2019 BMW 330i at 68,000 mi

WBA5R1C55KA123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
330i · G20 3 Series sedan	B46/B48 2.0L turbo four	68,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'K' = 2019, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
job recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (6 of 9)

- **25V-636** · Electrical system · starter relay: A corroded starter relay may overheat and short circuit, increasing the risk of a fire. NHTSA advises parking outside until repaired.
- **23V-584** · Seat belts: Audio module software may fail to sound the seat-belt warning, increasing the risk of injury in a crash.
- **23V-211** · Seats: An improperly welded seat frame may not restrain the occupant in a crash, increasing the risk of injury.
- **20V-355** · Steering · tie rod: A damaged or fractured tie rod may impair handling and control, increasing the risk of a crash.
- **19V-912** · Seat belts · pretensioner: Rear outboard seat-belt pretensioners may not work as intended in a crash, increasing the risk of injury.
- **19V-352** · Air bags · knee bolster: Improperly folded knee air bags may not deploy as intended, increasing the risk of injury.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a BMW dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a BMW dealer for a campaign printout, including 25V-636, 19V-732. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

$2,475–$4,251

Cooling bundle (oil filter housing + vent line + pump)

$2,475–$4,251

independent shop, installed

Inside the range (Median ~58k (thin data); middle half 40k–89k)

Includes: Oil filter housing (coolant leak) · Coolant vent line (free on many F-series cars) · Water pump + thermostat / heat management module · Expansion tank, hoses & turbo coolant lines

`If it fails: $2,500–$5,875 · 2.0×`

Next 12 months up to about 78,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 98,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Nothing scheduled here.

Recommended now

$2,475–$4,251

Independent shop, installed. Dealers often charge more.

Planned through 98,000 mi

$2,475–$4,251

No other repairs on the list before 98,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 68,000 mi to 98,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs BMW schedules plugs with every 6th oil service, about every 60,000 miles. MINI uses the same 60,000-mile interval.	every 60,000 mi	**Was due at 60,000 mi (check records)** [M1][M2][M3][M4]
Brake fluid BMW's service display sets the date; BMW owner's manuals call for new brake fluid every two years.	every 2 years	**By time: check the records** [M2][M5][M6]
Engine coolant BMW rates the coolant as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1][M2][M4]
Automatic transmission fluid BMW rates the transmission fluid as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1][M2][M4]

M1. 2015 BMW 3/5/7 Series Service and Warranty Information (BMW USA) OFFICIAL
https://www.bmwusa.com/content/dam/bmw/marketUS/common/warranty-books/2015/2015-BMW-3Series-5Series-7Series-Service-Warranty-Information.pdf

M2. BMW MY2023 All Models Maintenance booklet (BMW USA) OFFICIAL
https://www.bmwusa.com/content/dam/bmw/marketUS/common/warranty-books/2023/BMW-MY-2023-All-Models-Maintenance-(On-line).pdf

M3. BMW MY2026 All Models Maintenance booklet (BMW USA) OFFICIAL
https://www.bmwusa.com/content/dam/bmw/marketUS/common/warranty-books/2026/BMW_MY26_All_Models_Maintenance_with_BEVs_2025-09-25_ADA.pdf

M4. MINI 2017 Maintenance booklet (MINI USA, dealer-hosted copy) OFFICIAL
https://pictures.dealer.com/mdemo/d8a2f4ef0a0e0acb3e276739f4e96ed3.pdf

M5. 2010 BMW X3 Owner's Manual, brake fluid (copy on ManualOwl) OFFICIAL
https://manualowl.com/am/BMW/2010-X3/Manual/76?page=108

M6. MINI Service Information SI M34 03 13: Brake fluid maintenance service interval (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10152335-9999.pdf

WHERE 68K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil filter housing (coolant leak)	Median ~58k (thin data); middle half 40k–89k COMPUTED FROM NHTSA DATA	● Inside the range
2	Coolant vent line (free on many F-series cars)	Too few reports with a mileage (8) for a figure COMPUTED FROM NHTSA DATA	● Any mileage
3	Water pump + thermostat / heat management module	Pump reports median ~73k (thin data); middle half 60k–89k COMPUTED FROM NHTSA DATA	● Inside the range
4	Expansion tank, hoses & turbo coolant lines	Age-related; 23 tank complaints (too few for a figure) COMPUTED FROM NHTSA DATA	● Any mileage
5	Starter recalls (fire risk, park outside)	Recalls 25V-636 and 26V-056; certain 2019–2024 cars OFFICIAL	● Listed for this model and year: check by VIN

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2019 BMW 330i

Safety recall repairs are free at BMW dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter WBA5R1C55KA123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a BMW dealer for a campaign printout; it also lists completed campaigns.

