2020 BMW M340i at 58,000 mi

WBA5U7C06LA123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
M340i · G20 3 Series sedan	B58 3.0L turbo inline-6	58,000 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 'L' = 2020, 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.

0
jobs recommended now

1
to plan in the next 30,000 miles · plus 2 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (6 of 10)

- **24V-576** · Electrical system · starter assembly: An overheating starter can ignite nearby combustible material, increasing the risk of a fire.
- **21V-598** · Engine: A loss of brake assist during engine start increases the risk of a crash.
- **23V-584** · Seat belts: A faulty seat-belt warning chime increases 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.
- **20V-164** · Seat belts · front buckle: Improper air-bag or pretensioner deployment increases the risk of injury for the driver and front passenger.

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 24V-576, 21V-598. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Nothing scheduled here.

Next 12 months up to about 68,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 88,000 mi — $3,099–$5,048

Cooling bundle — $3,099–$5,048

independent shop, installed

Any mileage (Too few B58 reports for a figure)
Includes: Oil filter housing & oil cooler (coolant leak) · Heat management module (thermostat) · Coolant pump (belt-driven) · Expansion tanks & coolant lines

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

Valve cover / PCV valve — $1,248–$2,352

independent shop, installed

Any mileage (Age-related; no reliable figure) · Inspect at each service; fix at the first sign

Oil pump (early plastic-ring design) — $2,865–$3,600

independent shop, installed

Any mileage (Mostly 2019–2021 cars; median ~60k (thin data)) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 88,000 mi

$3,099–$5,048

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 58,000 mi to 88,000 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.	every 60,000 mi	**Due at 60,000 mi** [M1][M2][M3]
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][M4]
Engine coolant BMW rates the coolant as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1][M2]
Automatic transmission fluid BMW rates the transmission fluid as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1][M2][M3]

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

WHERE 58K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil pump (early plastic-ring design)	Mostly 2019–2021 cars; median ~60k (thin data) COMPUTED FROM NHTSA DATA	Any mileage
2	Oil filter housing & oil cooler (coolant leak)	Too few B58 reports for a figure OUR ESTIMATE	Any mileage
3	Coolant pump (belt-driven)	No reliable figure; shops plan it past ~80k OUR ESTIMATE	Below the range
4	Heat management module (thermostat)	Age and mileage; no reliable figure OUR ESTIMATE	Any mileage
5	Expansion tanks & coolant lines	Age-related; no reliable figure OUR ESTIMATE	Any mileage
6	Valve cover / PCV valve	Age-related; no reliable figure OUR ESTIMATE	Any mileage
7	Starter recalls (fire risk)	Recalls 24V-576 and 25V-644; reports cluster around 50k 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 2020 BMW M340i

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 WBA5U7C06LA123456.
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.

B58 RECALLS WE TRACK

24V-576 · Starter overheating (software update) NHTSA lists this model and year: check by VIN

Certain 2019–2020 X5 and X7, 2020 340i xDrive, M340i, X6 and 840i, and 2020–2021 740i: the starter can overheat and ignite nearby material. Free software update; 25V-644 later replaced the starter on many of the same cars. OFFICIAL [2]

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

25V-644 · Starter overheating (new starter) Not listed for MY2020

Certain 2019–2020 X5 and X7, 2020 X6 and 340i, 2020–2022 740Li and 2020–2025 840i: a new starter, including cars already updated under 24V-576. Production windows differ by model, so two cars of the same model and year can differ. OFFICIAL [2]

21V-598 · Brake assist at engine start (software) NHTSA lists this model and year: check by VIN

Certain 2020 M340i, 540i, X3 M40i, 2020–2021 X4 M40i, 2019–2021 Z4 M40i and 2020–2021 GR Supra: engine software may cause a loss of brake assist during engine start. Free software update. OFFICIAL [3]

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

EVERY RECALL NHTSA LISTS FOR THE 2020 BMW M340I (10)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-576 B58 tracked	Electrical system · starter assembly	An overheating starter can ignite nearby combustible material, increasing the risk of a fire. Details
21V-598 B58 tracked	Engine	A loss of brake assist during engine start increases the risk of a crash. Details
23V-584	Seat belts	A faulty seat-belt warning chime increases 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)
20V-164	Seat belts · front buckle	Improper air-bag or pretensioner deployment increases the risk of injury for the driver and front passenger. Details
21V-096	Back-over prevention · camera	A missing or reduced rear-view image may increase the risk of a crash or injury. Details
19V-755	Body · trunk lid	A person trapped in the trunk may be unable to get out, increasing the risk of injury. Details
19V-684	Back-over prevention · camera	A missing back-up camera image increases the risk of a crash. Details
19V-600	Seats · head restraint	A head restraint may fold down in a crash, increasing the risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: M340I. 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
Left out of this list (3 SERIES): NHTSA has no recalls filed under this name for this model year (checked from a network with NHTSA access, Oct 27, 2026).

