2013 BMW 535i at 72,000 mi

WBAFR7C57DC123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
535i · F10 5 Series	N55 3.0L turbo inline-6	72,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**MILES A YEAR**
Not entered (door jamb)	October 27, 2026	Owner	12,000 (estimate)

VIN check: check digit valid; model-year code 'D' = 2013, 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

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

3
to watch or check at each service

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 — $1,200–$2,300

Oil filter housing gasket + belt kit — $700–$1,400
Inside the range (60k–100k)
independent shop, installed
`If it fails: $2,500–$8,000 · 5.0×`

Spark plugs & ignition coils — $500–$900
Past the range (Plugs 40k–50k · coils 60k–70k) · if the records don't show it done
independent shop, installed
`If it fails: $1,000–$2,500 · 2.5×`

Next 12 months up to about 84,000 mi — $1,250–$1,950

Cooling bundle — $1,250–$1,950
Inside the range (50k–100k)
Includes: Electric water pump + thermostat · Expansion tank, vent & coolant hoses
independent shop, installed
`If it fails: $2,000–$6,000 · 3.1×`

Within the next 30,000 miles up to 102,000 mi

Nothing else enters its reported range in this window.

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

Valve cover / PCV — **$1,000–$2,000**
Below the range (~100k) · Inspect at each service; fix at the first sign
independent shop, installed

Oil pan gasket — **$1,500–$2,500**
Below the range (100k+) · Inspect at each service; fix at the first sign
independent shop, installed

Plastic charge pipe Optional — **$450–$700**
Any mileage (NHTSA reports from ~21k) · Optional upgrade; not in the totals
independent shop, installed

Recommended now
$1,200–$2,300
Independent shop, installed. Dealers often charge more.

Planned through 102,000 mi
$2,450–$4,250
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 72,000 mi to 102,000 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]

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

WHERE 72K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Electric water pump + thermostat	50k–100k FORUM/BLOG	Inside the range
2	Oil filter housing gasket + belt kit	60k–100k FORUM/BLOG	Inside the range
3	Valve cover / PCV	~100k FORUM/BLOG	Below the range
4	Oil pan gasket	100k+ FORUM/BLOG	Below the range
5	Plastic charge pipe Optional	Any mileage; NHTSA reports from ~21k FORUM/BLOG	Any mileage
6	Expansion tank, vent & coolant hoses	100k+ / age FORUM/BLOG	Below the range
7	Spark plugs & ignition coils	Plugs 40k–50k · coils 60k–70k FORUM/BLOG	Past the range
8	VANOS bolt recalls + solenoids	Recall build windows end July 12, 2012 OFFICIAL	Not listed for MY2013: confirm by VIN

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2013 BMW 535i

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 WBAFR7C57DC123456.
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.

N55 RECALLS WE TRACK

14V-176 · VANOS gear bolts

Not listed for MY2013

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 [5]

NHTSA campaign list, checked 2026-10-27: NHTSA's vehicle list for this campaign has the 535i for MY2011 and the 535i Gran Turismo for MY2010–2012. No MY2013 5 Series.

23V-707 · VANOS bolts, 2023 follow-up

Not listed for MY2013

A 2023 follow-up to 14V-176 for cars built September 2, 2009 to July 12, 2012. Dealers replace the four VANOS bolts free. OFFICIAL [7]

NHTSA campaign list, checked 2026-10-27: NHTSA's vehicle list has the 5 Series for MY2010–2011 only.

Other N55 recalls we track, not listed by NHTSA for this model and year: 16V-746 (in-tank fuel pump wiring), 15V-189 (in-tank fuel pump), 13V-044 (positive battery cable connector).

EVERY RECALL NHTSA LISTS FOR THE 2013 BMW 535I (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
15V-188	Exterior lighting	Reduced visibility to other drivers can raise the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: 535I, 535XI. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL
Left out of this list (535I XDRIVE, 535I GT, 535I XDRIVE GT, ACTIVE HYBRID 535I): NHTSA has no recalls filed under this name for this model year (checked from a network with NHTSA access, Oct 27, 2026).

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

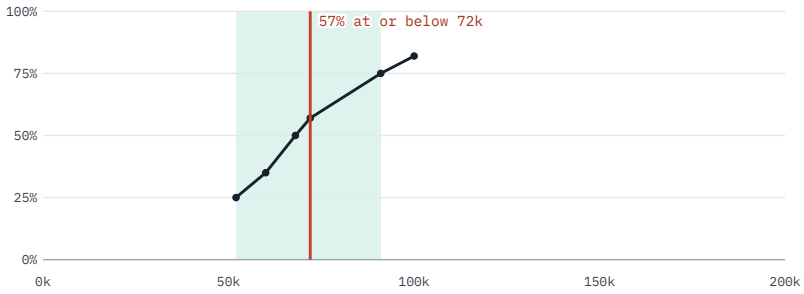
CAMPAIGN	WHAT IT SAYS	THIS CAR
No water-pump recall for the N55	Recall 24V-608 (water-pump connector, fire risk) covers N20/N26 cars only; BMW's recall FAQ says other models have a different design. The N55 pump repair is at the owner's cost. OFFICIAL [9]	No recall: owner's cost
SI B01 10 14: VANOS warranty extension	10-year VANOS warranty extension. BMW's 23V-707 bulletin says the cars it recalls, including N55s, had this coverage. By 2026 a 10-year extension has run out for cars of these model years. OFFICIAL [10]	Coverage likely expired (estimate)

