2008 BMW 335i at 118,000 mi

WBAVB73508NH12345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
335i · E90 3 Series sedan	N54 3.0L twin-turbo inline-6	118,000 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 '8' = 2008, 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

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (6)

- **24V-513** · Air bags · driver inflator (replacement steering wheel): A replacement steering wheel's driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death.
- **22V-119** · Emission control · crankcase (PCV): On certain six-cylinder cars, the PCV valve heater can short and overheat, increasing the risk of a fire while driving or after parking. A VIN check shows whether this car is included.
- **20V-017** · Air bags · driver inflator: The driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death.
- **17V-676** · Electrical system · wiring: Overheating wiring can melt connectors and start a fire, even when the car is parked.
- **13V-044** · Electrical system · battery cable: A degraded battery cable connector can cut power and stall the car, increasing the risk of a crash.
- **09V-257** · Air bags: On about 2,350 2008 1 Series and 3 Series cars, a side air bag or seat-belt tensioner may not deploy in a crash, increasing the risk of injury.

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. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,358–$2,319

Water pump + thermostat — $758–$1,259
Past the range (Median ~70k reported (middle half ~55k–82k))

independent shop, installed

`If it fails: $1,841–$2,250 · 2.0×`

Plugs & coils — $500–$900
Past the range (Median ~67k reported (middle half ~28k–97k)) · if the records don't show it done

independent shop, installed

`If it fails: $1,000–$2,500 · 2.5×`

Inspection: check now, while it's cheaper to fix — $100–$160
High-pressure fuel pump: Past the range (Median ~25k reported (middle half ~10k–60k)) · if it fails: $2,086–$2,523

Fuel injectors: Past the range (Median ~72k reported (middle half ~37k–95k)) · if it fails: $3,800–$5,000

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 126,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 148,000 mi

Nothing else enters its reported range in this window.

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

Oil filter housing gasket + belt — $208–$1,950
Any mileage (Too few NHTSA reports to chart (6)) · Inspect at each service; fix at the first sign

independent shop, installed

Turbos & wastegates — $650–$3,100
Any mileage (Median ~40k reported (30 reports, rough)) · Ask for this check at every service

independent shop, installed

Valve cover / PCV — $650–$2,000
Any mileage (Too few NHTSA reports to chart (11)) · Inspect at each service; fix at the first sign

independent shop, installed

Recommended now

$1,358–$2,319

Independent shop, installed. Dealers often charge more.

Planned through 148,000 mi

$1,358–$2,319

No other repairs on the list before 148,000 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 118,000 mi to 148,000 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/X6 booklet lists plugs on the twin-turbo X6 at 45,000 miles or every 3rd oil service.	every 45,000 mi	**Was due at 90,000 mi, next 135,000 mi** [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 118K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-pressure fuel pump	Median ~25k reported (middle half ~10k–60k) COMPUTED FROM NHTSA DATA	● Past the range
2	Fuel injectors	Median ~72k reported (middle half ~37k–95k) COMPUTED FROM NHTSA DATA	● Past the range
3	Turbos & wastegates	Median ~40k reported (30 reports, rough) COMPUTED FROM NHTSA DATA	● Any mileage
4	Water pump + thermostat	Median ~70k reported (middle half ~55k–82k) COMPUTED FROM NHTSA DATA	● Past the range
5	Plugs & coils	Median ~67k reported (middle half ~28k–97k) COMPUTED FROM NHTSA DATA	● Past the range
6	Oil filter housing gasket + belt	Too few NHTSA reports to chart (6) COMPUTED FROM NHTSA DATA	● Any mileage
7	Valve cover / PCV	Too few NHTSA reports to chart (11) 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 2008 BMW 335i

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 WBAVB73508NH12345.
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.