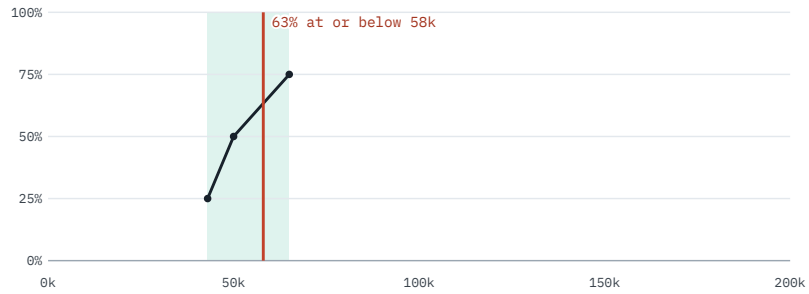
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
PuMA 65494813: revised oil pump (technical measure, not a recall)	BMW replaces early pumps with a plastic adjusting ring with a revised pump plus software. It is a dealer repair procedure, not a recall or published warranty extension, so who pays depends on warranty and goodwill. Reports point to pumps built through about October 2020; we could not confirm a cutoff from BMW. FORUM/BLOG [5]	Ask a BMW dealer to check by VIN
SIB 01 14 23: PCV valve warranty extension	Warranty on the crankcase pressure control (PCV) valve extended to 15 years / 150,000 miles on certain B58 cars, with reimbursement of qualifying earlier repairs (per BimmerBench). FORUM/BLOG [5]	May apply: check by VIN
SIB 11 05 21: mechanical coolant pump service action	Free coolant-pump replacement on some G20, G22, G23, G30, G05, G06 and G07 cars built September 2020 to May 24, 2021, because the belt pulley can fracture (per BimmerBench). FORUM/BLOG [5]	May apply: check by VIN
SIB 11 10 24: oil-pump delivery stop	Covered a small number of 2023–2025 X6, X7, 7 Series, X5 M and X6 M cars built July 30, 2022 to October 1, 2024. The bulletin doesn't name an engine, and the X5 M and X6 M have V8s, so it isn't B58-only. OFFICIAL [4]	Rare: check by VIN
SIB B01 03 22: fuel tank emission warranty extension	BMW extended the emission warranty on the plastic fuel tank to 15 years / 150,000 miles from the in-service date, for leaks due to defects (not fuel-gauge or fuel-transfer problems). Listed B58 cars: only early builds of the 340i sedan (Jun 11, 2015–Apr 30, 2016), 340i xDrive Gran Turismo (Jan 22–Mar 30, 2016) and M240i coupe (Feb 25–Mar 8, 2016). OFFICIAL [9]	May apply: check model and build date

3 · OWNER-REPORT DATA

Starter problems: what owner reports show

Of 57 owners who reported a starter problem to NHTSA with a mileage, about 6 in 10 had 58k or fewer miles. This car's 58k is inside the 43k–65k range where the middle half of reports fell.



Line = share of the 57 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 43k–65k. Half came before about 50k (95% confidence range 46k–56k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a starter problem and gave a mileage (57 of 140). 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.

139 of the 140 B58 starter complaints are on model-year 2019–2022 cars, the years the starter recalls cover. Some come from cars the recalls don't list, such as 20 from 2021 X5s.

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

4 · THE 7 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 pump (early plastic-ring design)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 129 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Mostly 2019–2021 cars; median ~60k (thin data)), so mileage doesn't say much here. Range: Mostly 2019–2021 cars; median ~60k (thin data) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Early updated-engine pumps use a plastic adjusting ring that can fracture, often on a cold start, and oil pressure drops. BMW's revised pump replaces it.

SYMPTOMS

- The iDrive oil-level measurement stalls around 17–20% and never finishes (often the first sign), fluctuating oil pressure or fault 21B2C7, then an “Engine oil pressure low, stop driving” warning
- Dealers often try the oil pressure control valve first

IF IT'S LEFT TOO LONG

If oil pressure is lost while driving, the engine can be badly damaged. One 2021 X7 owner reported an estimated repair cost of about $15,000 after a low-oil-pressure warning and engine failure at about 32,000 miles (NHTSA ODI 11732539).