CAMPAIGN	WHAT IT SAYS	THIS CAR
SI B01 05 15: in-tank fuel pump extension	10-year in-tank fuel pump warranty extension for early N55 X5/X6/535i builds. By 2026 those 10 years have run out for nearly all of them. OFFICIAL [11]	Likely expired (estimate)
SIB B01 03 22: fuel tank emission warranty extension	BMW extended the emission warranty on the plastic fuel tank to 15 years / 150,000 miles from the in-service date, for leaks due to defects (not fuel-gauge or fuel-transfer problems). Listed N55 cars: F2x/F3x 335i, 435i and M235i built from Oct 2011 to between Jul 2015 and Apr 2016 depending on model (for example 335i sedan Oct 24, 2011–Jul 8, 2015; 435i coupe Mar 13, 2013–Apr 30, 2016), and the M2 coupe built Aug 3, 2015–Apr 29, 2016. The 535i, 640i, X3, X4, X5 and X6 are not listed. OFFICIAL [26]	May apply: check model and build date

3 · OWNER-REPORT DATA

Water pump and thermostat: what owner reports show

Of 72 owners who reported a water-pump or thermostat failure to NHTSA with a mileage, about 6 in 10 had 72k or fewer miles. This car's 72k is inside the 52k–91k range where the middle half of reports fell.



Line = share of the 72 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 52k–91k. Half came before about 68k (95% confidence range 61k–74k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a water-pump or thermostat failure and gave a mileage (72 of 97). 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.

Failures don't show a clear trend by model year in this data (odds ratio 0.78, p = 0.24).

Computed by RepairAhead from NHTSA data (version 2026-10-19); NHTSA has not reviewed or endorsed this analysis.

4 · THE 8 WEAK POINTS

Each weak point, one card each

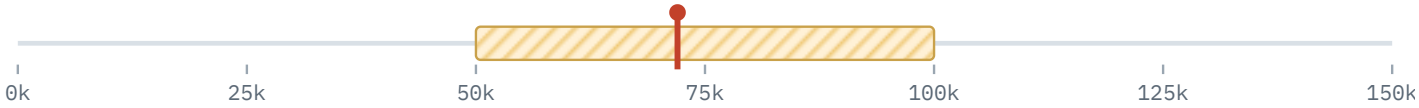
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (F10).

1 Electric water pump + thermostat

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 93 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 72,000 mi this car is inside the reported range (50k–100k), 22,000 miles past where reports start. Range: 50k–100k FORUM/BLOG [15][16][17]



Half of the 72 N55 water-pump and thermostat failures reported to NHTSA with a mileage came before about 68,000 miles.

> No recall to fall back on: 24V-608 (water-pump connector) covers N20/N26 cars only.

WHAT FAILS FORUM/BLOG [16][17]

The electric, engine-computer-controlled pump fails, usually without warning, and the engine overheats. Owners describe minutes from the first warning to shutdown.

SYMPTOMS

- Overheat or “drive moderately” warning
- Radiator fan running at full speed
- Reduced power
- Pump fault codes such as 2E81–2E85

IF IT'S LEFT TOO LONG

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

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strongest case on the list for a planned job: it's the most-reported N55 wear failure with a sourced cost, it often strands the car, and there's no recall. Many owners plan it around 60k–80k or when buying a car with the original pump.

ESTIMATED REPAIR COST

Fix early	**$1,000–$1,600** OUR ESTIMATE [17] independent shop, installed
If it fails	**$2,000–$6,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

3.1× The failure-bill midpoint ($4,000) is about 3.1× the early-fix midpoint ($1,300). A cost ratio, not a probability.

PARTS FOR F10

- N55 pump part numbers differ by chassis. Ask your parts supplier for the OE pump and thermostat for this VIN.

2 retailer listings for other chassis or drivetrains left out.