N54 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the N54 as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2008 BMW 335I (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-513	Air bags · driver inflator (replacement steering wheel)	A replacement steering wheel's driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death. Details
22V-119	Emission control · crankcase (PCV)	On certain six-cylinder cars, the PCV valve heater can short and overheat, increasing the risk of a fire while driving or after parking. A VIN check shows whether this car is included. Details
20V-017	Air bags · driver inflator	The driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death. Details
17V-676	Electrical system · wiring	Overheating wiring can melt connectors and start a fire, even when the car is parked. Details
13V-044	Electrical system · battery cable	A degraded battery cable connector can cut power and stall the car, increasing the risk of a crash. Details
09V-257	Air bags	On about 2,350 2008 1 Series and 3 Series cars, a side air bag or seat-belt tensioner may not deploy in a crash, increasing the risk of injury. Details
12E-029	Cooling fan (Valeo replacement part)	Certain Valeo aftermarket replacement cooling fans can stop working or overheat, which could start an engine-compartment fire. Applies only if one of these fans was fitted. *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: 335I, 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

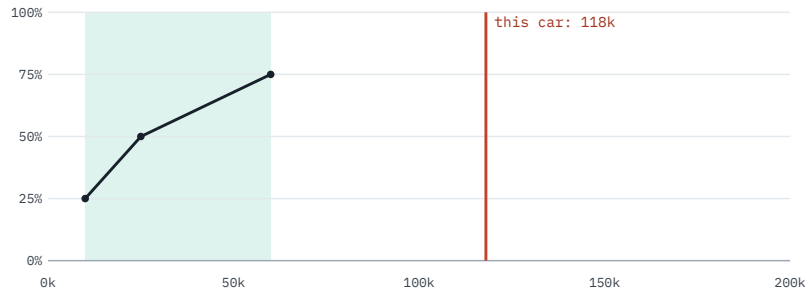
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
10E-A02: emissions recall, high-pressure fuel pump (2010)	BMW's voluntary EPA/CARB recall of about 130,000 MY2007–2010 twin-turbo cars: pump replacement and/or software, based on each car's history. Not in NHTSA's safety-recall database, so a recall lookup won't show it. OFFICIAL [2]	Ask a dealer whether it was done
SI B13 03 09: fuel pump coverage, 10 years / 120,000 miles	Listed MY2007–2010 335i, 135i, 535i, 2009–2010 Z4 sDrive35i and X6 xDrive35i, with improved pump 13 51 7 613 933. OFFICIAL [2]	Expired for every listed car
SI B01 02 15: injector coverage, 10 years / 120,000 miles	Certain MY2010 cars by production date, the 2010–2011 Z4 sDrive35i and 2011–2012 740i/740Li built through June 20, 2012. OFFICIAL [3]	Expired for nearly every car
SI B01 13 21: electric coolant pump settlement	N54/N55 electric coolant pump coverage extended to 7 years / 84,000 miles, plus a one-year window after May 5, 2022. OFFICIAL [3]	Expired

3 · OWNER-REPORT DATA

High-pressure fuel pump: what owner reports show

Of 205 owners who reported a high-pressure fuel pump failure to NHTSA with a mileage, half had fewer than 25k. This car's 118k is above the 10k–60k range where the middle half of reports fell.



Line = share of the 205 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 10k–60k. Half came before about 25k (95% confidence range 20k–30k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a high-pressure fuel pump failure and gave a mileage (205 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.

93% of these pump complaints were filed within 10 years of the model year, mostly before BMW's 2010 pump campaign and improved pump. The pump appears in 17.7–20.4% of complaints for model years 2007–2010 against 6.7% for 2011.

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

4 · THE 7 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (E90).

1 High-pressure fuel pump

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 213 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (Median ~25k reported (middle half ~10k–60k)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~25k reported (middle half ~10k–60k)

COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The original pre-2010 high-pressure fuel pump loses pressure, causing long hot starts and failsafe mode. BMW replaced many under campaign 10E-A02 with improved pump 13 51 7 613 933.