B48 RECALLS WE TRACK

25V-636 · Starter relay (fire risk, park outside) NHTSA lists this model and year: check by VIN

Certain 2019–2021 330i, 2019–2022 Z4 sDrive30i, 2020–2022 530i, X3 30i, X4 30i and Toyota Supra, 2021–2022 430i and 2022 230i (199,674 vehicles). A corroded starter relay can overheat and short; NHTSA advises parking outside until repaired. Free new starter. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

26V-056 · Starter relay, later cars (fire risk) Not listed for MY2019

Certain 2021–2024 330i, 430i, 530i and X3 30i, 2021–2023 X4 30i, 2021–2022 Z4 sDrive30i, 2022–2023 230i and 2021–2023 Toyota Supra (87,394 vehicles). Free new starter. OFFICIAL [2]

19V-732 · Balance-shaft bearings (engine damage) NHTSA lists this model and year: check by VIN

Certain 2019–2020 330i and 2019 Z4 (217 vehicles): counterbalance-shaft needle bearings may have been installed improperly, which can cause severe engine damage. Free replacement engine. OFFICIAL [3]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other B48 recalls we track, not listed by NHTSA for this model and year: 18V-465 (crankshaft sensor firmware (stall)).

EVERY RECALL NHTSA LISTS FOR THE 2019 BMW 330I (9)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-636 B48 tracked	Electrical system · starter relay	A corroded starter relay may overheat and short circuit, increasing the risk of a fire. NHTSA advises parking outside until repaired. Details
23V-584	Seat belts	Audio module software may fail to sound the seat-belt warning, increasing the risk of injury in a crash. Details
23V-211	Seats	An improperly welded seat frame may not restrain the occupant in a crash, increasing the risk of injury. Details
20V-355	Steering · tie rod	A damaged or fractured tie rod may impair handling and control, increasing the risk of a crash. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-912	Seat belts · pretensioner	Rear outboard seat-belt pretensioners may not work as intended in a crash, increasing the risk of injury. Details
19V-352	Air bags · knee bolster	Improperly folded knee air bags may not deploy as intended, increasing the risk of injury. Details
19V-732 B48 tracked	Engine	Improperly installed counterbalance-shaft bearings can cause severe engine damage and a loss of drive power, increasing the risk of a crash. Details
21V-096	Back-over prevention · camera	A missing or partly obscured rear-view image may increase the risk of a crash. Details
19V-684	Back-over prevention · camera	A missing back-up camera image increases the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: 330I. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

