



SIM 63 01 25

2025-08-21

MOISTURE/CONDENSATION IN THE TAILLAMPS

<input type="checkbox"/>	THIS REPAIR IS MOBILE FRIENDLY
<input type="checkbox"/>	THIS REPAIR IS REMOTE SOFTWARE UPGRADE (RSU) FRIENDLY

MODEL

E-Series	Model Description
U25	MINI Countryman

SITUATION

Condensation is present in the inner surface in one or both (inner and/or outer) taillamps.

CAUSE

Water inside the taillamps can be caused by two situations:

- A. Thermal/environmental conditions that result in the formation of condensation is not a defect.
- B. Water/moisture in the taillamp housing is considered a defect.

CORRECTION

Determine whether the vehicle is affected by normal/naturally occurring thermal/environmental conditions which have condensation.

- A. If moisture is being caused by normal environmental conditions, no correction is needed.
- B. If moisture is determined to be caused by a defect, repair as needed.



A. Normal/natural condensation.

- Note: The taillamps shown here are not from a U25, but the different condensation patterns are indicative



B. Water/moisture in the taillamp.

PROCEDURE

Determine whether the moisture is caused by normal/naturally occurring thermal/environmental conditions.

If normal environmental conditions are the cause of the condensation, no correction is required.

- The taillamps will dissipate the condensation through venting. This venting process should be completed within 24 hours with the vehicle sitting in temperatures of 68 – 77 degrees Fahrenheit.

If the taillamps do not vent/dry within the described time frame, inspect the taillamp for leaks/damage and replace it if necessary.

- Note: The taillamp design does not utilize a separate seal. The seal is integrated into the replacement taillamp unit.

Note: If one or both taillamps are to be replaced for this issue due to a defect, please submit detailed photos of the defective taillamp(s) to the warranty app. Refer to SI M01 01 23.

PARTS INFORMATION

Parts are only required in situations where it is determined that a physical issue with the taillamp assemblies or related components are the cause for excessive water entry. In those cases, repair the vehicle as necessary depending on the specific issue found.

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

CLAIM INFORMATION

This Service Information Bulletin provides technical, diagnostic and/or repair-related information.

Normal environmental-related conditions, damage and/or issues caused by outside influences are not covered under the MINI limited warranties.

Eligible and Covered Work/Repairs

Repairs that address a verified defect in materials and/or workmanship are covered under the terms of the MINI New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

To submit a claim, please following the established and applicable warranty policy and procedures (Labor/Part/Sublet – Bulk supply materials, and WarrantyApp photo documentation) that apply to the repair being performed.

Refer to AIR for the claim-related line item's Repair Code. For the corresponding repair that was performed, obtain the corresponding labor operation codes and their flat rate unit (FRU) allowance(s), including the diagnosis* that applies.

Only one Main labor operation code can be claimed per repair visit.

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 the Chassis Number (last seven (7) characters of the VIN), and click on the "Search" icon. If the "Vehicle Selection" window displays two or more model possible vehicle choices, select the applicable Model, or enter the full VIN (17 characters) instead to proceed. Click on the "Flat Rate Units" button and enter a flat rate labor operation code number "without spaces" in the field to the right, click on the "Search" icon to display the corresponding listing of "Flat rate unit group details" that are available and their corresponding FRU allowances.

*Based on which one applies to your dealer, please refer to **SI M01 01 20** or **M01 04 20** for the applicable procedure for documenting, claiming, and explaining, on the RO and in the claim comments, your diagnosis

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work time (WT), job/repair work time (WT), and the vehicle repairs your dealer performed, unless otherwise required by State law.

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