GOOD TO KNOW

There is no recall for the B58 oil pump. BimmerBench cites a BMW technical measure (PuMA 65494813) that replaces early pumps, which use a plastic adjusting ring, with a revised pump plus a software update. It's a dealer repair procedure, not a recall or published warranty extension, so who pays depends on warranty and goodwill. Reports point to pumps built through about October 2020, but we couldn't confirm a cutoff from BMW, so ask a BMW dealer to check by VIN or build date. Separately, BMW issued a delivery stop (SIB 11 10 24) over the oil pump for a small number of 2023–2025 X6, X7, 7 Series, X5 M and X6 M cars built July 30, 2022 to October 1, 2024. 94 of the 129 oil-pump complaints were filed in 2026 and many use near-identical wording, so the raw count overstates how often this happens.

ESTIMATED REPAIR COST

Revised pump, independent shop	**$2,865–$3,600** FORUM/BLOG independent shop, installed
Owner bills after a failure	**$5,000–$8,800** 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: what three owners paid at independent shops, from BimmerBench's B58 oil pump page (fetched Oct 20, 2026). If it fails: bills owners quoted in NHTSA complaints, $5,000 (2020 M340i, dealer, ODI 11652542) to $8,769 (2019 X5 at 70,000 miles, ODI 11696693); BimmerBench's dealer estimate for an X5 40i is $5,966–$7,757. Mileage: median of 21 NHTSA reports with a usable mileage (95% range ~50k–70k), too few for a firm figure.

PARTS FOR G20

- Revised genuine BMW oil pump 11 41 9 895 359 (replaced 11 41 8 646 453) or 11 41 8 646 454, depending on the car (BimmerBench parts check, Oct 17, 2026). The job drops the front subframe and oil pan, and xDrive cars also need the front differential and axles out (BimmerBench), so most of the bill is labor.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case for a 2019–2021 car that still has the early pump, especially with oil-level or oil-pressure symptoms: a planned ~$2,900–$3,600 job against $5,000–$8,800 bills owners report after a failure. Weak case on a 2016–2019 first-generation B58. Near the end of the warranty, ask the dealer about the technical measure and goodwill first.

WHAT TO ASK YOUR SHOP

- Does this car have the early oil pump, and does BMW technical measure PuMA 65494813 apply to this VIN?
- Does the iDrive oil-level measurement finish, or stall around 17–20%?
- Is fault 21B2C7 or a low-oil-pressure warning stored?

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2 Oil filter housing & oil cooler (coolant leak)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Too few B58 reports for a figure), so mileage doesn't say much here. Range: Too few B58 reports for a figure OUR ESTIMATE

WHAT FAILS FORUM/BLOG

The plastic oil filter housing carries coolant through the oil cooler, and its seals leak coolant, often internally with no puddle.

SYMPTOMS

- A low-coolant warning that keeps coming back with no puddle under the car
- A coolant smell
- Crust or wetness behind the intake
- Overheating if it's ignored

IF IT'S LEFT TOO LONG

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

GOOD TO KNOW

The housing is plastic and carries coolant through the oil cooler, so most shops replace the whole housing. It's labor-heavy because the intake has to come off. For later B46/B48/B58-family cars, BMW's SIB 11 10 25 (Dec 2025) gives a revised bush and gasket set as the repair for a coolant leak at the oil filter housing; it's a repair procedure, not free coverage. NHTSA has only 5 B58 complaints naming this part, so we can't give a B58 mileage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case. The B58 data is thin, but it's the same plastic design that leaks on the B48 and a common B58

ESTIMATED REPAIR COST

Fix early	**$1,225–$2,101** FORUM/BLOG independent shop, installed
BMW-dealer estimate	**$2,465–$4,010** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.9× The failure-bill midpoint ($3,238) is about 1.9× 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 this job (national average). If it fails: BimmerBench's BMW-dealer estimate for the same job (national average), since an unplanned coolant leak often ends at a dealer. Both are estimates, not quotes, so the two sides compare like with like. Owners who reported prices on BimmerBench paid $1,800– $3,300 at independent shops (middle of 9) and $2,825–$3,950 at dealers (middle of 8). Towing and overheat damage are extra.

