2014 BMW 328d at 96,000 mi

WBA3D5C50EK123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
328d · F30 3 Series sedan (N47-family 2.0L diesel)	BMW US diesels: M57 and N57 3.0L six, N47-family 2.0L four	96,000 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 'E' = 2014, 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.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (6 of 7)

- **21V-907** · Fuel system, diesel: A leaking EGR cooler can melt the intake manifold, increasing the risk of a fire.
- **21V-586** · Fuel system, diesel · fuel pump: A failed high-pressure fuel pump can stall the engine while driving, increasing the risk of a crash.
- **18V-755** · Emission control · EGR: A leaking EGR cooler can melt the intake manifold, increasing the risk of a fire.
- **24V-527** · Air bags · driver inflator: A manufacturing defect can cause the driver air-bag inflator to explode, risking injury to the driver or other occupants.
- **24V-288** · Air bags · side/window: A head air-bag inflator that fails at its weld can rupture or leak, increasing the risk of injury.
- **20V-185** · Driveline · CV joint: A damaged joint can cut power to the rear wheels and let the car roll away if the parking brake isn't set.

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 21V-907, 18V-755, 21V-586. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

EGR cooler and EGR valve (coolant mixes with soot; fire risk)

Free if open

Recalls 21V-907, 18V-755 are listed for this model year. Check the VIN; the repair is free at a BMW dealer if it is open.

Fuel injectors and the high-pressure fuel pump (HPFP)

Free if open

Recall 21V-586 is listed for this model year. Check the VIN; the repair is free at a BMW dealer if it is open.

Next 12 months up to about 105,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 126,000 mi

Nothing else enters its reported range in this window.

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

Exhaust-fluid system (DEF/AdBlue tank, NOx sensors, SCR)

$1,400–$3,000
independent shop, installed

Any mileage (Median ~78.8k (45 reports)) · Inspect at each service; fix at the first sign

Timing chain (reports only; known mainly on older N47 builds)

$1,085
parts only, labor extra

Any mileage (12 timing-chain reports (5 N47, 5 N57, 2 M57); only 4 with a mileage: too few to state) · Inspect at each service; fix at the first sign

Diesel particulate filter (DPF)

$400–$450
independent shop, installed

Any mileage (13 DPF or regeneration reports; only 3 with a mileage: too few to state) · Inspect at each service; fix at the first sign

NOx sensor failure (2014–2018)

Free if covered check the VIN

Any mileage (2014–2018 diesels (N47T / N57T): NOx sensors covered to 10 years / 120,000 miles) · Ask for this check at every service

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 126,000 mi

Free recall check

No other repairs on the list before 126,000 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 96,000 mi to 126,000 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
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** [M1][M2]
Engine coolant BMW rates the coolant as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1][M3]
Automatic transmission fluid BMW rates the transmission fluid as long-life; it lists no change interval except during repairs.	no fixed interval	— [M1]

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

M3. 2005 BMW M3 Service and Warranty Information, maintenance page (copy on ManualsLib) OFFICIAL
https://www.manualslib.com/manual/2263359/Bmw-M3-2005.html?page=7

M4. 2009 BMW X5/X6 Service and Warranty Information, maintenance page (copy on ManualsLib) OFFICIAL
https://www.manualslib.com/manual/1568654/Bmw-X5-2009.html?page=12

