2009 BMW 328i at 112,000 mi

WBAPH7C549A123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
328i · E90 3 Series sedan	N51/N52 3.0L inline-6 (non-turbo)	112,000 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 '9' = 2009, 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.

3
jobs recommended now

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

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (7)

- **22V-119** · Emission control · crankcase (PCV): An electrical short may overheat the PCV valve heater, increasing the risk of a fire while driving or after parking.
- **24V-513** · Air bags · frontal · driver inflator: An inflator explosion can send sharp metal fragments at the driver or other occupants, causing serious injury or death.
- **20V-017** · Air bags · frontal · driver inflator: An inflator explosion can send metal fragments at occupants, causing serious injury or death.
- **19V-472** · Electrical system · wiring · fuses: A loss of electrical power can cause the car to stall, increasing the risk of a crash.
- **17V-683** · Emission control · crankcase (PCV): An electrical short can melt PCV valve parts, increasing the risk of a fire even when the car is off. Superseded by 22V-119.
- **17V-676** · Electrical system · wiring: Overheating wiring can melt electrical connectors, increasing the risk of a fire even when the car is unattended.
- **13V-044** · Electrical system: A loss of electrical power can cause the car to stall, increasing the risk of a crash.

A model-year list, not a VIN check. Repairs are free at a BMW dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 22V-119. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,768–$3,009

Oil filter housing gasket + belt kit
$610–$950
independent shop, installed

Past the range (60k–100k)

`If it fails: $2,500–$8,000 · 6.7×`

Electric water pump + thermostat
$758–$1,259
independent shop, installed

Past the range (~70k–110k)

`If it fails: $1,500–$5,000 · 3.2×`

Spark plugs & ignition coils
$400–$800
independent shop, installed

Inside the range (Every 30k–60k) · if the records don't show it done

`If it fails: $800–$2,500 · 2.8×`

Next 12 months up to about 121,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 142,000 mi

Nothing else enters its reported range in this window.

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

Valve cover gasket / crankcase vent
$1,000–$1,600
independent shop, installed

Inside the range (70k–129k) · Inspect at each service; fix at the first sign

Recommended now

$1,768–$3,009

Independent shop, installed. Dealers often charge more.

Planned through 142,000 mi

$1,768–$3,009

No other repairs on the list before 142,000 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 112,000 mi to 142,000 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 The 2009 X5 booklet lists N52 plugs at 100,000 miles; applied to 2006-2010 N52 cars.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1]
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] [M1]
Engine coolant BMW rates the coolant as long-life; it lists no change interval except during repairs.	no fixed interval	— [M3][M4]

M1. 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

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. 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

WHERE 112K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Electric water pump + thermostat	~70k–110k FORUM/BLOG	● Past the range
2	PCV valve heater recall	Recall 22V-119, any mileage OFFICIAL	● Listed for this model and year: check by VIN
3	Valve cover gasket / crankcase vent	70k–129k COMPUTED FROM NHTSA DATA	● Inside the range
4	Oil filter housing gasket + belt kit	60k–100k OUR ESTIMATE	● Past the range
5	VANOS bolt recalls + solenoids	Recall build windows end July 12, 2012 OFFICIAL	● Not listed for MY2009: confirm by VIN
6	Spark plugs & ignition coils	Every 30k–60k FORUM/BLOG	● Inside the range

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 2009 BMW 328i

Safety recall repairs are free at BMW dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 WBAPH7C549A123456.
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.

