2017 BMW i3 REx at 48,000 mi

WBY1Z8C34HV123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
i3 REx · I01 i3 with range extender	BMW i3 (electric and range extender) and i8	48,000 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 'H' = 2017, 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

3 to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **17V-088** · Fuel system · hoses and lines: A fuel vapor leak near an ignition source increases the risk of a fire.
- **17V-720** · Air bags · frontal: In a frontal crash, unbelted small adult drivers could face a higher risk of neck injury. Free control-unit software update.
- **16V-914** · Air bags: If the inflator initiator fails to ignite, the seat-mounted air bag won't deploy, increasing the risk of injury.

A model-year list, not a VIN check. 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 17V-088. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Electric power steering: sporadic loss of assist: Past the range (Median ~23.3k; middle half 15k–34k (35 reports)) · if it fails: free if covered, else up to $250

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Range-extender (REx) engine and fuel system — Free if open

Recall 17V-088 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 53,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 78,000 mi

Nothing else enters its reported range in this window.

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

Power electronics (EME) shutdown — No published price

likely not covered

Any mileage (38 power-loss reports; 20 with a mileage (median ~25k, thin); 11 name the EME or its recalls) · Ask for this check at every service

Charging: charge port, charger electronics and cable — No published price

likely not covered

Any mileage (30 charging reports; 17 with a mileage (median ~16.2k, thin)) · Inspect at each service; fix at the first sign

Carbon-fiber roof peeling (delamination) — $500–$1,200

independent shop, installed

Any mileage (36 roof reports; only 2 give a mileage) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 78,000 mi

$100–$160

Nothing else on the list before 78,000 mi. Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 48K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Electric power steering: sporadic loss of assist	Median ~23.3k; middle half 15k–34k (35 reports) COMPUTED FROM NHTSA DATA	Past the range
2	Power electronics (EME) shutdown	38 power-loss reports; 20 with a mileage (median ~25k, thin); 11 name the EME or its recalls COMPUTED FROM NHTSA DATA	Any mileage
3	Range-extender (REx) engine and fuel system	30 REx reports; 16 with a mileage (median ~15.8k, thin) COMPUTED FROM NHTSA DATA	Any mileage
4	Charging: charge port, charger electronics and cable	30 charging reports; 17 with a mileage (median ~16.2k, thin) COMPUTED FROM NHTSA DATA	Any mileage
5	Carbon-fiber roof peeling (delamination)	36 roof reports; only 2 give a mileage COMPUTED FROM NHTSA DATA	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 2017 BMW i3 REx

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 WBY1Z8C34HV123456.
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.

I3/I8 RECALLS WE TRACK

19V-310 · Power electronics (EME) shutdown, 2018 i3

Not listed for MY2017

Certain 2018 i3 BEV and REx: a circuit-board problem in the EME module may shut down high-voltage power, causing a loss of propulsion. Free new module. OFFICIAL [2]

19V-599 · Power electronics (EME) shutdown, 2019 i3 and i8

Not listed for MY2017

Certain 2019 i3 and i8: the same EME circuit-board problem. Free new module. OFFICIAL [2]

17V-088 · REx fuel tank vent line (fuel vapor, fire risk)

NHTSA lists this model and year: check by VIN

Certain 2014–2017 i3 REx: the fuel-tank vent line may rub the high-voltage cable sleeve and leak fuel vapor. Free inspection, line and clip. OFFICIAL [2]

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

18V-652 · Portable charger capacitors (shock, fire)

Not listed for MY2017

The TurboCord portable charger sold with certain 2018 i3 and 2019 i8 cars: capacitors may fail. Free cable check and replacement. OFFICIAL [2]

EVERY RECALL NHTSA LISTS FOR THE 2017 BMW I3 REX (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-088 i3/i8 tracked	Fuel system · hoses and lines	A fuel vapor leak near an ignition source increases the risk of a fire. Details
17V-720	Air bags · frontal	In a frontal crash, unbelted small adult drivers could face a higher risk of neck injury. Free control-unit software update. Details
16V-914	Air bags	If the inflator initiator fails to ignite, the seat-mounted air bag won't deploy, increasing the risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: I3. 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