WHERE 96K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	EGR cooler and EGR valve (coolant mixes with soot; fire risk)	Median ~80k; middle half 67k–103k (77 reports) COMPUTED FROM NHTSA DATA	Inside the range
2	Exhaust-fluid system (DEF/AdBlue tank, NOx sensors, SCR)	Median ~78.8k (45 reports) COMPUTED FROM NHTSA DATA	Any mileage
3	Fuel injectors and the high-pressure fuel pump (HPFP)	Median ~85.65k; middle half 58k–110k (61 reports) COMPUTED FROM NHTSA DATA	Inside the range
4	Timing chain (reports only; known mainly on older N47 builds)	12 timing-chain reports (5 N47, 5 N57, 2 M57); only 4 with a mileage: too few to state COMPUTED FROM NHTSA DATA	Any mileage
5	Diesel particulate filter (DPF)	13 DPF or regeneration reports; only 3 with a mileage: too few to state COMPUTED FROM NHTSA DATA	Any mileage
6	NOx sensor failure (2014–2018)	2014–2018 diesels (N47T / N57T): NOx sensors covered to 10 years / 120,000 miles OFFICIAL	Any mileage

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 2014 BMW 328d

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 WBA3D5C50EK123456.
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.

N47/N57/M57 RECALLS WE TRACK

21V-907 · EGR cooler leak (intake manifold can melt; fire risk)

NHTSA lists this model and year: check by VIN

Certain 2013–2018 328d, 2014–2016 535d, 2015 740Ld, 2015–2017 X3 28d and 2014–2017 X5 35d: a leaking EGR cooler can melt the intake manifold, a fire risk. Follows 18V-755; 25V-700 is a later campaign. Free. OFFICIAL [2]

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

18V-755 · EGR cooler (first campaign)

NHTSA lists this model and year: check by VIN

The first EGR cooler campaign on many of the same cars; 21V-907 expanded and replaced it. Free. OFFICIAL [2]

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

21V-586 · High-pressure fuel pump failure (stall)

NHTSA lists this model and year: check by VIN

Certain 2014–2018 328d and X5 35d, 2014–2016 535d, 2015 740Ld and 2015–2017 X3 28d: the pump may fail and the engine may stall. Free pump. OFFICIAL [2]

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

EVERY RECALL NHTSA LISTS FOR THE 2014 BMW 328D (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-907 N47/N57/M57 tracked	Fuel system, diesel	A leaking EGR cooler can melt the intake manifold, increasing the risk of a fire. Details
21V-586 N47/N57/M57 tracked	Fuel system, diesel · fuel pump	A failed high-pressure fuel pump can stall the engine while driving, increasing the risk of a crash. Details
18V-755 N47/N57/M57 tracked	Emission control · EGR	A leaking EGR cooler can melt the intake manifold, increasing the risk of a fire. Details
24V-527	Air bags · driver inflator	A manufacturing defect can cause the driver air-bag inflator to explode, risking injury to the driver or other occupants. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-288	Air bags · side/window	A head air-bag inflator that fails at its weld can rupture or leak, increasing the risk of injury. Details
20V-185	Driveline · CV joint	A damaged joint can cut power to the rear wheels and let the car roll away if the parking brake isn't set. Details
15V-520	Exterior lighting	Software that disables the front side marker lights makes the car harder to see at night, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: 328D. 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

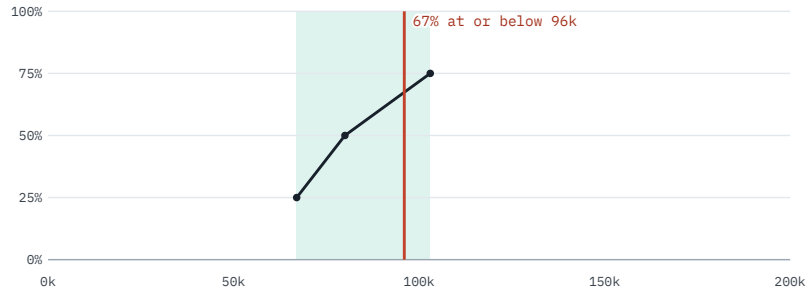
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
X5 35d 2009–2013 recalls	18V-336 (idler pulley bolt, loss of power steering) and, on 2009–2010 cars, 13V-339 / 11V-441 (fuel filter heater can overheat). OFFICIAL [2]	Check by VIN
335d wiring recalls	18V-314 and 19V-472 (positive battery cable, stall) and 17V-676 (heating/AC blower wiring, fire risk) on certain 2009–2011 335d. OFFICIAL [2]	Check by VIN
No emissions-parts warranty extension found	We found no NHTSA record of a BMW warranty extension for the EGR cooler, fuel pump, DEF tank or DPF. Owners mention one for the exhaust-fluid tank on older cars, which we could not verify; ask BMW. Federal emissions warranties may cover some parts. OFFICIAL [2]	Ask BMW