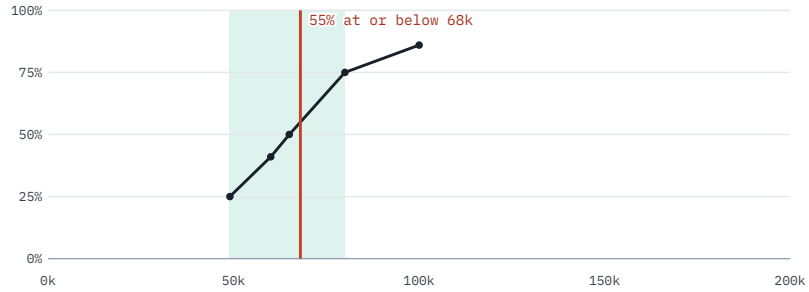
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
SIB 17 01 21: coolant vent line service action	Free replacement of the coolant vent line (part 17 12 9 845 173) on F22, F23, F30, F31, F32, F33, F34 and F36 cars built April 24, 2015 to September 24, 2019. The G01 X3, G02 X4 and G30 530i are not on its chassis list. OFFICIAL [4]	May apply: check by VIN and build date
EVAP purge valve: 15-year/150,000-mile extension	SIB 01 04 19 (2017 230i/330i/430i and 2016–2017 X1), SIB 01 02 24 (2018–2019 230i/430i, 2018 330i, X1/X2 28i, 2019 X2 M35i), SIB 01 03 24 (2018–2019 X3/X4/530i, 2019 330i/Z4) and SIB 01 04 24 (2017 530i). OFFICIAL [6]	May apply: check by VIN
SIB 11 05 21: mechanical coolant pump service action	Free pump replacement on some G20, G22, G23 and G30 cars built September 2020 to May 24, 2021 (per BimmerBench). FORUM/BLOG [7]	May apply: check by VIN
SIB 11 10 25: oil filter housing coolant leak (repair procedure)	For later cars, a redesigned bush 11 42 8 490 951 and gasket set 11 42 9 886 567 as the repair for a leak at the housing. A repair procedure, not free coverage. OFFICIAL [5]	Repair procedure only
Other recalls: 22V-513 (fuel rail), 25V-202 (starter-generator)	22V-513: 5 vehicles, certain 2022 X1 28i, X3 30i and 228i Gran Coupe. 25V-202: certain 2025 330i, 430i, 530i and X3 30 xDrive, battery connection may come loose. OFFICIAL [3]	Rare: check by VIN

3 · OWNER-REPORT DATA

Cooling-system failures: what owner reports show

Of 58 owners who reported a cooling-system failure to NHTSA with a mileage, about 6 in 10 had 68k or fewer miles. This car's 68k is inside the 49k–80k range where the middle half of reports fell.



Line = share of the 58 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 49k–80k. Half came before about 65k (95% confidence range 55k–73k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a cooling-system failure and gave a mileage (58 of 123). Cars that never failed, and owners who didn't complain, aren't in it, so this is not a failure rate or a prediction for any car.

Covers the oil filter housing, vent line, water pump, thermostat, expansion tank and coolant loss. On rear-drive-based cars the share of complaints naming a cooling part falls from 43% for 2017 cars to under 10% from 2020; part of that drop is age.

Computed by RepairAhead from NHTSA data (version 2026-10-20); NHTSA has not reviewed or endorsed this analysis.

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (G20).

1 Oil filter housing (coolant leak)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · Not counted as a separate NHTSA theme

At 68,000 mi this car is inside the reported range (Median ~58k (thin data); middle half 40k–89k), 28,000 miles past where reports start. Range: Median ~58k (thin data); middle half 40k–89k COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

On 2017–2019 rear-drive-based cars the plastic oil filter housing carries coolant, and its seals leak, sometimes mixing oil and coolant.

SYMPTOMS

- A “low coolant” warning that keeps coming back, then “engine overheated, drive moderately”; a coolant smell; wetness under the intake side
- Some owners report oil and coolant mixing

IF IT'S LEFT TOO LONG

Coolant loss leads to overheating. Driving on after an overheat warning can damage the engine.

GOOD TO KNOW

On 2017–2019 rear-drive-based cars (230i, 330i, 430i, 530i, X3 and X4 30i) the housing is plastic with coolant passages. No US recall or warranty extension covers it on BMW-branded cars. For later cars, BMW's SIB 11 10 25 (Dec 2025) gives a redesigned bush 11 42 8 490 951 and gasket set 11 42 9 886 567 as the repair for a leak here; it's a repair procedure, not free coverage. X1, X2, 228i, M235i Gran Coupe and MINI use a different housing.

IS IT WORTH DOING EARLY? OUR ESTIMATE

The strongest case on this page for 2017–2019 rear-drive-based cars, the group where cooling complaints cluster: about $1,200–$2,100 planned against $2,500–$4,200 owners report after a failure. An aluminum aftermarket housing is a common upgrade; a genuine BMW housing is the factory part.

ESTIMATED REPAIR COST

Fix early (independent shop)	**$1,225–$2,101** FORUM/BLOG independent shop, installed
Owner bills in NHTSA complaints (middle half)	**$2,500–$4,200** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.0× The failure-bill midpoint ($3,350) is about 2.0× the early-fix midpoint ($1,663). A cost ratio, not a probability.