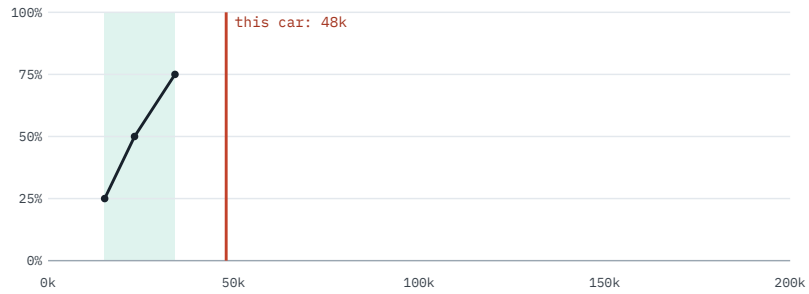
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
SIB 32 11 19 Rev 2: steering software update (warranty extension)	A one-time electric power steering software update covered to 10 years / 120,000 miles from in-service, for i3 BEV and REx cars built February 2014 to February 2020. Excludes electrical or mechanical faults in the steering gear. Not a recall. OFFICIAL [3]	May apply: check by VIN
Air bag and i8 recalls	14V-422, 15V-628, 16V-914 and 17V-720 (i3 air bags and control-unit software); i8 14V-674 (fuel tank ground bolt), 15V-882 (braking hydraulic unit), 20V-601 (hybrid battery cell debris). OFFICIAL [2]	Check by VIN
No extension for the REx, EME or roof	We found no BMW bulletin extending coverage for the range extender, EME or roof. The high-voltage battery warranty is separate and we did not verify its terms; ask BMW. OFFICIAL [2]	Ask BMW

3 · OWNER-REPORT DATA

Steering complaints: what owner reports show

Of 35 owners who reported a steering problem to NHTSA with a mileage, half had fewer than 23k. This car's 48k is above the 15k–34k range where the middle half of reports fell.



Line = share of the 35 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 15k–34k. Half came before about 23k (95% confidence range 21k–30k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a steering problem and gave a mileage (35 of 48). 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.

The steering share is highest on 2015 and 2016 cars (29.8% and 24.2% of complaints). All 36 roof reports were filed in 2023 or later, highest on 2017 cars.

Computed by RepairAhead from NHTSA data (version 2026-10-26); 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 (I01).

1 Electric power steering: sporadic loss of assist

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 48 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 48,000 mi this car is past the reported range (Median ~23.3k; middle half 15k–34k (35 reports)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~23.3k; middle half 15k–34k (35 reports)

COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The electric power steering can drop assist suddenly. BMW covers a one-time software update under SIB 32 11 19 for cars built Feb 2014 to Feb 2020.

SYMPTOMS

- The steering sometimes feels stiff or the assist drops for a moment, the steering force varies, or the wheel sits slightly crooked
- BMW's bulletin says steering control is never lost and no warning message appears

IF IT'S LEFT TOO LONG

BMW's bulletin lists the cause as unfavorable EPS software, and says there is no immediate repair needed unless the car shows the problem. Reduced assist can make parking and low-speed turns stiff.

GOOD TO KNOW

BMW NA SIB 32 11 19 Rev 2 (Mar 15, 2021) says the free software update applies to i3 and i3 Sport, BEV and REx, built Feb 2014 to Feb 2020 (the Rex dates start March 2014). Rev 2 also says it adds reimbursement information for earlier customer-pay repairs. Ask a BMW center to check your VIN and its claim history; we can't tell you whether yours qualifies.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case if the steering ever feels stiff: ask a dealer whether the software update is covered by your VIN before paying anything.

ESTIMATED REPAIR COST

Software update: free if the extension applies, else forum-reported dealer prices	**$0–$250** FORUM/BLOG independent shop, installed
Same figure (software); steering-gear faults excluded	**$0–$250** 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: BMW NA's service bulletin SIB 32 11 19 (Rev 2, March 15, 2021) extends the warranty on a one-time EPS software update to 10 years or 120,000 miles from the car's in-service date, for i3 BEV and REx cars built Feb 2014 to Feb 2020, so $0 if your VIN qualifies and no claim was already paid. It is a warranty extension, not a recall, and it excludes electrical or mechanical faults in the steering gear itself. For cars outside it, owners on mybmwi3.com reported dealer and independent quotes of $200–$250 for a full system software update (a Dec 2021 thread about general software, not steering), so we show $0–$250. The bulletin applies only to cars whose software is at certain older levels, so a dealer has to check your VIN. If it fails: we

found no sourced price for a steering-gear repair, so both columns show the same figure. 8 of the 48 steering complaints mention software.