3 · OWNER-REPORT DATA

EGR problems: what owner reports show

Of 77 owners who reported an EGR problem to NHTSA with a mileage, about 7 in 10 had 96k or fewer miles. This car's 96k is inside the 67k–103k range where the middle half of reports fell.



Line = share of the 77 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 67k–103k. Half came before about 80k (95% confidence range 75.1k–90k). COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about an EGR problem and gave a mileage (77 of 143). 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.

Injector or fuel-pump reports show a similar pattern (median ~85,650 mi, 61 reports). 72 of 252 complaints on 2014 cars (28.6%) mention injectors or the fuel pump, most tied to recall 21V-586.

Computed by RepairAhead from NHTSA data (version 2026-10-26); NHTSA has not reviewed or endorsed this analysis.

4 · THE 6 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 (F30).

1 EGR cooler and EGR valve (coolant mixes with soot; fire risk)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 143 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 96,000 mi this car is inside the reported range (Median ~80k; middle half 67k–103k (77 reports)), 29,000 miles past where reports start. Range: Median ~80k; middle half 67k–103k (77 reports) COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The EGR cooler leaks coolant into the hot exhaust gas; coolant and soot can melt the plastic intake manifold, a fire risk. Recalls 18V-755 and 21V-907 replace it on many cars.

SYMPTOMS

- Coolant loss with no visible leak
- An engine warning light (owners cite code P2457)
- Limp mode
- A diesel or exhaust smell in the cabin
- In some NHTSA complaints smoke from under the hood

IF IT'S LEFT TOO LONG

NHTSA's recall records say a leaking EGR cooler can let coolant mix with diesel soot, which can smolder and melt the intake manifold, and that melting increases the risk of a fire (recalls 18V-755, 21V-907 and 25V-700). 134 of the 900 complaints in our data name one of those recalls, and 19 describe a melted or smoldering manifold.

GOOD TO KNOW

Recall 21V-907 covers certain 2013–2018 328d, 2014–2016 535d, 2015 740Ld, 2015–2017 X3 xDrive28d and 2014–2017 X5 xDrive35d. Dealers replace the EGR cooler, inspect the manifold and replace it if needed, free; cars repaired under the earlier recall 18V-755 need the new remedy performed. 25V-700 (Oct 2025) extends it to the 2018 328d. On the 2009–2013 X5 35d, BimmerQuote says owners with code P2457 fixed it with a bypass-flap spring costing under $10 before buying a cooler (an owner report; ask a shop to check first).

ESTIMATED REPAIR COST

EGR cooler, parts only (labor extra)	**$465–$800** SHOP/RETAILER parts only, labor extra
Middle half of 14 owner bills in NHTSA EGR complaints (median $1,650)	**$973–$2,900** 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: FCP Euro lists EGR coolers at $464.99 (Mahle Behr 11718576450) up to $799.89 (genuine BMW 11718576450); that is the part only, with labor on top. BimmerQuote (owner reports, not verified) shows a $2,400 dealer quote to replace the cooler on a 2012 X5 35d, one data point. If it fails: the 14 bills owners quoted in NHTSA EGR complaints have a middle half of $973–$2,900 (median $1,650; low $448, high $17,000). The category matches the words EGR or exhaust gas recirculation, so a few bills include other repairs. If your car is in recall 21V-907 the cooler replacement is free.

