

00 30 11 (735)

Final drive oil - new oil quality from 07/2011

Situation: In motor vehicles from production date 07/2011, the final drive oil SAF-XO is being replaced by the final drive oil Hypoid Axle Oil G1 (BOT448).

Vehicles concerned: All BMW without M models

All MINI

All Rolls-Royce

Procedure: In vehicles from production date 07/2011, use oil specification Hypoid Axle Oil G1 (BOT448) for oil filling/additions to the rear axle differential.

The final drive oils currently approved by BMW can be viewed in the current ISTA version (operating materials - main group 33).

31 01 12 (833)

Visible corrosion on vehicle add-on parts

Situation: Since the market introduction of the E65/66 the engine compartment and underbody preservation has successively been dropped from all series for environmental protection reasons. This may result in visible corrosion of machined surfaces such as, for example, on chassis/suspension components, machined screwing/bolting points, screw connections, or on surfaces such as, for example, the joints and drive shafts!

To prevent or re-treat this surface corrosion, the dealer organisation should use the corrosion protection with BMW part number 83 19 2 317 997.

Vehicles concerned: All BMW, MINI series

Procedure: Apply a thin coating of corrosion inhibitor (using only a brush) to the affected areas.

Warning!

Risk of fire!

Do not apply any corrosion inhibitor to the engine or the exhaust system!

34 03 09 (594)

Instruction for replacement brake pads/ brake discs

(BMW/MINI)

Situation: The following procedures must absolutely be followed for professional and proper repairs.

Affected vehicles: BMW and MINI

Procedure: The following components are additionally absolutely required for a replacement of the **brake pads**:

- Brake pad sensor
- Brake block paste

For vehicles older than 48 months the following additional replacement is recommended:

- Spring retainer

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- Brake pads
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- Brake block paste

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The exact procedure should be taken from the vehicle-specific repair instructions.

The Electronic Parts Catalogue is supplemented with the additional instructions.

34 02 09 (561)

Modified wear limit for brake disc / brake pad replacement

(BMW/MINI)

Situation: The wear limit of the minimum brake disc thickness (MIN TH) is modified analogue to the M-vehicles from 'greater than or equal to' (≥) to 'greater than' (>).

Affected vehicles: all BMW and MINI starting model year 2009

Procedure: The exact procedure for brake pad replacement is to be taken from the revised repair instructions.

Inflating tyres with nitrogen (N2)

All series

Situation: The question is regularly asked, whether inflating the tyres with nitrogen instead of air has any benefit with respect to a "gradual loss of tyre pressure". This process is also known as diffusion (diffusion is the movement of miniscule particles, especially atoms or molecules).

Statement

Some companies regard inflating the tyres with nitrogen as a way of selling the customer a feature that has no practical benefit whatsoever with respect to diffusion. As nitrogen has larger molecules, it would indeed be logical to argue in favour of inflating the tyres with nitrogen instead of with air. However, the improvement achieved is only marginal because air is anyway made up of about 78 % nitrogen.

Composition of air:

- 78 % nitrogen (N2)
- 21 % oxygen (O2)
- <1 % inert gases
- 0.03 % carbon dioxide (CO2)

The reduced rate in the drop in pressure inside the tyre is just a few hundredths of a bar over several months. Inflating the tyres with nitrogen does not relieve the driver from his duty (described in the Owner's Handbook) to check the tyre pressures regularly. Nitrogen is used in aviation and in motor racing because, in the event of an accident and the associated risk of fire, no additional oxygen should be fed from the tyres.

Affected vehicles: All series

Procedure: Recommendation

BMW does not recommend inflating tyres with nitrogen. Should individual customers wish to have their tyre inflated with nitrogen, their wishes may be accommodated.

Repairing runflat tyres

All models

Situation: The question is regularly asked whether a repair should be performed on runflat tyres after a loss of pressure.



Runflat tyres (also known as "tyres with emergency running characteristics") can be recognised by a circular symbol on the side wall bearing the letters RSC (Runflat System Component).

Note:

As a general rule, BMW has never recommended repairs on tyres. However, should individual customers wish to have their tyre repaired, their wishes may be accommodated.

A list of tyre manufacturers who approve or disapprove of repairs to runflat tyres can be found in the section headed "Procedure".

Procedure:

1. Contact the local representative of the tyre manufacturer concerned.
2. Please note the following when naming the nearest authorised tyre dealer for runflat tyres:

Tyre manufacturers who **approve** of repairs on runflat tyres (under certain conditions):

- Michelin
- Dunlop
- Goodyear
- Bridgestone

Tyre manufacturers who **disapprove** of repairs on runflat tyres:

- Pirelli
- Continental