SYMPTOMS

- Long cranking before the engine starts (worst when hot), a check-engine light, reduced power with a warning tone (failsafe mode), stumbling under load
- BMW's diagnosis bulletin SI B12 55 06 lists fault codes 29DC, 29F1, 29F2 and 2FBF

IF IT'S LEFT TOO LONG

A failing pump can drop the car into reduced-power failsafe mode, which is dangerous when merging or passing.

GOOD TO KNOW

This was never an NHTSA safety recall. BMW replaced pumps under a 2010 EPA/CARB emissions recall (campaign 10E-A02, about 130,000 MY2007–2010 cars) and extended pump coverage to 10 years / 120,000 miles for listed MY2007–2010 cars (SI B13 03 09). That coverage has run out for nearly every car. 213 VIN-confirmed N54 complaints mention the pump: 17.7–20.4% of all complaints in each model year 2007–2010, against 6.7% for 2011 (3 of 45).

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check, don't replace preventively. Most reported failures came early (half before ~25k miles), and many cars already

ESTIMATED REPAIR COST

Planned replacement (independent shop)	**$745–$1,586** FORUM/BLOG independent shop, installed
Repair after a failure	**$2,086–$2,523** 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: Planned: BimmerBench's independent-shop range for the N54 pump on the E90 335i ($745–$1,586). If it fails: the same site's dealer range ($2,086–$2,523), because a breakdown often ends at a dealer. Checked Oct 20, 2026.

PARTS FOR E90

- Parts to know: BMW's 2010 bulletin SI B13 03 09 introduced an improved pump, part 13 51 7 613 933. Pumps sold for the N54 today are listed as 13 51 7 616 170 (or the alternate 13 51 7 616 446). 13 51 8 604 231 is the N55 pump, so don't mix them up. Confirm the number by VIN with a parts counter.

got a replacement pump from BMW. On a used car, find out which pump is fitted; if it's an original pre-2010 pump and the car shows symptoms, budget for one.

WHAT TO ASK YOUR SHOP

- Was campaign 10E-A02 or an SI B13 03 09 pump replacement done on this VIN? Which pump part number is fitted?
- Any long hot restarts or reduced-power warnings? Faults 29DC, 29F1, 29F2 or 2FBF?

---

2 Fuel injectors

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 104 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (Median ~72k reported (middle half ~37k–95k)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~72k reported (middle half ~37k–95k)

COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

Piezo injectors leak or misfire; a leaking one can wash fuel into a cylinder. BMW index rules decide whether one or all six must change.

SYMPTOMS

- Misfire codes, rough idle or a rough cold start, smoke or a fuel smell, a flashing check-engine light
- A leaking injector can wash fuel into a cylinder

IF IT'S LEFT TOO LONG

A leaking injector causes misfires and, in bad cases, fuel in the cylinder and engine damage.

GOOD TO KNOW

Not a recall. BMW's SI B01 02 15 (Jan 2016) extended injector coverage to 10 years / 120,000 miles from the in-service date for certain MY2010 cars by production date, the 2010–2011 Z4 sDrive35i and 2011–2012 740i/740Li. That coverage has run out for nearly every car. 104 VIN-confirmed N54 complaints mention injectors.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check, don't replace preventively. Replace when one leaks or misfires, and ask whether the car already has index 11 or higher injectors. BMW's index rules decide whether one injector or all six must change.

ESTIMATED REPAIR COST

Planned set of 6 (independent shop)	**$3,500–$4,500** FORUM/BLOG independent shop, installed
Repair after a failure	**$3,800–$5,000** 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: bmwguidebook.com: a set of six at an independent shop $3,500–$4,500, at a dealer $3,800–$5,000. Checked Oct 20, 2026.

