

27.10.2016 1,000,000 Gaskets: BMW Engines with Cylinder-head Gaskets from Dana

Neu-Ulm, Germany, October 2016. The automaker BMW equips his modular engine unit, introduced in 2013/14, with Victor Reinz® gasket solutions.

Motor B37

1.5 l three-cylinder in-line engine (diesel) with 70 kW (95 HP) or 85 kW (116 PS)

used, for example, in the 214d Active Tourer, Mini One D, 116d, 216d Gran Tourer and Mini Cooper D



Motor B38

1.2 l three-cylinder in-line engine (gasoline) with 55 kW (75 PS) and 75 kW (102 HP) or 1.5 l three-cylinder in-line engine (gasoline) with 75 kW (102 HP) to 170 kW (231 HP)

used, for example, in the Mini One, 216i Gran Tourer, 116i, 118i, 218i Active Tourer, 318i, X1 sDrive 18i, Mini Cooper and i8

Motor B48

2.0 l four-cylinder in-line engine (gasoline) with 135 kW (184 HP) to

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190 kW (258 HP)

used, for example, in the 320i, 220i Active Tourer, Mini Cooper S Cabrio, 125i, X1 xDrive 25i, Mini John Cooper Works and 730i/Li

BMW engines have a compact design, achieve high performance per liter of displacement, produce maximum peak injection pressures and exhibit different combustion chamber diameters. In addition, they feature specific designs with an open oil channel across the entire width of the gasket and valve bags. Altogether, a true challenge for the gasket specialists from Dana.

In the basic design, the engineers from Neu-Ulm developed a multi-layer steel cylinder-head gasket (MLS) with identical top and bottom sheets for gasoline and diesel engines for the BMW modular engine unit. Partially coated stainless steel 1.4310 with different thicknesses is used. To seal the combustion chamber of gasoline engines Dana uses the wave stopper® technology while distance sheet stoppers are used for diesel engines. With gasoline engines, backland stoppers seal the balance of the gasket in addition.

Because of the specific requirements of the new BMW engine generation, the gasket experts had to take entirely new development approaches. Standardized safety distances for beads and bore holes to adjacent functional elements were completely reassessed. Expanded

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basic development helped in addition to ensure the enhanced requirements. Manufacturing methods considered so far not feasible produced outstanding sealing results, especially when punching backland stoppers. All development steps were assessed first via FE analyses and implemented upon agreement with BMW, tooling procurement and production.

"The cooperation with BMW is always a special challenge to us, however, it also allows us advancing together with BMW. The tasks presented to us require our entire engineering development know-how", says Hans-Dieter Waltenberg, project manager at Dana in Neu-Ulm. "When BMW is then satisfied with our solutions in the end, both sides are winners."

Currently, the development and optimization work for the 2nd generation of the BMW modular engine unit is underway. Especially the 2.0 l four-cylinder in-line engine (gasoline) requires beads and additional backland stoppers.

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