PARTS FOR G20

- Genuine BMW oil filter housing with oil cooler 11 42 8 583 895 (BimmerBench parts check, Oct 17, 2026). Confirm by VIN.

repair. Fix it at the first sign of coolant loss, and bundle it with the heat management module if both are original past ~80k.

WHAT TO ASK YOUR SHOP

- Is coolant going missing with no puddle? Can you pressure-test the cooling system?
- Is the oil filter housing original, and does SIB 11 10 25 (revised seals) apply?

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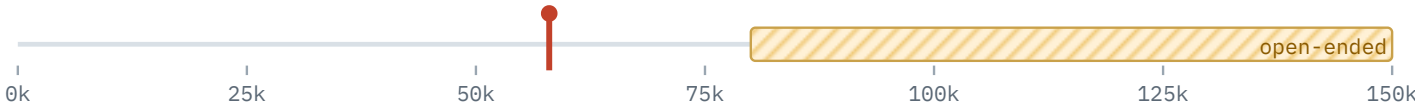
3 Coolant pump (belt-driven)

Below the range

Severity: High: overheating, stalls, limp mode or a big bill · 26 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 58,000 mi this car is 22,000 miles before the reported range (No reliable figure; shops plan it past ~80k) starts.

Range: No reliable figure; shops plan it past ~80k OUR ESTIMATE



WHAT FAILS FORUM/BLOG

The belt-driven coolant pump seeps at the front of the engine; on some 2020–2021 builds the belt pulley can fracture (service action SIB 11 05 21).

SYMPTOMS

- Coolant crust or a seep at the front of the engine
- A low-coolant warning
- Overheating

IF IT'S LEFT TOO LONG

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

GOOD TO KNOW

BimmerBench reports that BMW replaced the mechanical coolant pump free under a service action (SIB 11 05 21) on some G20, G22, G23, G30, G05, G06 and G07 cars built September 2020 to May 24, 2021, because the belt pulley can fracture. Ask a BMW dealer to check your VIN before paying. The B58 also has a small electric auxiliary pump, which is a different job, so make sure a quote names the right part.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case, best as part of one cooling-system visit on a car past ~80k with the original pump. Check the free service action first.

ESTIMATED REPAIR COST

Fix early	**$758–$1,063** FORUM/BLOG independent shop, installed
Dealer estimate (unplanned repair)	**$1,600–$2,244** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.1× The failure-bill midpoint ($1,922) is about 2.1× the early-fix midpoint ($911). A cost ratio, not a probability.

Where the numbers come from: BimmerBench's B58 water pump page (national averages): independent-shop estimate for the early fix, dealer estimate for the unplanned repair. NHTSA has 26 B58 complaints naming the pump, too few with a mileage for a figure.

PARTS FOR G20

- Genuine BMW coolant pump with support 11 51 8 650 986 or pump 11 51 8 482 251; which one fits depends on the car and build date (BimmerBench parts check, Oct 17, 2026).

WHAT TO ASK YOUR SHOP

- Is the coolant pump original? Does service action SIB 11 05 21 apply to this VIN?
- Does the quote name the main belt-driven pump, not the small electric auxiliary pump?

4 Heat management module (thermostat)

Any mileage

Severity: Medium: leaks and wear · Not counted as a separate NHTSA theme

Reports cover a wide mileage span (Age and mileage; no reliable figure), so mileage doesn't say much here. Range: Age and mileage; no reliable figure OUR ESTIMATE

WHAT FAILS FORUM/BLOG

The heat management module, which replaced the traditional thermostat, sticks or leaks with age.

SYMPTOMS

- Running hot or slow to warm up
- Weak cabin heat
- Thermostat fault codes
- A leak at the module

IF IT'S LEFT TOO LONG

A stuck module can overheat the engine, or leave it running cold with poor heat and higher fuel use.

GOOD TO KNOW

The module replaced the traditional thermostat. Shops often quote it together with the oil filter housing or coolant pump, since the coolant is drained anyway.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Weak-to-moderate as a stand-alone job (the ratio comes mostly from dealer pricing). Worth adding to a cooling visit if the module is original.

ESTIMATED REPAIR COST

Fix early	**$978–$1,506** FORUM/BLOG independent shop, installed
Dealer estimate (unplanned repair)	**$2,234–$3,037** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.1× The failure-bill midpoint ($2,636) is about 2.1× the early-fix midpoint ($1,242). A cost ratio, not a probability.