PARTS FOR E90

- Parts to know: BMW's bulletin SI B13 04 09 (2013 revision) says injectors with index 11 or higher have a different calibration and can't be used in the same engine as index 10 or lower; its replacement part is 13 53 8 616 079 (index 11 or higher). The index is marked on the injector body next to 7585261. Injectors sold today are usually index 12 (13 53 7 585 261-12).

WHAT TO ASK YOUR SHOP

- What index are the injectors (11 or higher)? Receipts?
- Any misfire codes, rough cold start or fuel smell?

3 Turbos & wastegates

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 34 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Median ~40k reported (30 reports, rough)), so mileage doesn't say much here.
Range: Median ~40k reported (30 reports, rough) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Wastegate linkages wear and rattle, and turbo seals wear, causing boost faults, blue smoke or oil use.

SYMPTOMS

- Wastegate rattle on a cold start or when lifting off the throttle
- Boost-related warnings and reduced power
- Blue smoke or oil use from worn turbo seals

IF IT'S LEFT TOO LONG

A failing turbo can push oil into the intake and exhaust. Ignoring smoke or oil loss can damage the catalytic converters.

GOOD TO KNOW

34 VIN-confirmed N54 complaints mention a turbo and 8 mention the wastegate. That's few reports, so treat the mileage as rough.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check, don't replace preventively. A rattle alone isn't always urgent; have a shop diagnose it before committing to a pair of turbos.

ESTIMATED REPAIR COST

Wastegate repair (independent shop)	**$650–$3,100** FORUM/BLOG independent shop, installed
Turbo replacement after a failure	**$3,000–$4,500** 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: Wastegate repair: BimmerQuote owner quotes $650–$3,100 (median $1,050, 3 quotes). If it fails: Bavarian Dismantlers' turbo rebuild $1,500–$2,000 plus $1,500–$2,500 to remove and refit (we added the two). Checked Oct 20, 2026.

PARTS FOR E90

- Parts to know: Two turbos (front and rear) on the exhaust side. Owners usually rebuild or replace them as a pair. Confirm any turbo part by VIN.

WHAT TO ASK YOUR SHOP

- Any wastegate rattle on cold start or lift-off? Were the turbos replaced, and when?
- Blue smoke or high oil use?

4 Water pump + thermostat

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 60 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (Median ~70k reported (middle half ~55k–82k)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~70k reported (middle half ~55k–82k)
COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The electric coolant pump often fails without warning, and the thermostat sticks. The settlement coverage that once paid for it has ended.

SYMPTOMS

- Overheat or coolant-temperature warning, fan running at full speed, reduced power
- The electric pump often fails without warning

IF IT'S LEFT TOO LONG

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

GOOD TO KNOW

BMW's coolant-pump settlement program (SI B01 13 21) extended coverage on N54/N55 electric pumps to 7 years / 84,000 miles, plus a one-year window after May 5, 2022. Those windows have passed, so the repair is at the owner's cost. 60 VIN-confirmed N54 complaints mention the pump or thermostat.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Good preventive case on a car with the original pump past ~70k miles or no records: a planned job instead of a tow.

ESTIMATED REPAIR COST

Fix early (independent shop)	**$758–$1,259** FORUM/BLOG independent shop, installed
Repair after a failure	**$1,841–$2,250** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.0× The failure-bill midpoint ($2,046) is about 2.0× the early-fix midpoint ($1,009). A cost ratio, not a probability.

Where the numbers come from: BimmerBench, electric water pump + thermostat on the E90 (N52/N54/N55): independent shop $758–$1,259, dealer $1,841–$2,250. Checked Oct 20, 2026. The failure figure doesn't include overheating damage.

PARTS FOR E90

- Parts to know: Electric coolant pump and thermostat, usually replaced together. 335i category pages mix N54 and N55 parts, so confirm part numbers by VIN.

WHAT TO ASK YOUR SHOP

- Is the electric water pump original? Receipts and mileage?
- Any overheat warnings or the fan running at full speed?