PARTS FOR F30

- FCP Euro lists EGR coolers for BMW diesels: Mahle Behr 11718576450 at $464.99 (genuine BMW $799.89) and Pierburg 11717823210 at $630.99 (genuine BMW $826.99), and EGR valves 11717810871 from $157.99 (Borg Warner) to $369.99 (genuine BMW), Oct 26, 2026.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case: check your VIN for the free recall first. If your car isn't covered, treat unexplained coolant loss as urgent.

Which one fits depends on your engine and VIN. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Are 18V-755 / 21V-907 done on this VIN?
- Any coolant loss with no visible leak, or code P2457?

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2 Exhaust-fluid system (DEF/AdBlue tank, NOx sensors, SCR)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 73 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Median ~78.8k (45 reports)), so mileage doesn't say much here. Range: Median ~78.8k (45 reports) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The heated DEF tank and pump ("active tank"), NOx sensors and SCR parts fail, setting emissions warnings and countdowns to a no-start.

SYMPTOMS

- A check-engine or emissions warning
- A message about the exhaust fluid (DEF) level or quality
- A NOx or SCR fault code
- Reduced power in some cases

IF IT'S LEFT TOO LONG

A fault in the exhaust-fluid system lights warnings and can put the car into reduced power; we found no NHTSA recall on it.

GOOD TO KNOW

We found no NHTSA recall or bulletin for the DEF tank or sensors. Owners in NHTSA complaints mention a BMW warranty extension on the SCR tank for older diesels (an owner claim, unverified): ask BMW with your VIN whether anything applies.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Wait for a warning, then ask for a written quote and ask whether a warranty or goodwill program applies.

ESTIMATED REPAIR COST

Repair when it warns (same figure: no separate early price)	**$1,400–$3,000** FORUM/BLOG independent shop, installed
Middle half of 16 owner bills in NHTSA exhaust-fluid complaints (median $2,250)	**$1,400–$3,000** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,200) is about 1.0× the early-fix midpoint ($2,200). A cost ratio, not a probability.

Where the numbers come from: Fix early and if it fails: 16 bills owners quoted in NHTSA complaints that mention DEF, NOx or SCR have a middle half of $1,400–$3,000 (median $2,250; low $625, high $6,000). We found no separate price for acting early, so both columns show the same figure. One owner (ODI 11522157, 2014 328d) said BMW wanted the whole "active tank" replaced for $1,200 in parts plus $1,500 in labor; owners also report that older cars once had a BMW warranty extension for the tank, which we could not verify and which may not apply to your car. 73 reports are keyword matches, so some bills belong to other repairs.

PARTS FOR F30

- We found no reliable listing for the DEF tank on FCP Euro on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN with a shop or BMW center.

WHAT TO ASK YOUR SHOP

- Any DEF or emissions warning? Is a warranty or emissions-warranty claim possible?
- Which part does the quote replace: tank, heater, pump or NOx sensor?

3 Fuel injectors and the high-pressure fuel pump (HPFP)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 147 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 96,000 mi this car is inside the reported range (Median ~85.65k; middle half 58k–110k (61 reports)), 37,549 miles past where reports start. Range: Median ~85.65k; middle half 58k–110k (61 reports) COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The high-pressure fuel pump can fail and shed metal through the fuel system, so injectors, rails and lines are replaced too. Recall 21V-586 replaces the pump on 2014–2018 cars.

SYMPTOMS

- A sudden loss of power or an engine that stalls while driving and won't restart
- A drivetrain or engine warning
- A fuel smell
- A rough idle

IF IT'S LEFT TOO LONG

NHTSA's recall record says the pump may fail and cause an engine stall while driving, which raises the risk of a crash. NHTSA's investigation NHTSA investigation EA 23-001 (opened March 17, 2023) covers high-pressure fuel pump failures in BMW and Ram diesels; BMW told NHTSA the failed pumps were caused by an interaction between pump internals and U.S. diesel fuel. We did not check its current status.