Where the numbers come from: BimmerBench's B58 heat management module page (national averages): independent-shop estimate for the early fix, dealer estimate for the unplanned repair.

PARTS FOR G20

- Genuine BMW heat management module 11 53 7 642 854 (2017–2019 first-generation B58) or 11 53 8 642 559 (2020+), per BimmerBench's parts check (Oct 17, 2026). Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is the heat management module original, and is it leaking or setting thermostat codes?
- Can it be done in the same visit as the oil filter housing?

5 Expansion tanks & coolant lines

Any mileage

Severity: Medium: leaks and wear · Not counted as a separate NHTSA theme

Reports cover a wide mileage span (Age-related; no reliable figure), so mileage doesn't say much here. Range: Age-related; no reliable figure OUR ESTIMATE

WHAT FAILS FORUM/BLOG

ESTIMATED REPAIR COST

Plastic expansion tanks crack at the seams and quick-connect coolant lines leak, especially in very cold weather.

SYMPTOMS

- Low-coolant warnings
- A sweet smell
- A crack or crust at a tank seam or a quick-connect fitting

IF IT'S LEFT TOO LONG

A cracked tank or line dumps coolant, with the same overheating risk as a failed pump.

GOOD TO KNOW

Some B58 SUVs (G05/G06/G07) have two tanks: a high-temperature tank, 17 13 5 A6A 031, and a low-temperature tank for the charge-air circuit, 17 13 8 610 661. BMW bulletins cover coolant loss in the B58 low-temperature circuit (SIB 17 02 20) and quick-connect coolant-line O-rings that can leak at or below 5°F on several G-series models (SIB 17 03 20), per BimmerBench's bulletin summaries.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Cheap add-on to any cooling visit. Not worth a separate preventive job on a young car.

Fix early	**$138–$378** FORUM/BLOG independent shop, installed
Dealer estimate (unplanned repair)	**$395–$724** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.2× The failure-bill midpoint ($560) is about 2.2× the early-fix midpoint ($258). A cost ratio, not a probability.

Where the numbers come from: BimmerBench's B58 coolant expansion tank page (national averages, G05 X5 40i): independent-shop range for the early fix, dealer range for the unplanned repair.

PARTS FOR G20

- Ask your parts supplier for the OE high- and low-temperature expansion tank numbers for this VIN; they differ between models.

WHAT TO ASK YOUR SHOP

- Any crust or cracks at the expansion tanks or quick-connect fittings?

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6 Valve cover / PCV valve

Any mileage

Severity: Medium: leaks and wear · Not counted as a separate NHTSA theme

Reports cover a wide mileage span (Age-related; no reliable figure), so mileage doesn't say much here. Range: Age-related; no reliable figure OUR ESTIMATE

WHAT FAILS FORUM/BLOG

The valve cover gasket seeps onto the exhaust side, and the PCV valve built into the cover fails.

SYMPTOMS

- Oil smell or light smoke from oil on the exhaust side
- A whistle
- Rough idle
- Crankcase-pressure or oil-consumption faults

IF IT'S LEFT TOO LONG

Oil dripping onto the exhaust side causes smoke and a fire risk; a failed vent valve can cause rough running and oil consumption.

ESTIMATED REPAIR COST

Fix early	**$1,248–$2,352** FORUM/BLOG independent shop, installed
What owners paid at BMW dealers	**$3,049–$4,450** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

GOOD TO KNOW

BimmerBench reports that BMW of North America extended the warranty on the B58's crankcase pressure control (PCV) valve to 15 years or 150,000 miles on certain cars (SIB 01 14 23, Nov 2023), including reimbursement of qualifying earlier repairs. The valve is part of the cover on many cars, so ask a BMW dealer to check your VIN before paying.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Not a preventive item. Check the warranty extension first, and fix it when it leaks or sets a fault.

2.1× The failure-bill midpoint ($3,750) is about 2.1× the early-fix midpoint ($1,800). A cost ratio, not a probability.

Where the numbers come from: BimmerBench's B58 valve cover/PCV page: independent-shop estimate (national average) for the early fix; what three owners paid at dealers for the unplanned repair (only 3 prices, so treat it as rough).

PARTS FOR G20

- Genuine BMW cylinder head cover 11 12 7 645 173 (BimmerBench parts check, Oct 17, 2026). Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is the valve cover seeping, or is there a whistle or rough idle?
- Does the PCV warranty extension (SIB 01 14 23) cover this VIN?

