

TECHNICAL BULLETIN

18/12/15 - UPDATED 19/02/16

TB EM 15/05

HIGH ENGINE OIL CONSUMPTION

MODEL	SECTION
J11, C13 & F15 - HRA2DDT ENGINES ONLY	EM

UPDATED 19/02/16 - ECU Reprogramming file V12 now includes all models affected by this concern.

CONCERN

A concern has been identified on certain HRA2DDT engines fitted to J11, C13 and F15 models.

If the customer monitors their vehicle regularly they may notice the engine oil level reducing. Other symptoms the customer may experience include warning light on the combi-meter, hesitation, excessive engine noise or smoke.

BACKGROUND

Under a certain driving pattern the oil consumption on the HRA2DDT engine may increase significantly causing the oil level in the engine to be reduced. The increased oil consumption is caused by low inlet manifold pressure, which in combination with high vacuum and the flutter of the 2nd piston ring allows oil to be drawn in to the cylinder and burned.

A new engine calibration has been developed in order to increase the intake manifold pressure at low speed/low load conditions in order to minimize the oil consumption.

AFFECTED VEHICLES

J11	
FROM	TO
SJM*E*J11U1000001	SJM*E*J11U1572966
C13	
FROM	TO
VSK*D*C13U0000001	VSKDDAC13U0039320
F15	
FROM	TO
SJM*E*F15U7000001	SJM*E*F15U7210197

FLOW CHART PROCEDURE

Please complete diagnosis as indicated in the [flow chart](#) and replace bare/short engines only in cases that the unit cannot be repaired. In all other cases please replace the failed parts.

