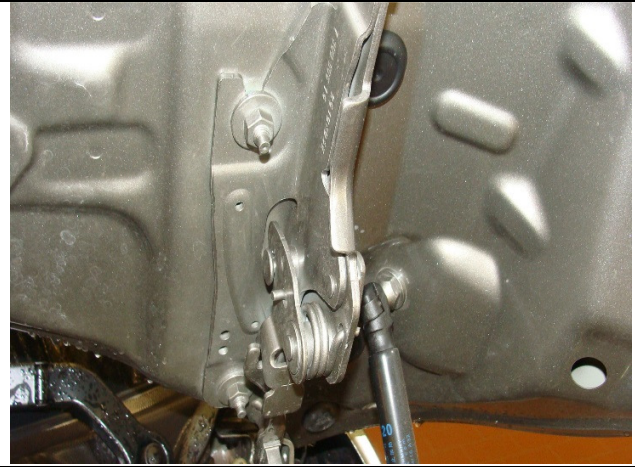
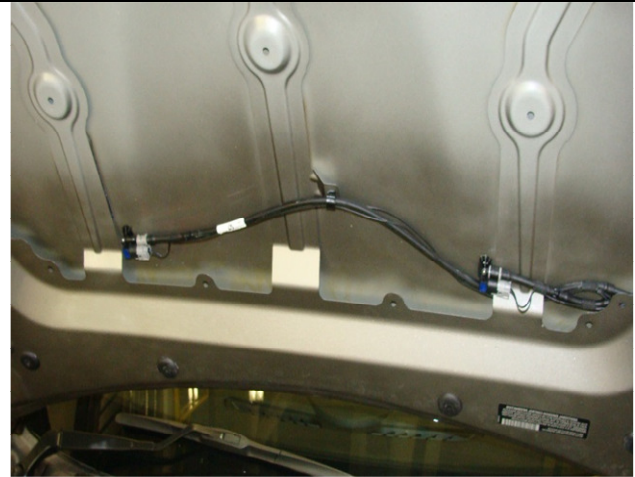
14. Using the remaining $\frac{1}{2}$ of the bottle of cavity wax **remover**, apply again from the top down. Repeat steps 11 through 13.



15. Once the hood has been thoroughly rinsed and dried, re-apply cavity wax to cavities in the hood. Start from the top and work down spraying a small amount into all holes and cavities.

Note: Use only 125 mL of the cavity wax, avoid over-applying.

Note: Be aware that the BMW Cavity wax spray is 400mL, so one spray can will cover more than three vehicles.

	<p>16. Re-install the 12 body plugs.</p>
	<p>17. Re-install hood, all (4) tighten hood attachment (M8) nuts to 19 Nm. Attach hood struts. Align hood if needed according to repair instructions.</p>
	<p>18. Re-install washer nozzles and hoses.</p>



19. Re-install chrome trim on rear of hood.



20. Re-install under hood insulation.
21. Once complete, if possible, leave hood in the raised position for at least 12 hours for the best results.