PARTS FOR I01

- This is a software update, not a part. We found no reliable part listing for the steering gear on FCP Euro on Oct 26, 2026, so we show no part price. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Has the EPS software update (SIB 32 11 19) been done on this VIN?
- Any steering warning or sudden heavy steering?

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2 Power electronics (EME) shutdown

Any mileage

Severity: Critical: rare, but can badly damage the engine · 38 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (38 power-loss reports; 20 with a mileage (median ~25k, thin); 11 name the EME or its recalls), so mileage doesn't say much here. Range: 38 power-loss reports; 20 with a mileage (median ~25k, thin); 11 name the EME or its recalls COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

A circuit-board fault in the Electric Motor Electronics (EME) can shut down high-voltage power and the car loses propulsion. Recalls 19V-310 and 19V-599 replace the module on certain 2018–2019 cars.

SYMPTOMS

- A message such as "drivetrain malfunction" and a loss of drive power, or the car shutting down while driving
- Owners in NHTSA complaints describe stopping on highways

IF IT'S LEFT TOO LONG

A shutdown of high-voltage power means a loss of propulsion, which NHTSA's recall record says increases the risk of a crash.

GOOD TO KNOW

Only the 2018 and 2019 model years are named in the two EME recalls. Other model years appear in the complaints with the same symptom; ask BMW whether anything applies to your car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case on 2018–2019 cars: have the dealer confirm the EME recall was done. For other years there is no sourced early fix.

ESTIMATED REPAIR COST

Free if your VIN is in recall 19V-310 or 19V-599	**Likely not covered** OFFICIAL no recall for it is listed for the 2017 model year; check the VIN with the dealer
Dealer estimates owners quoted to NHTSA (about $7,000)	**$7,000** 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: recalls 19V-310 (certain 2018 i3 BEV and REx) and 19V-599 (certain 2019 i3 and i8) cover a circuit-board problem in the Electric Motor Electronics (EME) module that may shut down high-voltage power; dealers replace the module free, so $0 is only for cars whose VIN is in them. We found no sourced early-fix price for other years. If it fails: two owners told NHTSA their dealer estimates to replace the EME were $7,000 (a 2017 i3 REx, 31,700 miles; ODI 11436391) and about $17,000 (a 2015 i3; ODI 11465288). On a mybmwi3.com thread titled "2017 i3 Rex EME Repair $14,000 USD?", one owner says he declined a $10,000 EME replacement on a 2014 REx and another says he was

quoted $16,000+ for a 2017 REx with 44,000 miles after BMW denied his warranty claim. These are owner reports, not bills, and five estimates is too few for a range; we show the lowest and highest.

PARTS FOR I01

- We found no reliable listing for an EME module on FCP Euro on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN with a BMW center or specialist.

WHAT TO ASK YOUR SHOP

- Are recalls 19V-310 / 19V-599 open on this VIN?
- Any "drive system" warnings or sudden power loss?

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3 Range-extender (REx) engine and fuel system

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 30 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (30 REx reports; 16 with a mileage (median ~15.8k, thin)), so mileage doesn't say much here. Range: 30 REx reports; 16 with a mileage (median ~15.8k, thin) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The small two-cylinder range extender misfires or fails to start; the fuel-tank vent line can rub through (recall 17V-088).

SYMPTOMS

- On REx cars: a rough or noisy small engine
- The car slowing on hills or highways when the battery is nearly empty
- The engine not starting when the battery runs low

IF IT'S LEFT TOO LONG

NHTSA's recall record says a fuel vapor leak in the presence of an ignition source can increase the risk of a fire. 30 complaints mention the REx or its engine; 9 of the 30 mention hills, usually describing the car slowing once the REx started; these are owner reports we haven't verified.

GOOD TO KNOW

Recall 17V-088 lists 2014–2017 i3 REx cars only. Our decoder can't always tell a REx from an all-electric i3, so check your VIN. Most of the 30 REx reports were on 2014 cars (16).