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7 Starter recalls (fire risk)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 140 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reported window: Recalls 24V-576 and 25V-644; reports cluster around 50k. Range: Recalls 24V-576 and 25V-644; reports cluster around 50k OFFICIAL [2]

24V-576: NHTSA lists this model and year: check by VIN

25V-644: Not listed for MY2020

WHAT FAILS OFFICIAL [2]

The starter can overheat and ignite nearby material in the engine compartment. Certain 2019–2025 cars are in two recalls: a software update (24V-576), then a new starter (25V-644).

SYMPTOMS

- Slow or repeated cranking
- Thumping or clicking at start
- Burning smell after starting

IF IT'S LEFT TOO LONG

A fire risk. Owners who quoted a bill for a starter outside the recalls (20 complaints) paid a median of about $2,100.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a BMW dealer if the VIN is listed. A starter that acts up deserves a check even if the car isn't in the recalls.

ESTIMATED REPAIR COST

Free recall repair	**Free if covered** OFFICIAL independent shop, installed
Median owner bill outside the recalls (20 NHTSA complaints)	**$2,100** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR G20

- Ask your parts supplier for the OE number for this VIN.

WHAT TO ASK YOUR SHOP

- Are recalls 24V-576 and 25V-644 open, completed or not applicable on this VIN?

5 · ALSO REPORTED, NOT RANKED

Other themes in B58 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

- Oil-level measurement completes in iDrive (2019–2021 cars)
- Cooling: coolant level, crust behind the intake, tank seams, pump seep
- Valve cover / PCV seep on the exhaust side
- Fault-code scan: oil pressure, starter, thermostat and crankcase codes
- Starter recall status on the dealer printout

Ask the seller

- Has the oil pump been replaced with the revised part? Invoice and part number?
- Were the starter recalls done, if listed?
- Any coolant top-ups or low-coolant warnings?
- Was the PCV valve or valve cover replaced under the extension?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil pump (early plastic-ring design): fault found on inspection	$5,000–$8,800
Oil filter housing & oil cooler (coolant leak): seeping or leaking	$1,225–$2,101
Coolant pump (belt-driven): original, no replacement invoice	$758–$1,063
Heat management module (thermostat): symptoms or fault codes present	$978–$1,506
Expansion tanks & coolant lines: symptoms or fault codes present	$138–$378
Valve cover / PCV valve: symptoms or fault codes present	$1,248–$2,352
Starter recalls (fire risk): no recall record on a listed car	Free if covered
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = 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 B58 BMW and Toyota GR Supra 3.0: 1,221 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; 308 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. Only 25% give a usable mileage, so mileage figures are thin. 1,023 of the 1,221 were filed in 2023 or later. 94 of the 129 oil-pump complaints were filed in 2026 and many use near-identical wording, which inflates the raw count; leaving out 2026 filings, 13.3% of MY2020 complaints mention the oil pump (29.3% with them). COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Starter	140	Item 7
Oil pump	129	Item 1
Coolant pump	26	Item 3
Oil filter housing	5	Item 2

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 bulk file (FLAT_CMPL), dated Oct 19, 2026: 1,221 B58 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 20, 2026) OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 24V-576 and 25V-644 (starter), checked Oct 20, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V644000

3. NHTSA recall records 21V-598, 20V-761, 20V-465, 20V-700, 25V-636, 26V-056 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=21V598000

4. BMW SIB 11 10 24 (NHTSA copy): oil-pump delivery stop, certain 2023–2025 cars OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11012078-0001.pdf

5. BimmerBench B58 job pages (oil pump, oil filter housing, water pump, heat management module, expansion tank, valve cover/PCV), fetched Oct 20, 2026 SHOP/RETAILER
https://bimmerbench.com/jobs/b58-oil-pump/

6. Owner repair bills quoted in NHTSA complaints (ODI 11652542, 11696693, 11732539) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

7. Wikipedia: BMW B58 (engine versions and model years) FORUM/BLOG
https://en.wikipedia.org/wiki/BMW_B58

8. Earlier RepairAhead engine page repairahead.com/b58/ (Oct 20, 2026): weak-part cards and cost tables, folded into this report COMPUTED FROM NHTSA DATA
https://repairahead.com/b58/

9. BMW SIB B01 03 22: fuel tank limited emission warranty extension, Apr 28, 2022 (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212779-9999.pdf

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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Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-B58-123456-20261027 and we'll correct and reissue it.

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.