SEA **Springfield Euro Auto** EXAMPLE SHOP
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TECHNICIAN WORKSHEET · 1.6L N12/N14/N16/N18 ("PRINCE")
RA-MINIPR-123456-20261027

2012 MINI Cooper S · R56 Cooper S hardtop · FWD

WMWSV3C55CT123456

ODOMETER IN: 96,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

18V-248 · Electric auxiliary water pump can overheat (2011–2012 Cooper S/JCW) ☐ Open ☐ Done ☐ N/A

23V-337 · Electrical system · footwell control module ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Timing chain, guides and tensioner

Check now · Past the range (33,000–78,000 mi, the middle half of 85 owner reports)

Listen at cold start ☐ OK ☐ Watch ☐ Fix
Check the tensioner type (bulletin) ☐ OK ☐ Watch ☐ Fix
Cam/crank correlation ☐ OK ☐ Watch ☐ Fix
Rattle: none / brief / persistent
Scan for: P0016, P0017
Parts (R56): Ask your parts supplier for the OE part number for this VIN.

2. Thermostat housing and water pump leaks

Check now · Past the range (30,000–64,000 mi, the middle half of 33 owner reports)

Pressure-test the cooling system ☐ OK ☐ Watch ☐ Fix
Inspect thermostat housing and water pump ☐ OK ☐ Watch ☐ Fix
Coolant: full / low
Scan for: P0128, P0217
Parts (R56): Ask your parts supplier for the OE part number for this VIN.

3. Carbon build-up on intake valves and injectors

Plan · Any mileage (Direct-injection N14 and N18 engines)

Borescope the intake valves ☐ OK ☐ Watch ☐ Fix
Misfire counters ☐ OK ☐ Watch ☐ Fix
Valves: clean / light / heavy deposits
Scan for: P0300, P0301, P0302, P0303, P0304
Parts (R56): Ask your parts supplier for the OE part number for this VIN.

4. High-pressure fuel pump (HDP)

Watch · Any mileage (N14 Cooper S/JCW and N18 Cooper S (2011–2012))

Scan for P0087/P0089 ☐ OK ☐ Watch ☐ Fix
Check low-side fuel pressure before replacing the HPFP ☐ OK ☐ Watch ☐ Fix
Rail pressure: spec / low
Scan for: P0087, P0089, P0191
Parts (R56): Ask your parts supplier for the OE part number for this VIN.

5. Oil leaks: oil pump solenoid, head plug, gaskets

Watch · Past the range (34,000–55,000 mi, the middle half of 19 owner reports)

Inspect oil pump solenoid connector ☐ OK ☐ Watch ☐ Fix
Inspect head plug below the vacuum pump ☐ OK ☐ Watch ☐ Fix
Leaks: dry / seep / wet
Parts (R56): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 126,000 MI (ASK FOR RECORDS)

Brake fluid · every 2 years · $149 ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 1.6L N12/N14/N16/N18 ("PRINCE"), QUICK CHECKS

- **Electric auxiliary water pump / fire** (205 complaints): Covered by recalls 12V-008 / 18V-248 (auxiliary water pump circuit board can overheat); check they are done.
- **Stalling / loss of power** (197 complaints): Mixed causes; often the high-pressure fuel pump or timing chain.
- **Turbo** (109 complaints): Turbo failures on N14/N18 Cooper S; MINI bulletins point to oil supply restriction. Not one of the five items above.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Timing chain, guides and tensioner
The timing chain tensioner can have too little spring force, so the chain rattles at cold start or idle and the guides wear. At 96,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $1,950, before tax and shop supplies.
Ask: have you noticed rattle for a few seconds at cold start, or rattle at idle?

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2. Thermostat housing and water pump leaks
The plastic thermostat housing (N18) and the mechanical water pump leak coolant. At 96,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $690, before tax and shop supplies. Left until it fails, published repair bills run $1,250–$3,850.
Ask: have you noticed coolant smell or drips, or low coolant warning?

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3. Carbon build-up on intake valves and injectors
Carbon deposits build up on the intake valves and injector tips of these direct-injection engines. Owners report it at all mileages, so it is worth a look at every visit. Our price is $650, before tax and shop supplies.
Ask: have you noticed hesitation or stumble on acceleration, or misfire codes?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.