N52 RECALLS WE TRACK

22V-119 · PCV valve heater (fire risk)

NHTSA lists this model and year: check by VIN

The heater for the crankcase vent (PCV) valve can short-circuit and overheat, a fire risk while driving or shortly after parking. Dealers fit a fused wiring harness free. Supersedes 17V-683 and 19V-273: cars fixed under those recalls need this one too. OFFICIAL [3]

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

14V-176 · VANOS housing bolts

Not listed for MY2009

Bolts holding the VANOS (variable valve timing) unit housing can loosen and break, which can reduce engine power or stall the engine. Dealers replace the bolts, or the VANOS units if needed, free. OFFICIAL [4]

23V-707 · VANOS bolts, 2023 follow-up

Not listed for MY2009

A 2023 follow-up to 14V-176 for cars built September 2, 2009 to July 12, 2012: dealers replace the four VANOS bolts free. A stall risk if the bolts break. OFFICIAL [5]

EVERY RECALL NHTSA LISTS FOR THE 2009 BMW 328I (8)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-119 N52 tracked	Emission control · crankcase (PCV)	An electrical short may overheat the PCV valve heater, increasing the risk of a fire while driving or after parking. Details
24V-513	Air bags · frontal · driver inflator	An inflator explosion can send sharp metal fragments at the driver or other occupants, causing serious injury or death. Details
20V-017	Air bags · frontal · driver inflator	An inflator explosion can send metal fragments at occupants, causing serious injury or death. Details
19V-472	Electrical system · wiring · fuses	A loss of electrical power can cause the car to stall, increasing the risk of a crash. Details
17V-683	Emission control · crankcase (PCV)	An electrical short can melt PCV valve parts, increasing the risk of a fire even when the car is off. Superseded by 22V-119. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-676	Electrical system · wiring	Overheating wiring can melt electrical connectors, increasing the risk of a fire even when the car is unattended. Details
13V-044	Electrical system	A loss of electrical power can cause the car to stall, increasing the risk of a crash. Details
12E-029	Cooling fan (replacement equipment)	A failed fan motor or overheating circuit board in an aftermarket replacement fan could lead to an engine-compartment fire. *Aftermarket or replacement equipment: applies only if that part was fitted.* Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: 328I, 3 SERIES. 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

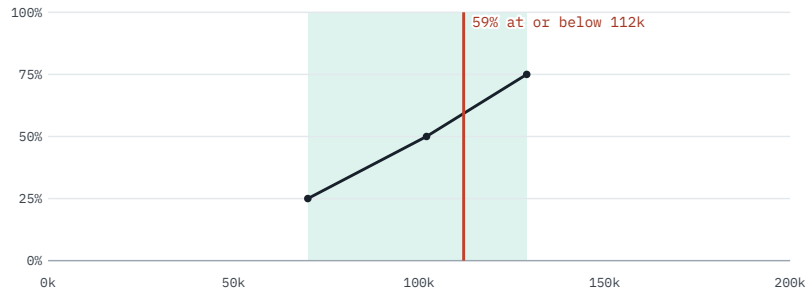
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
SI B01 10 14: VANOS warranty extension	BMW extended VANOS coverage on about 170,000 inline-six cars not included in recall 14V-176. The extension ran for a fixed term from the in-service date and has expired for nearly all cars by 2026. OFFICIAL [6]	Coverage likely expired (estimate)
No water-pump recall for the N52	NHTSA's recall lists for N52 cars show no water-pump campaign. Recall 24V-608 (water-pump connector) covers N20/N26 cars only. The N52 pump repair is at the owner's cost. OFFICIAL [2]	No recall: owner's cost

3 · OWNER-REPORT DATA

Valve cover and PCV: what owner reports show

Of 109 owners who reported a valve cover or PCV failure to NHTSA with a mileage, about 6 in 10 had 112k or fewer miles. This car's 112k is inside the 70k–129k range where the middle half of reports fell.



Line = share of the 109 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 70k–129k. Half came before about 102k (95% confidence range 94k–110k). COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a valve cover or PCV failure and gave a mileage (109 of 213). 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.

Only 45.5% of these reports were filed within 10 years of the model year, so many come from older, high-mileage cars.

Computed by RepairAhead from NHTSA data (version 2026-10-19); 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 (E90).

1 Electric water pump + thermostat

Past the range

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

At 112,000 mi this car is past the reported range (~70k–110k). If the original parts are still fitted, have them checked and plan for them. Range: ~70k–110k FORUM/BLOG [7]



Owner sources put failures around 80,000 miles; an original pump past about 70,000 miles is a likely near-term cost.

