



SIB 11 07 11

2024-03-19

**TURBOCHARGER FAILURE: OIL SUPPLY AND RETURN LINE
BLOCKAGEAND PROPER REPAIRS**

This Service Information Bulletin (Revision 5) replaces SI B11 07 11 **dated June 2019**.

What's New:

- Update to diesel engines

☐	THIS REPAIR IS MOBILE FRIENDLY
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MODEL

All

SITUATION

The customer complains of loss of performance and turbocharger noise.

CAUSE

The turbocharger oil supply may be restricted, causing oil starvation and resulting in the seizing of the turbocharger assembly.

CORRECTION

Upon replacement of the turbocharger assembly, always clean the surrounding area where the engine oil supply and return lines enter the engine crankcase.

Ensure that no debris enters the engine oil supply or return galley. Contamination of the engine oil supply or return can result in additional damage to the engine.

Always remove and inspect the engine oil supply and return lines for blockage or restriction.

Ensure that the engine oil supply and return lines are not collapsed or kinked. Replace the lines and banjo bolts (if applicable) if a blockage or restriction is detected.

Inspection of the engine oil supply and return lines will avoid repeated failure of the turbocharger assembly.

Gasoline Engines:

Before installing a new turbocharger, pour a small amount of engine oil into the turbocharger oil supply hole to provide lubrication during the first start-up.

Diesel Engines:

All diesel engines:

- Always perform an engine oil and filter change after replacement of the turbo charger/s
- Always check the operation of the engine thermostat and thermostat for the EGR cooling (if applicable). A slow or nonfunctioning thermostat may cause turbo failure due to the cold running characteristics of a faulty thermostat.
- Check the crankcase ventilation system. A faulty CCV system could cause pressure changes in the oil return line and decrease oil supply to the turbocharger.
 - Follow ISTA path: Function Structure/Drive/Digital Diesel Electronics/Engine ventilation/Internal engine pressure

M57Y Engines Only

Before installing a new turbocharger, pour turbocharger additive P/N 83 19 1 362 168 into the turbocharger oil supply hole to provide lubrication during the first start-up.

If the diesel particulate filter (DPF) is contaminated with engine oil due to a failed turbocharger, a diesel particulate regeneration should be performed after the new turbocharger is installed.

The DPF regeneration procedure can be found in ISTA/D Service Functions.

All BX7 and NX7 Engines

Before installing a new turbocharger, pour a small amount of engine oil (**no** additive) into the turbocharger oil supply hole to provide lubrication during the first start-up.

If the diesel particulate filter (DPF) is contaminated with engine oil due to a failed turbocharger, a diesel particulate regeneration should be performed after the new turbocharger is installed.

The DPF regeneration procedure can be found in ISTA/D Service Functions.

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.

Part Number	Description	Quantity
83 19 2 362 168	Turbocharger additive	1

CLAIM INFORMATION

This Service Information Bulletin provides technical, diagnosis, and repair-related information.

Damage and/or issues caused by outside influences are not covered under the BMW limited warranties.

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
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