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case for the free recall check. We found no sourced price for acting early on the REx engine itself; many

ESTIMATED REPAIR COST

Free vent-line check if your VIN is in recall 17V-088; no sourced early-fix price otherwise	**Free if covered** OFFICIAL independent shop, installed
2 forum-reported figures (labor-only estimate to a US dealer quote); not a range of bills	**$3,000–$18,423** 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 17V-088 covers certain 2014–2017 i3 REx cars whose fuel-tank vent line may rub the high-voltage cable sleeve and leak fuel vapor; dealers inspect the line, replace it if needed and fit a clip, free. If it fails: a mybmwi3.com owner (Sept 2024, 2017 REx, 36,057 miles) says BMW quoted $18,423 in parts and labor to replace the REx after a cylinder 2 misfire; a Reddit commenter (Jan 2026) estimates about $3,000 for 12 hours of labor to swap one, engine extra. UK owners

owners never use it.

report quotes of £7,000 and £10,000, which we haven't converted. Other posters say used REx engines are listed on eBay for roughly $1,400 and up, which is not a repair quote. These are single owner reports, not a range of bills.

PARTS FOR I01

- We found no clear FCP Euro listing for REx engine parts on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN with a specialist.

WHAT TO ASK YOUR SHOP

- Is recall 17V-088 done (REx cars)?
- Does the REx start and run smoothly? Any misfire codes?

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4 Charging: charge port, charger electronics and cable

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 30 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (30 charging reports; 17 with a mileage (median ~16.2k, thin)), so mileage doesn't say much here. Range: 30 charging reports; 17 with a mileage (median ~16.2k, thin) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Charge ports, onboard charger electronics and portable cables fail; certain TurboCord chargers are recalled (18V-652).

SYMPTOMS

- The plug won't seat or unlock, charging stops or won't start, or a charging fault message appears
- One owner in NHTSA's data describes heat damage at the charge port

IF IT'S LEFT TOO LONG

A damaged charge port or a faulty charger can overheat. NHTSA's record for 18V-652 says failed charger capacitors may cause a shock or a fire. We can't tell you whether yours is affected.

GOOD TO KNOW

Third-party charging cables are not covered by the recall. One owner in NHTSA's data says a defective aftermarket cable melted the port. Use a cable that meets the car's requirements and check the cable and port for heat damage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case for the free cable check on 2018 i3 and 2019 i8 cars; after that, inspect the cable and port, and replace damaged cables.

ESTIMATED REPAIR COST

Free if your cable is in recall 18V-652; no sourced early-fix price otherwise	**Likely not covered** OFFICIAL no recall for it is listed for the 2017 model year; check the VIN with the dealer
One owner-reported bill in NHTSA complaints ($2,400+)	**$2,400** 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 18V-652 covers the TurboCord portable charger sold with certain 2018 i3 and 2019 i8 cars (and other BMW plug-ins): its capacitors may fail, with a shock or fire hazard. Dealers inspect the cable and replace it if necessary, free, so $0 is only for those cars. If it fails: one 2019 i3 owner (ODI 11425977) said the dealer found the charge port melted by a defective third-party Level 2 cable and charged over $2,400, not covered by warranty because BMW blamed the charger. That is one owner's claim we can't verify, so both columns show the same figure. The charging

keyword also matches many unrelated complaints, so the report count is broad.

PARTS FOR I01

- We found no reliable FCP Euro listing for i3 charging parts on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN.

WHAT TO ASK YOUR SHOP

- Does it charge at full rate on Level 1 and Level 2? Is the original cable in recall 18V-652?

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5 Carbon-fiber roof peeling (delamination)

Any mileage

Severity: Medium: leaks and wear · 36 mentions in VIN-confirmed NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (36 roof reports; only 2 give a mileage), so mileage doesn't say much here. Range: 36 roof reports; only 2 give a mileage COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The clear coat and finish on the carbon-fiber roof peel or bubble with sun exposure; it is cosmetic unless the carbon itself delaminates.

SYMPTOMS

- The clear layer over the carbon-fiber roof bubbles
- Peels or flakes
- Usually first noticed as cloudy patches or small blisters

IF IT'S LEFT TOO LONG

Owners describe the surface layer bubbling and peeling. We found no NHTSA recall on it, and we did not verify whether any of the complaints in our data describe a safety problem.