GOOD TO KNOW

125 of the 900 complaints in our data mention the recall or the fuel pump by name. The free pump recall is the

ESTIMATED REPAIR COST

Free if your VIN is in recall 21V-586	**Free if covered** OFFICIAL independent shop, installed
Middle half of 24 owner bills in NHTSA injector or fuel-pump complaints (median $13,500)	**$4,750–$15,071** 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: recall 21V-586 covers the high-pressure fuel pump on certain 2014–2018 328d and X5 xDrive35d, 2014–2016 535d, 2015 740Ld and 2015–2017 X3 xDrive28d; dealers replace the pump free, so $0 is only for cars whose VIN is in it. We found no sourced price for acting early on other cars. If it fails: the 24 bills owners quoted in NHTSA complaints have a middle half of $4,750–$15,071 (median $13,500; low $1,250, high $18,000). Many describe a pump failure that sent metal particles through the fuel system, so the bill covers more than the pump. The category matches injector, injection pump or high-pressure fuel pump, and includes complaints filed after the recall letters.

cheap fix, so check your VIN at nhtsa.gov/recalls first and ask the dealer when the remedy is available. Some owners report a repeat failure after the recall repair (for example ODI 11756344); that is an owner report, not an NHTSA finding.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case on 2014–2018 cars: have the dealer confirm that the recall repair was done. We found no sourced early-fix price for earlier cars.

PARTS FOR F30

- We found no reliable FCP Euro listing for the high-pressure fuel pump on Oct 26, 2026, so we show no pump price. FCP Euro lists a Bosch diesel injector (13537808089) at $362.40 each (genuine BMW $679.99), and a set of 6 at $2,714.39 (13537808089KT1); which injector fits depends on your engine and VIN. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Was recall 21V-586 done? Can you show the campaign printout?
- Any hard starts, stalls or loss of power?

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4 Timing chain (reports only; known mainly on older N47 builds)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 12 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (12 timing-chain reports (5 N47, 5 N57, 2 M57); only 4 with a mileage: too few to state), so mileage doesn't say much here. Range: 12 timing-chain reports (5 N47, 5 N57, 2 M57); only 4 with a mileage: too few to state COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The rear-mounted chain and guides wear, causing a rattle or whine; a failure destroys the engine. It is best known on 2007–2014 European N47 builds.

SYMPTOMS

- A rattle on a cold start
- A whining noise from the engine
- A check-engine light with timing codes
- No warning at all before a sudden stall

IF IT'S LEFT TOO LONG

A snapped chain can stop the engine without warning and destroy it. NHTSA has only 12 chain reports across all the engines on this page, so the data does not show a pattern; the concern comes from European sources.

GOOD TO KNOW

We found no NHTSA recall or bulletin for the timing chain on these engines. One owner (ODI 11403397, 2014 328d) told NHTSA about a class action and a European recall on these engines; we could not verify either, so ask BMW with your VIN.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Weak case for replacing early on a US N47 car without symptoms. Act on any cold-start rattle or timing code.

ESTIMATED REPAIR COST

N47 chain kit, parts only (labor-heavy job)	**$1,085** SHOP/RETAILER parts only, labor extra
2 owner figures in NHTSA chain complaints ($6,641 bill; $21,000 engine quote)	**$6,641–$21,000** 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: FCP Euro lists an N47 timing chain kit (13529886258KT) at $1,084.71; that is the part only, and the job is labor-heavy. If it fails: 3 owners quoted bills of $6,641, $21,000 and $48,000 (ODI 11616207, 11403397 and 11466248; two on 2014 328d and one on a 2014 X5 35d). Three bills is too few to state a range. UK specialist site bmwengines.uk calls the N47 timing chain a well-known weakness on 2007–2014 builds (worst on the early cars) and quotes £650–£1,800 for a chain and tensioner replacement; those are British

pounds for the European market, so we don't convert them.