WHAT FAILS FORUM/BLOG [7]

The electric, engine-computer-controlled pump fails, often with little warning, and the engine overheats. The thermostat is a common companion failure.

SYMPTOMS

- Overheat or coolant-temperature warning
- Radiator fan running at full speed
- Reduced power or limp mode
- Coolant leak at the pump

IF IT'S LEFT TOO LONG

Driving on after an overheat can warp the aluminum-magnesium cylinder head or damage the head gasket.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case for a planned job: it strands the car when it fails and there is no recall. Replace the thermostat in the same visit to save labor.

ESTIMATED REPAIR COST

Fix early	**$758–$1,259** SHOP/RETAILER [8] independent shop, installed
If it fails	**$1,500–$5,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**BimmerBench lists $1,841–$2,250 at a dealer** OUR ESTIMATE

3.2× The failure-bill midpoint ($3,250) is about 3.2× the early-fix midpoint ($1,009). A cost ratio, not a probability.

PARTS FOR E90

- N52 pump part numbers differ by chassis and year. Ask your parts supplier for the OE pump and thermostat for this VIN.

WHAT TO ASK YOUR SHOP

- Is the water pump and thermostat original? What would replacing both cost in one visit?
- Will you flush and bleed with BMW-approved coolant?
- Are there pump fault codes or overheat warnings stored?

2 PCV valve heater recall

Listed for this model and year: check by VIN

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

Reported window: Recall 22V-119, any mileage. Range: Recall 22V-119, any mileage OFFICIAL [3]

22V-119: NHTSA lists this model and year: check by VIN

WHAT FAILS OFFICIAL [3]

The heater element in the crankcase vent valve can short and overheat, melting the vent parts. Recall 22V-119 replaced two earlier recalls with a fused harness.

SYMPTOMS

- Burning plastic smell
- Smoke from the engine bay, even after parking

IF IT'S LEFT TOO LONG

A fire risk while driving or after parking.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a BMW dealer. Confirm 22V-119 was done; a car fixed only under 17V-683 or 19V-273 still needs it.

ESTIMATED REPAIR COST

Free recall repair	**Free if covered** OFFICIAL independent shop, installed
If it fails	**$1,000–$3,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR E90

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

WHAT TO ASK YOUR SHOP

- Is recall 22V-119 open, completed or not applicable on this VIN? Please print the campaign history.

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3 Valve cover gasket / crankcase vent

Inside the range

Severity: Medium: leaks and wear · 213 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

At 112,000 mi this car is inside the reported range (70k–129k), 42,000 miles past where reports start. Range: 70k–129k

COMPUTED FROM NHTSA DATA [1]



The middle half of the 109 NHTSA valve-cover and PCV reports with a mileage; half came before about 102,000 miles.

WHAT FAILS FORUM/BLOG [7]

The plastic cover and its gasket harden and seep oil onto the exhaust side; the cover can crack. The crankcase vent is built into the cover.

SYMPTOMS

- Burning-oil smell or light smoke after driving
- Oil on the spark plugs or coils
- Whistle or rough idle if the vent fails

IF IT'S LEFT TOO LONG

Oil on hot exhaust parts smokes and is a fire risk; 87 of the 213 NHTSA reports mention fire, smoke or melting.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first seep. Not worth doing on a dry engine.

ESTIMATED REPAIR COST

Fix early	**$1,000–$1,600** OUR ESTIMATE [8] [9] independent shop, installed
If it fails	**$2,000–$4,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.3× The failure-bill midpoint ($3,000) is about 2.3× the early-fix midpoint ($1,300). A cost ratio, not a probability.

PARTS FOR E90

- Ask your supplier whether the original cover can be resealed or needs replacing (cracked covers are common), and for the OE number for this VIN.

WHAT TO ASK YOUR SHOP

- Is the valve cover seeping onto the exhaust side, or is it cracked?
- Does the crankcase vent work, or is there a whistle?
- Can it be done with the oil filter housing gasket in one visit?