GOOD TO KNOW

We found no NHTSA recall or BMW bulletin for the roof. Owners say a shop with carbon-fiber or marine-composite experience matters; one owner says a BMW-approved shop refused to paint it, which is that owner's account.

IS IT WORTH DOING EARLY? OUR ESTIMATE

No recall or bulletin; owners disagree on how fast to act. One says to fix it early and another waited until the bubbles split. Get a written quote.

ESTIMATED REPAIR COST

5 owner-reported shop refinish prices (not bills)	**$500–$1,200** FORUM/BLOG independent shop, installed
One reported claim to replace a delaminated roof (hearsay)	**$9,000** 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 ($9,000) is about 10×+ the early-fix midpoint ($850). A cost ratio, not a probability.

Where the numbers come from: Fix early: owners report about $500 for sanding, prep, paint and clear (mybmwi3, June 2024; r/BMWi3 posts, Sept–Oct 2025), $700 for epoxy, paint and a protective wrap, about $1,000 in Covina, CA, $900 final at one shop (roof and spoiler painted, after a $1,600 first quote that included $700 for removing trim), and $1,200 for layers of epoxy, black paint and clear (r/BMWi3, May 2025), so we show $500–$1,200. Wraps are reported at $350–$650. If it fails: one owner in the mybmwi3 thread says a body shop told him it would replace a delaminated roof for "$9k" and had done several; that is one person's account of a quote, so treat it as unverified. These are forum and Reddit posts, not bills.

14 of the 36 roof complaints were filed in August 2023, a cluster we can't explain.

PARTS FOR I01

- We found no reliable parts listing for an i3 roof on Oct 26, 2026, so we show no part price. Confirm part numbers by VIN.

WHAT TO ASK YOUR SHOP

- Is the roof finish peeling? Refinish or wrap quote?

5 · ALSO REPORTED, NOT RANKED

Other themes in i3/i8 owner complaints

Every NHTSA complaint theme with 25 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

- Steering: any warning or heavy feel
- Charge at Level 1 and Level 2; check the port pins
- REx cars: start and run the range extender
- Roof finish
- Dealer printout for 19V-310, 19V-599, 17V-088, 18V-652 and SIB 32 11 19

Ask the seller

- EPS software update done?
- EME recall done (2018–2019)?
- Battery health report available?

Documents to request

- Dealer campaign printout for the VIN
- High-voltage battery health report
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Electric power steering: sporadic loss of assist: fault found on inspection	$0–$250
Power electronics (EME) shutdown: fault found on inspection	$7,000
Range-extender (REx) engine and fuel system: symptoms or fault codes present	Free if covered
Charging: charge port, charger electronics and cable: symptoms or fault codes present	Free if covered
Carbon-fiber roof peeling (delamination): symptoms or fault codes present	$500–$1,200
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 an i3 or i8: 231 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; 108 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. i3 REx 165, i3 electric 58, i8 8. Half of the reports with a mileage came before about 23,000 miles: these cars are young and lightly driven, so mileage says little about wear. 95 of the 231 were filed in 2023 or later. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Steering (loss of assist)	48	Item 1
Power loss or shutdown	38	Item 2
Carbon-fiber roof peeling	36	Item 5
Range extender (REx cars)	30	Item 3
Charging or plugs	30	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: 231 i3 and i8 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 26, 2026) `OFFICIAL`
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 19V-310, 19V-599, 17V-088, 18V-652, 14V-422, 15V-628, 16V-914, 17V-720, 14V-674, 15V-882, 20V-601 (checked Oct 26, 2026); 2017 I3 list re-checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=19V310000

3. BMW NA SIB 32 11 19 Rev 2 (Mar 15, 2021): EPS software update warranty extension `OFFICIAL`
https://www.nhtsa.gov/recalls

4. Owner forum and Reddit reports (mybmwi3.com, r/BMWi3) on REx, steering and roof refinish prices, read Oct 26, 2026 `FORUM/BLOG`

5. Owner repair bills and estimates quoted in NHTSA complaints (e.g. ODI 11425977) `OFFICIAL`
https://www.nhtsa.gov/nhtsa-datasets-and-apis

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

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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