PARTS FOR F30

- FCP Euro lists the N47 timing chain kit 13529886258KT (OE supplier) at $1,084.71, Oct 26, 2026. The N47 kit does not fit the six-cylinder engines. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Any rattle on a cold start, or a whine from the back of the engine?

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5 Diesel particulate filter (DPF)

Any mileage

Severity: Medium: leaks and wear · 13 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (13 DPF or regeneration reports; only 3 with a mileage: too few to state), so mileage doesn't say much here. Range: 13 DPF or regeneration reports; only 3 with a mileage: too few to state

COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The filter clogs, usually on cars driven short distances, causing failed regenerations and limp mode.

SYMPTOMS

- A DPF or emissions warning
- Reduced power (limp mode)
- Frequent or failed regenerations
- A rising fuel smell

IF IT'S LEFT TOO LONG

A clogged filter can limit power and set emissions warnings; we found no NHTSA recall on the DPF.

GOOD TO KNOW

We found no NHTSA recall or bulletin for the DPF. If your car often does short trips, ask a shop about the filter's condition and its regeneration history.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Wait for a warning, then ask a shop whether cleaning is possible before paying for a new filter.

ESTIMATED REPAIR COST

Off-car DPF cleaning, independent shop (1 owner report)	**$400–$450** FORUM/BLOG independent shop, installed
Dealer quote to replace the DPF (1 data point)	**$5,700** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

10×+ The failure-bill midpoint ($5,700) is about 10×+ the early-fix midpoint ($425). A cost ratio, not a probability.

Where the numbers come from: Fix early: BimmerQuote lists an owner-reported $400–$450 for an off-car DPF cleaning on an X5 35d (M57), which is cleaning, not replacement. If it fails: the same page shows one dealer quote of $5,700 to replace the DPF, and a JustAnswer mechanic estimate of $3,800–$4,200 (about $3,000 for the part plus 8 hours of labor). Each is a single data point and the cleaning price is not comparable with a replacement. BimmerQuote advises checking the differential-pressure sensor and trying a forced regeneration before replacing the filter.

PARTS FOR F30

- We found no FCP Euro listing for the DPF on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN with a shop or BMW center.

WHAT TO ASK YOUR SHOP

- Has the differential-pressure sensor been checked and a forced regeneration tried before replacing the filter?

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6 NOx sensor failure (2014–2018)

Any mileage

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

Reports cover a wide mileage span (2014–2018 diesels (N47T / N57T): NOx sensors covered to 10 years / 120,000 miles), so mileage doesn't say much here. Range: 2014–2018 diesels (N47T / N57T): NOx sensors covered to 10 years / 120,000 miles OFFICIAL [7]

Applies to: 2014–2018 328d, 2014–2016 535d, 2015 740Ld xDrive, 2014–2018 X5 xDrive35d and 2015–2016 X3 xDrive28d (the 2017 X3 xDrive28d is not listed); eligibility is by VIN

WHAT FAILS OFFICIAL [7]

The nitrogen oxide (NOx) sensors before and after the SCR catalyst can fail and turn on the check-engine light. BMW extended the limited warranty on these sensors to 10 years or 120,000 miles from the original in-service date on 2014–2018 328d, 2014–2016 535d, 2015 740Ld xDrive, 2014–2018 X5 xDrive35d and 2015–2016 X3 xDrive28d models.

SYMPTOMS

- Check-engine light
- NOx sensor or SCR efficiency faults

IF IT'S LEFT TOO LONG

The check-engine light stays on; an SCR fault left alone can lead to a no-restart countdown.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a BMW dealer inside 10 years / 120,000 miles; check the VIN before paying.

ESTIMATED REPAIR COST

Free under SI B01 19 18 (10 yr / 120k mi)	**Likely not covered** OFFICIAL [7] a 2014 model is past 10 years; check the VIN with the dealer
No published bill outside the extension	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Free under BMW's NOx sensor limited warranty extension (SI B01 19 18) inside 10 years / 120,000 miles from the original in-service date [7]. No published bill for a car outside the extension.