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4 Oil filter housing gasket + belt kit

Past the range

Severity: Critical: rare, but can badly damage the engine · Not counted as a separate NHTSA theme

At 112,000 mi this car is past the reported range (60k–100k). If the original parts are still fitted, have them checked and plan for them. Range: 60k–100k OUR ESTIMATE [10][11]



Our estimate from the N55, which shares the housing design; the sources we have for the N52 don't give a mileage.

WHAT FAILS SHOP/RETAILER [10][11]

The housing and oil-cooler gaskets harden and seep. Leaking oil softens the drive belt, and a shredded belt can be pulled behind the crank pulley into the engine.

SYMPTOMS

- Oil around the filter housing and down the front of the engine
- Burning-oil smell
- Glazed, swollen or squealing drive belt

IF IT'S LEFT TOO LONG

Belt ingestion is rare but can destroy the front seal or worse. It is the costliest path in this report.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case: a moderate job, and the rare worst case can cost an engine. Fix it at the first seep and replace the belt kit at the same time.

ESTIMATED REPAIR COST

Fix early	**$610–$950** SHOP/RETAILER [8][10] independent shop, installed
If it fails	**$2,500–$8,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

6.7× The failure-bill midpoint ($5,250) is about 6.7× the early-fix midpoint ($780). A cost ratio, not a probability.

PARTS FOR E90

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

WHAT TO ASK YOUR SHOP

- Is there oil at the filter housing, the oil cooler or on the belt?
- Does the quote include the oil-cooler gasket and a new belt, tensioner and idler?

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5 VANOS bolt recalls + solenoids

Not listed for MY2009: confirm by VIN

Severity: Critical: rare, but can badly damage the engine · 168 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: Recall build windows end July 12, 2012. Range: Recall build windows end July 12, 2012 OFFICIAL [4][5]

14V-176: Not listed for MY2009

23V-707: Not listed for MY2009

WHAT FAILS OFFICIAL [4][5][7]

On 2010–2012 cars, the bolts holding the VANOS housing can loosen or break (recalls 14V-176 and 23V-707). Separately, VANOS solenoids wear, typically around 70,000 miles.

SYMPTOMS

- Limp mode, rattle or stall (bolts)
- Rough idle, poor economy and cam-timing codes (solenoids)

IF IT'S LEFT TOO LONG

Broken VANOS bolts can put debris into the engine.

GOOD TO KNOW

VANOS complaints are concentrated in MY2010–2011 N52 cars (12.1% of MY2011 complaints vs 0.3% for 2006–2009).

IS IT WORTH DOING EARLY? OUR ESTIMATE

For cars inside a recall listing: confirm the free recall was done. Otherwise, replace the solenoids if cam-timing codes appear.

ESTIMATED REPAIR COST

Free recall repair (solenoids: $549–$703 if needed)	**Free if covered** OFFICIAL independent shop, installed
If it fails	**$3,000–$6,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR E90

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

WHAT TO ASK YOUR SHOP

- Are recalls 14V-176 and 23V-707 open, completed or not applicable on this VIN?
- Are any cam-timing (VANOS) codes stored?

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6 Spark plugs & ignition coils

Inside the range

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

At 112,000 mi this car is inside the reported range (Every 30k–60k), 52,000 miles past where reports start. Range: Every 30k–60k FORUM/BLOG [7]



WHAT FAILS FORUM/BLOG [7]

Plugs wear and coils fail, causing misfires and rough idle that can mimic a VANOS fault.

SYMPTOMS

- Misfire, rough idle
- Hard cold starts
- Flashing check-engine light

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

Fix early	**$400–$800** OUR ESTIMATE independent shop, installed
If it fails	**$800–$2,500** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

A sustained misfire can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Routine maintenance. Do plugs on schedule and replace original coils at the same time on high-mileage cars.

2.8× The failure-bill midpoint ($1,650) is about 2.8× the early-fix midpoint ($600). A cost ratio, not a probability.

