This Service Information bulletin supersedes SI B11 03 08 **dated November 2008.**

NEW designates changes to this revision

SUBJECT
Crankcase Ventilation System Specification

MODEL
All models

INFORMATION
All current BMW engines incorporate a pressure-controlled crankcase ventilation system. The crankcase ventilation systems use various different crankcase ventilation valves, depending on the engine type. Although the valves all look different, they function similarly, using a spring and diaphragm assembly to control the crankcase pressure. A properly functioning pressure control valve is designed to maintain a slight vacuum in the crankcase, which assures reliable crankcase venting during all engine operating conditions.

A malfunctioning crankcase ventilation valve may cause the following complaints:

- Engine runs roughly
- Whistling noise from the crankcase ventilation valve
- Check engine light on - possible DME faults stored: misfire all cylinders, oxygen sensor/mixture adaptation faults, etc.

DME faults stored in the memory will vary, depending on the DME version and the effect of the crankcase pressure (example: mixture adaptation faults, trim faults, etc.)

Note: A higher than normal crankcase vacuum will also cause the crankshaft seals to leak outside air into the crankcase during engine operation. A whistling or howling noise is usually heard coming from the seal areas (front or rear) at idle.

Specification and actual readings from the vehicle may vary by up to plusmn;10%, but not more than 2.0 mBar.

Engine Variant	Specification (mBar)
NEW M42, M44, M52, M52TU, S52 ,M54, M60, M62, M62TU, M73	13.0
S54	0.0 +- 1.0
S62	0.0 +- 1.0
S65	0.0 +- 2.0
NEW S63	3.0
S85	0.0 +- 1.0
N52	26.0
NEW N51 and N52K	28.5

N54	9.0
N62	22.0
N62TU	25.0
N63	9.0
N73	26.0

WARRANTY INFORMATION

For information only