---

5 Plugs & coils

Past the range

Severity: Medium: leaks and wear · 57 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (Median ~67k reported (middle half ~28k–97k)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~67k reported (middle half ~28k–97k)

COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

Plugs wear quickly under boost and old coils start misfiring.

ESTIMATED REPAIR COST

SYMPTOMS

- Misfire
- Rough idle
- A flashing check-engine light
- Reduced power under boost

IF IT'S LEFT TOO LONG

A misfire under boost can overheat and damage the catalytic converters.

GOOD TO KNOW

57 VIN-confirmed N54 complaints mention coils, plugs or misfires. Misfires can also come from injectors (item 2), so get a diagnosis first.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Routine maintenance. Do plugs on schedule and replace old coils when they start misfiring.

Plugs and coils (independent shop)	**$500–$900** OUR ESTIMATE independent shop, installed
Misfire repair, estimate	**$1,000–$2,500** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.5× The failure-bill midpoint ($1,750) is about 2.5× the early-fix midpoint ($700). A cost ratio, not a probability.

Where the numbers come from: Our estimate (we found no reliable public N54 figure); the same ranges as our N55 page.

PARTS FOR E90

- Parts to know: Six coils and six plugs. Owner sources suggest shorter plug intervals than BMW's on turbo engines, especially tuned ones.

WHAT TO ASK YOUR SHOP

- When were the plugs last changed? Original coils?

---

6 Oil filter housing gasket + belt

Any mileage

Severity: Critical: rare, but can badly damage the engine · 6 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Too few NHTSA reports to chart (6)), so mileage doesn't say much here. Range: Too few NHTSA reports to chart (6) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The oil filter housing gasket seeps oil down the front of the engine and onto the drive belt, which can slip off and be pulled into the engine.

SYMPTOMS

- Oil around the filter housing and down the front of the engine
- A burning-oil smell
- A glazed or squealing drive belt

IF IT'S LEFT TOO LONG

Leaking oil softens the drive belt, and a shredded belt can be pulled into the front of the engine. That's rare, but it's the costliest path on this page.

GOOD TO KNOW

ESTIMATED REPAIR COST

Gasket and belt (independent shop)	**$208–$1,950** FORUM/BLOG independent shop, installed
Belt ingestion damage, estimate	**$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

4.9× The failure-bill midpoint ($5,250) is about 4.9× the early-fix midpoint ($1,079). A cost ratio, not a probability.

Leaks are rarely filed as safety complaints, so NHTSA under-counts them: 6 VIN-confirmed N54 complaints mention the filter housing and 8 the belt.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case: fix it at the first sign of a seep and replace the belt at the same time.

Where the numbers come from: Fix early: BimmerQuote's independent-shop prices for the oil filter housing gasket, $208–$1,950 (median $775, 10 prices; checked Oct 20, 2026). If it fails: our estimate, the same belt and engine-damage range as our N55 page.

PARTS FOR E90

- Parts to know: Oil filter housing gasket and oil-cooler gaskets, plus the drive belt (and tensioner or idler if worn). Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Any oil at the filter housing or on the drive belt?
- When was the gasket last replaced?

---

7 Valve cover / PCV

Any mileage

Severity: Medium: leaks and wear · 11 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Too few NHTSA reports to chart (11)), so mileage doesn't say much here. Range: Too few NHTSA reports to chart (11) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The valve cover gasket seeps onto the exhaust side and the crankcase vent wears.

SYMPTOMS

- Oil smell or light smoke after driving
- Oil on the exhaust side
- Rough idle or a whistle from the crankcase vent

IF IT'S LEFT TOO LONG

Oil on hot exhaust parts creates smoke and a fire risk.

GOOD TO KNOW

11 VIN-confirmed N54 complaints mention the valve cover or PCV.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it when it seeps. Weak as a pure preventive item.