PARTS FOR F30

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

WHAT TO ASK YOUR SHOP

- Check-engine light on?
- NOx sensors ever replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in N47/N57/M57 owner complaints

Every NHTSA complaint theme with 50 or more VIN-confirmed reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Air bag system	99	Several BMW airbag inflator recalls cover some of these cars; they are listed by VIN in the recall section.
Cooling system	56	27 of the 56 also mention the EGR cooler, which carries coolant, so cooling is covered under the EGR item rather than as its own card.

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

- Coolant level and any loss with no visible leak (EGR)
- Cold-start noise from the rear of the engine
- Fault scan: EGR, rail pressure, DEF/NOx and DPF codes
- Dealer printout for 18V-755, 21V-907 and 21V-586

Ask the seller

- EGR cooler and fuel pump recalls done?
- Any DEF warnings or tank replacement?
- Mostly short trips or highway?

Documents to request

- Dealer campaign printout for the VIN
- Invoices for DEF, NOx, DPF work
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
EGR cooler and EGR valve (coolant mixes with soot; fire risk): fault found on inspection	$973–$2,900
Exhaust-fluid system (DEF/AdBlue tank, NOx sensors, SCR): symptoms or fault codes present	$1,400–$3,000
Fuel injectors and the high-pressure fuel pump (HPFP): fault found on inspection	$4,750–$15,071
Timing chain (reports only; known mainly on older N47 builds): symptoms or fault codes present	$1,085 + labor
Diesel particulate filter (DPF): symptoms or fault codes present	$400–$450
NOx sensor failure (2014–2018): fault found on inspection	No published price
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 complaint whose VIN decodes to a US BMW diesel (328d, 335d, 535d, 740Ld, X5 xDrive35d, X3 xDrive28d): 900 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; 462 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. X5 35d 480, 328d 210, 335d 75, 535d 74, X3 28d 56. By engine (estimated): M57 383, N57 248, N47 four 266. 463 of the 900 mention a recall and many were filed after BMW's recall letters, so the figures follow the recalls as much as the failures. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Injectors or high-pressure fuel pump	147	Item 3
EGR cooler or valve	143	Item 1
Air bag system	99	Also reported
Fire mentioned	95	Item 1
Exhaust fluid (DEF, NOx, SCR)	73	Item 2
Cooling system	56	Also reported
DPF / regeneration	13	Item 5
Timing chain	12	Item 4

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: 900 BMW diesel complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 26, 2026) `OFFICIAL`
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 21V-907, 18V-755, 25V-700, 21V-586, 18V-336, 13V-339, 11V-441, 18V-314, 19V-472, 17V-676 (checked Oct 26, 2026); 2014 328D list re-checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=21V907000

3. FCP Euro EGR cooler and N47 chain kit listings (prices fetched Oct 26, 2026) `SHOP/RETAILER`
https://www.fcpeuro.com/

4. BimmerQuote owner-reported quotes (EGR cooler, DPF cleaning and replacement), fetched Oct 26, 2026 FORUM/BLOG

5. Owner repair bills quoted in NHTSA complaints (e.g. ODI 11522157, 11616207, 11403397, 11466248) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

6. Earlier RepairAhead engine page repairahead.com/diesel/ (Oct 26, 2026): weak-part cards and cost tables, folded into this report COMPUTED FROM NHTSA DATA
https://repairahead.com/diesel/

7. BMW SI B01 19 18 (revision 3): N47T / N57T NOx sensors before and after the SCR catalyst: limited warranty extended to 10 years / 120,000 miles from the original in-service date (2014–2018 328d, 2014–2016 535d, 2015 740Ld, 2014–2018 X5 xDrive35d, 2015–2016 X3 xDrive28d) (2022-05-31), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10215746-9999.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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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-DSL-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.