Where the numbers come from: Fix early: BimmerBench's independent-shop estimate for the B58/B48 oil filter housing (national average, fetched Oct 20, 2026; owners who reported prices paid $1,800–$3,300 at independent shops, middle of 9). If it fails: the middle half of bills owners quoted in 18 NHTSA oil-filter-housing complaints (median about $3,000). Mileage: 16 NHTSA reports with a usable mileage, too few for a firm figure.

PARTS FOR G20

- 2017–2019 rear-drive-based cars: genuine BMW 11 42 8 596 283 ($452.99) or an aluminum Magneti Marelli version ($179.99). Later G-series cars: genuine 11 42 8 580 414 ($791.99). X1/X2/228i/MINI: genuine 11 42 8 575 898 ($452.99). FCP Euro prices, checked Oct 19, 2026; confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is coolant going missing, or is there crust behind the intake? Can you pressure-test the cooling system?
- Is the housing original? Genuine or aluminum replacement?

2 Coolant vent line (free on many F-series cars)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · Not counted as a separate NHTSA theme

Reports cover a wide mileage span (Too few reports with a mileage (8) for a figure), so mileage doesn't say much here. Range: Too few reports with a mileage (8) for a figure COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The plastic vent line from the cylinder head to the expansion tank cracks and dumps coolant fast.

SYMPTOMS

- Sudden coolant loss and a low-coolant or overheat warning; a cracked plastic line from the cylinder head to the expansion tank

IF IT'S LEFT TOO LONG

A cracked vent line dumps coolant fast, which leads straight to an overheat.

GOOD TO KNOW

BMW's SIB 17 01 21 (rev. 1, Apr 2022) is a service action, free at BMW dealers, to replace the coolant vent line on F22, F23, F30, F31, F32, F33, F34 and F36 cars (2, 3 and 4 Series) built April 24, 2015 to September 24, 2019, with part 17 12 9 845 173. The G01 X3, G02 X4 and G30 530i aren't on its chassis list. Ask a BMW dealer to check your VIN.

IS IT WORTH DOING EARLY? OUR ESTIMATE

If your car is on the list and the action is open, it's free: get it done. If not, the part is cheap (about $51) and the line is worth replacing during another cooling job.

ESTIMATED REPAIR COST

Free if the service action applies, else ~$300 with another cooling job	**$0–$300** OUR ESTIMATE independent shop, installed
Owner bills in NHTSA complaints (middle half)	**$1,775–$5,875** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Fix early: $0 if BMW's service action is open for your VIN; otherwise our estimate of about $300 when the line is added to another cooling job. If it fails: the middle half of bills owners quoted in 12 NHTSA complaints about a leaking vent line or coolant hose/pipe ($1,775 to $5,875; median about $2,750). The high end includes overheating damage, so a quick repair usually costs less.

PARTS FOR G20

- Genuine BMW vent line 17 12 9 845 173 ($50.99 at FCP Euro, checked Oct 19, 2026).

WHAT TO ASK YOUR SHOP

- Is SIB 17 01 21 (vent line) open for this VIN?
- If not, can the line go in with the next cooling job?

3 Water pump + thermostat / heat management module

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · Not counted as a separate NHTSA theme

At 68,000 mi this car is inside the reported range (Pump reports median ~73k (thin data); middle half 60k–89k), 8,000 miles past where reports start. Range: Pump reports median ~73k (thin data); middle half 60k–89k COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The belt-driven mechanical pump seeps at the front of the engine, and the heat management module (thermostat) sticks or leaks with age.

SYMPTOMS

- Coolant seeping at the front of the engine
- A “heat management module malfunction” or overheat warning
- Running hot

IF IT'S LEFT TOO LONG

A failed pump or stuck thermostat overheats the engine. Pull over and stop as soon as it's safe.

GOOD TO KNOW

The B46/B48 uses a belt-driven mechanical water pump, unlike the N20's electric pump. Recall 24V-608 covers the N20/N26 water pump only. BimmerBench reports a BMW service action (SIB 11 05 21) that replaced the mechanical pump free on some G20, G22, G23, G30, G05, G06 and G07 cars built September 2020 to May 24, 2021, so ask a BMW dealer to check your VIN.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case on its own (about 1.7× on midpoints). Best done in the same visit as the oil filter housing, since the coolant is drained either way.

