

BMW Group - AIR: 2016-04-26 / 10:52
 Dealer:29007/04
 Model: 530d
 Vehicle identification number: B646494
 Development code: E60
 Model code: NC81
 Lead type: NC81
 Order number:

PuMA measure

M47/T2, M57/TU and T2: loss of engine oil via engine breather

PuMA No. NE 19196848-08 - 21/01/14

Complaint:

The customer complains of high oil consumption rates or oil leakage, visible at the following points: exhaust turbocharger (clean air side/inlet side in front of the exhaust turbocharger), charge air hoses, charge air cooler connections or via the swirl flap bearing. There have also been some complaints about oil stains under the vehicle.

In conjunction with erratic engine running and/or decreased engine performance, the fault code memory entries 3FF0, 4667, 4CE0, 4B10 and 4B11 may, IN ISOLATED CASES, be stored in the control unit, which indicates blocked inlet ports or coked intake valves.

Cause
<p>Long periods in idle speed mode (stopping and starting in urban traffic, special vehicles, etc.) or long periods with low engine revs lead to oil loss via the crankcase venting system.</p> <p>IN ISOLATED CASES, this oil loss leads to heavy coking of the inlet ports or intake valves, which in turn causes erratic engine running and/or decreased engine performance.</p>
Measure
<p>Please note: On the E83 LCI with M57/T2 - the engine cannot be converted as described below. Moreover, this measure does NOT apply to the M57X (M57TU1TOP) or M57Y (M57TU2TOP) engine.</p> <p>In the event of a customer complaint, carry out a conversion to the filter unit with part no. 11 12 7 793 163. This oil separator is also to be used for the M47TÜ2, although it is only approved in the electronic parts catalogue for the M57. After 30,000 km at the latest, the filter unit with part no. 11 12 7 793 163 must be replaced again. Relevant information must be recorded by the dealership in the vehicle file / service booklet.</p> <p>-----</p> <p>If the customer also complains of erratic engine running and/or decreased engine performance, inspect the cylinder head and collector for rust deposits and coking. The cylinder head is to be cleared of rust deposits. This cleaning should be carried out as follows: - remove the cylinder head and oil pan. - Clean the cylinder head and oil sump with a high-pressure cleaner or in a parts washing machine and refit all parts removed from the engine. - Add engine oil.</p> <p>Please also observe measure 53856249 "M47x, M57x intake manifold/inlet ports coked".</p>

Generally applicable information:

BMW does not approve of any cleaning method that involves a flushing of the engine by operating it with cleaning additives in the engine oil or by mixing diesel fuel with the engine oil. Damage to the engine caused by this type of operation is not covered by the warranty. This applies even if the flushing attempt is relatively short (e.g. 15 minutes) and at idling speed.

If cleaning is not possible, replace the cylinder head.

Validity information

Model series: [E71, E87, E70, E83, E60, E90, E91, E92, E65, E66, E93, E53, E63, E64, E46, E61]

Engine range: [M57/T2, M47/T2, M57/TU]

Body style: [ALL]

Fault codes: [4CE0, 4667, 4B10, 3FF0, 4B11, 472B]

Production period: -

Repair overviews