



# TURBOCHARGER FAILURE: OIL SUPPLY AND RETURN LINE BLOCKAGE AND PROPER REPAIRS

This Service Information bulletin supersedes SI B11 07 11 **dated March 2015**.

## MODEL

All
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## 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.

## PROCEDURE

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.

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

**UPDATE I** **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.

**UPDATE I** **Diesel Engines:**

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.

## **UPDATE I** PARTS INFORMATION

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

## WARRANTY INFORMATION

Not applicable

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