ESTIMATED REPAIR COST

Fix early (independent shop)	**$1,000–$1,400** OUR ESTIMATE independent shop, installed
Owner and shop quotes for the repair	**$1,250–$3,600** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.0× The failure-bill midpoint ($2,425) is about 2.0× the early-fix midpoint ($1,200). A cost ratio, not a probability.

Where the numbers come from: Fix early: our estimate for a planned pump and thermostat job at an independent shop. If it fails: owner and shop quotes collected by BimmerQuote ($1,250 up to $3,600 when the tank, lines and turbo coolant lines were done too). Owners who quoted a bill in 10 NHTSA water-pump complaints paid more (median about $5,050), often because other damage or work was included. Mileage: 21 NHTSA pump reports with a usable mileage, too few for a firm figure.

PARTS FOR G20

- 2017–2019 rear-drive-based cars: Saleri pump 11 51 8 638 026 ($181.07) and genuine heat management module 11 53 7 644 811 ($485.99). Later G-series: genuine module 11 53 8 642 560 ($399.99). X1/X2/228i/MINI: genuine pump with thermostat housing 11 51 8 601 366 ($305.99). FCP Euro prices, checked Oct 19, 2026; confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is the pump original, and does SIB 11 05 21 apply to this VIN?
- Can it be done with the oil filter housing in one coolant drain?

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4 Expansion tank, hoses & turbo coolant lines

Any mileage

Severity: Medium: leaks and wear · 23 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Age-related; 23 tank complaints (too few for a figure)), so mileage doesn't say much here. Range: Age-related; 23 tank complaints (too few for a figure) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Plastic expansion tanks crack at the seam, and hoses and turbo coolant lines seep with age.

SYMPTOMS

- Low-coolant warnings
- A sweet smell
- A crack at the tank seam
- Damp hoses or turbo coolant lines

IF IT'S LEFT TOO LONG

A cracked tank or line dumps coolant, with the same overheating risk as the other cooling parts.

GOOD TO KNOW

BMW's SI B11 15 17 (Dec 2017) covers an oil leak at the turbo oil return line on the B46/B48 where a gasket was fitted upside down (a repair procedure). Replace the tank at around 80k–100k or when the cooling system is open anyway.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Cheap add-on to a cooling visit; not worth a separate preventive job on a young car.

ESTIMATED REPAIR COST

Add-on to a cooling job (independent shop)	**$250–$450** OUR ESTIMATE independent shop, installed
Shop and dealer quotes for the repair	**$1,400–$2,500** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

5.6× The failure-bill midpoint ($1,950) is about 5.6× the early-fix midpoint ($350). A cost ratio, not a probability.

Where the numbers come from: Fix early: our estimate for adding the tank and hoses to a cooling job. If it fails: BimmerQuote's 2017 330i turbo coolant return-line quotes ($1,400 independent, $2,500 dealer).

PARTS FOR G20

- Genuine BMW expansion tank 17 13 8 610 652 ($187.99 at FCP Euro, checked Oct 19, 2026). Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Any crust or cracks at the tank seam, hoses or turbo coolant lines?

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5 Starter recalls (fire risk, park outside)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 56 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: Recalls 25V-636 and 26V-056; certain 2019–2024 cars. Range: Recalls 25V-636 and 26V-056; certain 2019–2024 cars OFFICIAL [2]

25V-636: NHTSA lists this model and year: check by VIN

26V-056: Not listed for MY2019

WHAT FAILS OFFICIAL [2]

A corroded starter relay can overheat and short, with a fire risk. NHTSA's 25V-636 record: "Owners are advised to park their vehicles outside and away from structures until the remedy is complete."

SYMPTOMS

ESTIMATED REPAIR COST

Free recall repair	**Free if covered** OFFICIAL independent shop, installed
No published bill	**No published price** reported range for the bill after a failure

- Clicking or no-crank
- Burning smell near the engine bay
- Smoke after starting

IF IT'S LEFT TOO LONG

A fire risk while parked. 23 of the 56 starter complaints mention fire, smoke or burning.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a BMW dealer (Toyota dealer for the Supra) if the VIN is listed. Production windows differ by model, so check the VIN rather than the year.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR G20

- Recall part supplied by the dealer.