PARTS FOR E90

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

WHAT TO ASK YOUR SHOP

- When were the plugs last replaced, and are the coils original?
- Are there stored misfire codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in N52 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
Air bags	1,820	Driver air-bag inflator recalls (20V-017, 24V-513 and others) on these model years. A recall item, not an engine weak point: it's at the top of the summary when NHTSA lists it for the car's model year.
Fire / smoke (all causes)	290	All causes. The engine-related paths we can source are the PCV valve heater (recall 22V-119) and oil reaching the exhaust from the valve cover, both covered above.

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

- Recall 22V-119 (PCV heater) on the dealer campaign printout
- Valve cover: seep at the gasket or onto the exhaust side; cracks
- Oil filter housing: oil at the housing, down the front and on the belt
- Cooling: coolant level, pump age, overheat history
- Fault-code scan with a BMW-capable tool: pump, VANOS and misfire codes
- Lifter tick on a cold start (2006–2008 cars)

Ask the seller

- Has the water pump and thermostat been replaced? When, and is there an invoice?
- Was recall 22V-119 done (not only 17V-683 or 19V-273)?
- Any oil leaks fixed? Was the belt replaced with the housing gasket?
- When were the plugs last done? Are the coils original?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Electric water pump + thermostat: original, no replacement invoice	$758–$1,259
	PCV valve heater recall: no recall record on a listed car	Free if covered
	Valve cover gasket / crankcase vent: seeping or leaking	$1,000–$1,600
●	Oil filter housing gasket + belt kit: original, no replacement invoice	$610–$950
●	Spark plugs & ignition coils: original, no replacement invoice	$400–$800
	Pre-ticked rows (●), if no records clear them	**$1,768–$3,009**

● = 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

7 · METHOD AND SOURCES

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 N51/N52 model, 2006–2013: 5,280 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; 3,325 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. VANOS: 12.1% of MY2011 complaints (116 of 962) vs 0.3% for MY2006–2009 (13 of 3,773). COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Air bags	1,820	Also reported
Fire / smoke (all causes)	290	Also reported
Valve cover / PCV / crankcase vent	213	Item 3
VANOS	168	Item 5

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. RepairAhead analysis of NHTSA's complaint file (FLAT_CMPL), Oct 19, 2026, as published on repairahead.com/n52 OFFICIAL
https://repairahead.com/n52/

2. NHTSA recalls API (recallsByVehicle and campaignNumber), queried Oct 27, 2026 OFFICIAL
https://api.nhtsa.gov/recalls/recallsByVehicle

3. NHTSA recall 22V-119: PCV valve heater (supersedes 17V-683, 19V-273) OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V119000

4. NHTSA recall 14V-176: VANOS housing bolts OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=14V176000

5. NHTSA recall 23V-707 / BMW SI B11 09 23: VANOS bolts follow-up OFFICIAL
https://static.nhtsa.gov/odi/rcl/2023/RCRIT-23V707-7059.pdf

6. BMW SI B01 10 14: VANOS warranty extension (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/SB-10057335-7958.pdf

7. BMWTuning: the 7 most common BMW N52 engine problems FORUM/BLOG
https://bmwtuning.co/bmw-n52-engine-problems/

8. BimmerBench: E90 repair cost ranges (indie and dealer) SHOP/RETAILER
https://bimmerbench.com/models/e90/

9. BimmerQuote: valve cover gasket repair quotes FORUM/BLOG
https://bimmerquote.com/repairs/valve-cover-gasket/

10. BimmerQuote: oil filter housing gasket repair quotes FORUM/BLOG
https://bimmerquote.com/repairs/oil-filter-housing-gasket/

11. FCP Euro: why you can't ignore an oil filter housing leak on an N51, N52, N54 or N55 SHOP/RETAILER
https://www.fcpeuro.com/blog/why-you-cant-ignore-an-oil-filter-housing-leak-on-an-n51-n52-n54-or-n55-engine

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-N52-123456-20261027 and we'll correct and reissue it.

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