ESTIMATED REPAIR COST

Fix early (independent shop)	**$650–$2,000** FORUM/BLOG independent shop, installed
Dealer repair	**$1,300–$2,600** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.5× The failure-bill midpoint ($1,950) is about 1.5× the early-fix midpoint ($1,325). A cost ratio, not a probability.

Where the numbers come from: BimmerQuote valve cover quotes (N52/N54/N55): independent $650–$2,000 (median $1,000, 7 quotes), dealer $1,300–$2,600. Checked Oct 20, 2026.

PARTS FOR E90

- Parts to know: Valve cover gasket, or the whole cover if it's cracked. Often done in the same visit as the oil filter housing.

WHAT TO ASK YOUR SHOP

- Any oil smell after driving, or a whistle from the crankcase vent?

5 · ALSO REPORTED, NOT RANKED

Other themes in N54 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

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

- Hot restart: long cranking or reduced-power warning
- Wastegate rattle on a cold start and lift-off
- Oil at the filter housing, belt and exhaust side
- Fault scan: fuel pressure, misfire, boost and coolant pump codes
- Signs of tuning: boost controllers or a flashed engine computer

Ask the seller

- Was the fuel pump replaced (10E-A02 or SI B13 03 09)? Part number?
- Injector index (11 or higher)? Receipts?
- Water pump and thermostat receipts?
- Has the car been tuned?

Documents to request

- Dealer service-history printout for the VIN
- Invoices for pump, injectors, turbos, water pump
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	High-pressure fuel pump: fault found on inspection	$2,086–$2,523
	Fuel injectors: fault found on inspection	$3,800–$5,000
	Turbos & wastegates: fault found on inspection	$3,000–$4,500
●	Water pump + thermostat: original, no replacement invoice	$758–$1,259
●	Plugs & coils: original, no replacement invoice	$500–$900
	Oil filter housing gasket + belt: seeping or leaking	$208–$1,950
	Valve cover / PCV: symptoms or fault codes present	$650–$2,000
	Pre-ticked rows (●), if no records clear them	**$1,258–$2,159**

● = 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 N54 car (model, year and 3.0L engine): 1,203 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; 951 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. 87% were filed within 10 years of the model year and only 37 since 2023, so the data says more about how N54s failed when newer than about what fails today. Leaks are rarely filed as safety complaints and are under-counted. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
High-pressure fuel pump	213	Item 1
Fuel injectors	104	Item 2
Water pump / thermostat	60	Item 4
Coils, plugs, misfire	57	Item 5
Turbo / wastegate	34	Item 3
Valve cover / PCV	11	Item 7
Oil filter housing	6	Item 6

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

SOURCES

1. NHTSA complaints bulk file (FLAT_CMPL), dated Oct 19, 2026: 1,203 VIN-confirmed N54 complaints, VIN-decoded with NHTSA vPIC (RepairAhead analysis, Oct 20, 2026) `OFFICIAL`
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. BMW press release on the 10E-A02 emissions recall (Oct 26, 2010) and SI B13 03 09 fuel pump extension `OFFICIAL`

3. BMW SI B01 02 15 (injectors) and SI B01 13 21 (coolant pump settlement), NHTSA copies `OFFICIAL`
https://www.nhtsa.gov/recalls

4. NHTSA recall list for 2008 BMW 335I, checked Oct 27, 2026 (20V-017, 17V-676, 13V-044, 24V-513) `OFFICIAL`
https://www.nhtsa.gov/recalls

5. BimmerQuote and BimmerBench owner and shop quotes (checked Oct 20, 2026) `FORUM/BLOG`
https://bimmerbench.com/

6. Earlier RepairAhead engine page repairahead.com/n54/ (Oct 20, 2026): weak-part cards and cost tables, folded into this report `COMPUTED FROM NHTSA DATA`
https://repairahead.com/n54/

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

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with BMW AG or BMW of North America. BMW and model names are trademarks of BMW AG, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-N54-012345-20261027 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.