WHAT TO ASK YOUR SHOP

- Are recalls 25V-636 and 26V-056 open, completed or not applicable on this VIN?

5 · ALSO REPORTED, NOT RANKED

Other themes in B48 owner complaints

Every NHTSA complaint theme with 100 or more VIN-confirmed reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Cooling: coolant level, crust under the intake, tank seam, pump seep
- Vent line condition (free action on many F-series cars)
- Fault-code scan: low coolant, thermostat, starter and EVAP codes
- Starter recall status on the dealer printout

Ask the seller

- Has the oil filter housing, pump or vent line been replaced? Invoices?
- Were the starter recalls done, if listed?
- Any coolant top-ups or low-coolant warnings?

Documents to request

- Service records with mileages
- Dealer recall/campaign printout, or an nhtsa.gov/recalls screenshot
- Invoices for cooling parts
- Photo of the door-jamb label (build month)

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Oil filter housing (coolant leak): original, no replacement invoice	$1,225–$2,101
	Coolant vent line (free on many F-series cars): fault found on inspection	$1,775–$5,875
●	Water pump + thermostat / heat management module: original, no replacement invoice	$1,000–$1,400
	Expansion tank, hoses & turbo coolant lines: symptoms or fault codes present	$250–$450
	Starter recalls (fire risk, park outside): no recall record on a listed car	Free if covered
	Pre-ticked rows (●), if no records clear them	**$2,225–$3,501**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/BMW documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. RepairAhead analysis of every B46/B48 BMW, MINI and Toyota GR Supra 2.0 (plug-in hybrids left out): 1,764 owner complaints in NHTSA's complaint file (dated Oct 19, 2026) whose partial VIN decodes, with NHTSA's vPIC decoder, to a car with this engine; 454 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. BMW 1,586, MINI 174, Toyota 4. 26% give a usable mileage. 25.8% of complaints on 2016–2019 rear-drive-based cars name a cooling part (123 of 477), against 3.2% on front-drive-based X1/X2/228i and 5.7% on MINIs. None mention the timing chain. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Cooling system (any part)	123	Item 1
Starter	56	Item 5
Expansion tank	23	Item 4
EVAP purge valve	11	—
Timing chain	0	—

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA complaints (API and FLAT_CMPL bulk file), pulled Oct 19, 2026: 1,764 VIN-confirmed B46/B48 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 20, 2026) `OFFICIAL`
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 25V-636 and 26V-056 (starter), checked Oct 20, 2026; 25V-636 re-checked against the 2019 330I recall list Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=25V636000

3. NHTSA recall records 19V-732, 18V-465, 22V-513, 25V-202 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=19V732000

4. BMW SIB 17 01 21 (NHTSA copy): coolant vent line service action `OFFICIAL`
https://www.nhtsa.gov/recalls

5. BMW SIB 11 10 25 (NHTSA copy): oil filter housing coolant leak repair `OFFICIAL`
https://www.nhtsa.gov/recalls

6. EVAP purge valve extensions SIB 01 04 19, 01 02 24, 01 03 24, 01 04 24 (NHTSA copies) `OFFICIAL`
https://www.nhtsa.gov/recalls

7. BimmerBench oil filter housing page (fetched Oct 20, 2026) and BimmerQuote repair quotes `SHOP/RETAILER`
https://bimmerbench.com/

8. FCP Euro product pages for the part numbers on each card (prices checked Oct 19, 2026) `SHOP/RETAILER`
https://www.fcpeuro.com/

9. Wikipedia: BMW B48 (versions and model years) `FORUM/BLOG`
https://en.wikipedia.org/wiki/BMW_B48

10. Earlier RepairAhead engine page repairahead.com/b48/ (Oct 20, 2026): weak-part cards and cost tables, folded into this report `COMPUTED FROM NHTSA DATA`
https://repairahead.com/b48/

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a BMW dealer or qualified shop. Safety recall repairs are free at BMW dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-B48-123456-20261027 and we'll correct and reissue it.
