



Tech Tip

AUTOMOTIVE <> PASSENGER CAR ACCESSORY BELT DRIVE SYSTEM

BULLETIN TT004-16

> **PART NUMBER:**

All Accessory Belt Drive
System Components

> **MAKE:**

BMW

> **MODEL:**

All Models With the N52
or N54 Engine

> **YEAR:**

2006-2013

> **ENGINE:**

2.5L, 3.0L

LACK OF SERPENTINE SYSTEM MAINTENANCE DESTROYS ENGINE

The importance of Being System Smart is perhaps nowhere more evident than on 2006 – 2013 BMW models with the N52 or N54 engine. These 2.5 L and 3.0 L engines are used in a variety of 1-series, 3-series, and 5-series vehicles.

On these vehicles, it is quite common for the serpentine belt to become wrapped around the crankshaft pulley due to oil contamination, misaligned pulleys, or a worn tensioner.

Exacerbating the issue is the fact that BMW located the oil filter housing on top of the engine on these motors, just above the belt drive system. It is quite common for these housings to start leaking oil, thereby dripping oil directly onto the belt drive system. Ultimately, the belt can be sucked through the crankshaft front oil seal and into the engine. These shreds of belt then find their way either into the timing chain, causing the engine to jump time, or into the oil pump, starving the engine of oil. The eventual result is catastrophic engine damage, and a costly repair bill. Of course, this could all be prevented by performing simple and routine inspections and maintenance on the belt drive system as outlined in our Be System Smart brochures.

So the next time your customer asks you why it's important to inspect all components in the belt drive system at 60,000 miles, and replace worn components by 90,000 miles, or as advertised by the manufacturer, remember that failure to do so can result in catastrophic engine damage, so don't forget to Be System Smart!

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