Document Information

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Vehicles affected: P11: 12C,12C Spider, 650S, 650S Spider, 625C, 675LT, 675LT Spider, P12: P1, P13: 540C, 570S, 570S Spider, 570GT, P14: 720S, 720S Spider, P15: Senna

Location: Powertrain Engine - Cooling System

Concern: Coolant leak from the engine coolant pump

Condition: Permanent

Diagnostic Trouble Codes

N/A

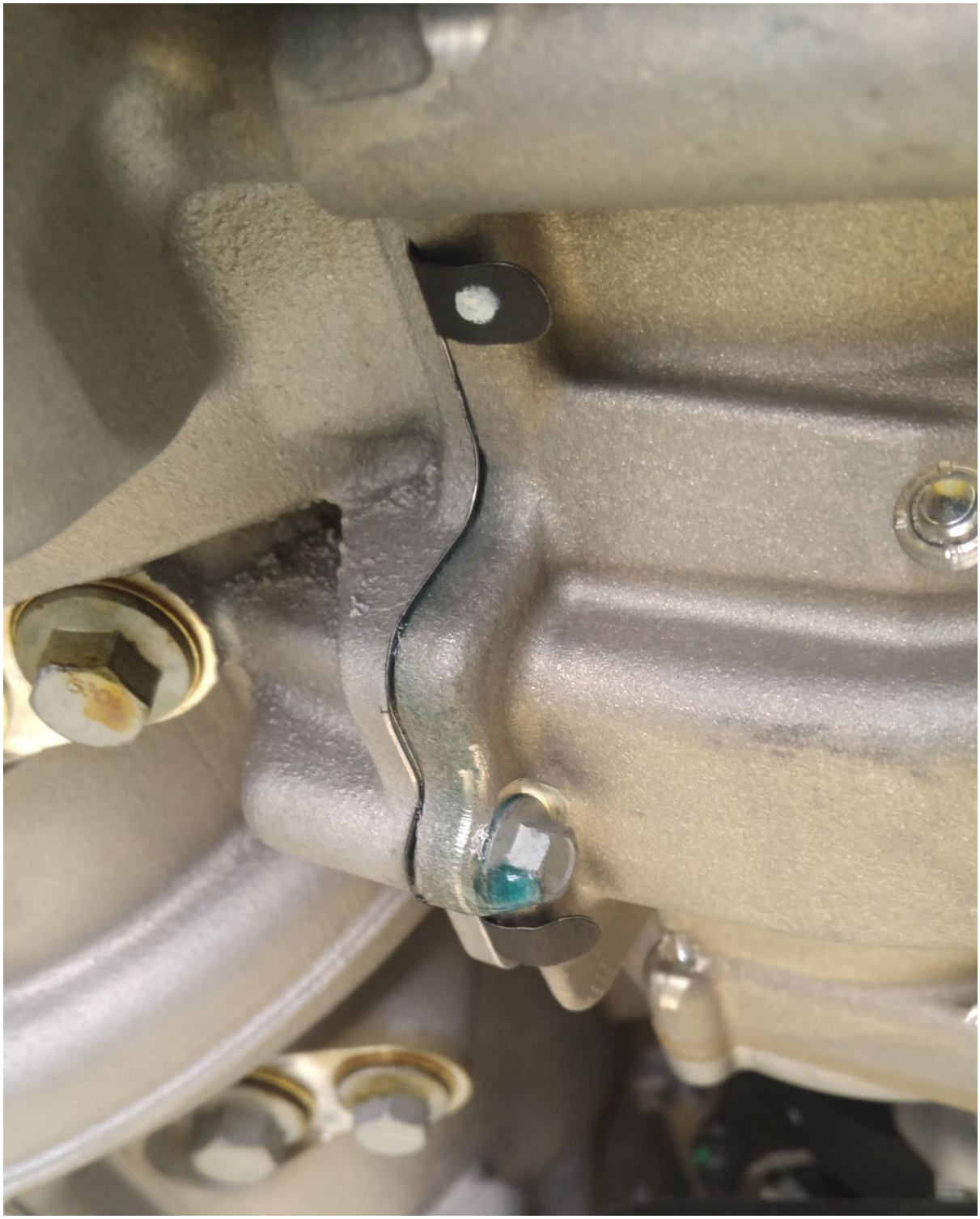
Measure

If a vehicle is identified to have an engine coolant pump that is leaking, do not replace the engine coolant pump before the outlined diagnostic procedure has been followed.

There are 3 potential areas of leaks that needs to be investigated:

1. The side of the coolant pump where there is a blanking plug which covers the front evaporation chamber of the pump (early pump models only)

2. The front evaporation chamber exit, where the coolant pump casing seals to the engine (later pump models only). Staining can collect near bolt.



3. The rear of the coolant pump where there is a blanking plug which covers the rear evaporation chamber of the pump.

Instructions

1. Lift vehicle on lifting platform
2. Remove/install floor panel - Engine/fuel tank
3. Capture photos of the coolant leak
4. Clean off any coolant stains from the coolant pump
5. Reinstall floor panel and take the vehicle for a 15 minute test drive to get up to operating temperature
6. Place vehicle back on ramp and remove floor panel while continuing to idle the engine
7. Idle for 20 mins and monitor if coolant is leaking from the same area
8. Shutdown the engine and allow the engine to cool for 15 minutes

9. Check again if coolant is leaking

10. If there is no further leak, no further action is required. Re-assemble the vehicle and return to the customer

11. If the leak reappears capture a video clearly showing the exit position of the coolant from the pump and record for at least 2 minutes duration to show the rate at which it is flowing. The video will be requested as part of the warranty claim. Proceed and replace the engine coolant pump.

Care Point: Signs of coolant may be evident around the evaporation chamber breather aperture at the bottom of the coolant pump. Once the chamber has filled up, excess coolant is naturally allowed to drain through this passage. Signs of coolant in this area should not be assumed as gasket leak unless the procedure above has been followed and there is still evident dripping from that hole.

Warranty Information

If a warranty claim is to be made for the replacement of the pump, please provide the following information within the WP where available;

- Was the engine coolant leak the primary customer concern?
- What is the customer's driving profile?
- Copy of the DTCs
- Copy of the video captured at Step 11

MTI Updates Information

N/A