WHAT TO ASK YOUR SHOP

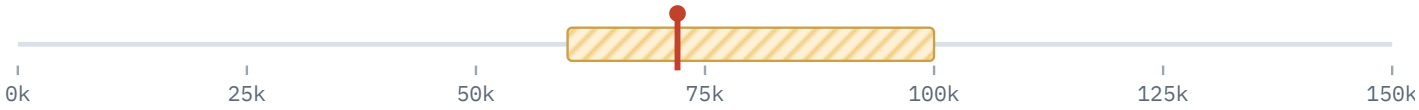
- Is the water pump and thermostat original? What would replacing both, plus the expansion tank and vent hose, cost in one visit?
- Which pump part number fits this VIN?
- Will you flush and bleed with BMW-approved coolant, and is that in the quote?
- Are there pump fault codes (2E81–2E85) or overheat warnings stored?

2 Oil filter housing gasket + belt kit

Inside the range

Severity: Critical: rare, but can badly damage the engine · 5 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 72,000 mi this car is inside the reported range (60k–100k), 12,000 miles past where reports start. Range: 60k–100k FORUM/BLOG [15]



WHAT FAILS FORUM/BLOG [1][24]

The housing and oil-cooler gaskets harden and seep. Leaking oil softens the drive belt; 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

NHTSA complaints on N55 VINs describe destroyed timing gear and replaced engines after belt ingestion. Rare, but the costliest path in this report.

GOOD TO KNOW

xDrive cars need extra labor to reach one housing bolt.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case. Parts are about $250 and labor is moderate, while 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	**$700–$1,400** OUR ESTIMATE [18] 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

5.0× The failure-bill midpoint ($5,250) is about 5.0× the early-fix midpoint ($1,050). A cost ratio, not a probability.

PARTS FOR F10

- BimmerWorld N55/S55 oil filter housing gasket kit with oil-cooler gasket, $105.99 SHOP/RETAILER
  Listed for the N55; confirm by VIN
- FCP Euro accessory belt kit 11288604266KT (belt, tensioner, idler), $149.53 SHOP/RETAILER
  Listed for the N55; confirm by VIN

WHAT TO ASK YOUR SHOP

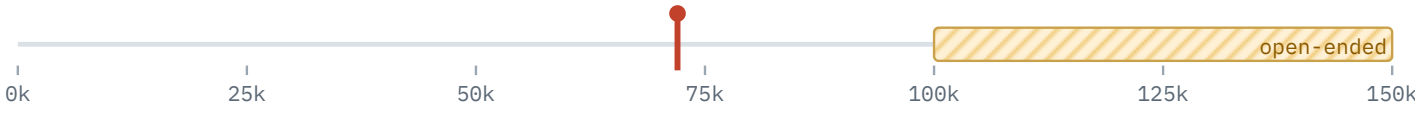
- Is there oil at the filter housing, the oil cooler or on the belt?
- Does the quote include the oil-cooler gasket and a new belt, tensioner and idler?
- On xDrive cars: how much extra labor for the hard-to-reach bolt?

3 Valve cover / PCV

Below the range

Severity: Medium: leaks and wear · 10 mentions in VIN-confirmed NHTSA complaints
COMPUTED FROM NHTSA DATA

At 72,000 mi this car is 28,000 miles before the reported range (~100k) starts. Range: ~100k FORUM/BLOG [15]



Owner sources say it can leak sooner.

WHAT FAILS FORUM/BLOG [16]

The cover and gasket seep onto the exhaust side. The crankcase vent is built into the cover, so the whole cover is usually replaced.

SYMPTOMS

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

IF IT'S LEFT TOO LONG

Oil on the exhaust manifold and turbo creates smoke and a fire risk; NHTSA has an N55 complaint of an engine fire a dealer blamed on valve-cover oil.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Weak as a pure preventive item. Fix it when there's a visible seep, ideally in the same visit as the oil filter housing gasket.

ESTIMATED REPAIR COST

Fix early	**$1,000–$2,000** FORUM/BLOG [19] 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

2.0× The failure-bill midpoint ($3,000) is about 2.0× the early-fix midpoint ($1,500). A cost ratio, not a probability.

PARTS FOR F10

- Genuine BMW valve cover 11 12 7 570 292 with integrated vent, $531.99 SHOP/RETAILER
  Listed for the N55; confirm by VIN

1 retailer listing for other chassis or drivetrains left out.

WHAT TO ASK YOUR SHOP

- Is the valve cover seeping onto the exhaust side?
- Does the crankcase vent work, or is there a whistle or rough idle?
- If both are needed, can it be done with the oil filter housing gasket?

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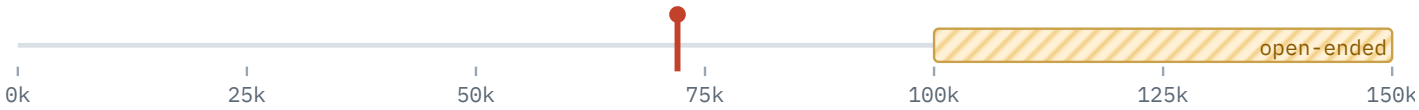
4 Oil pan gasket

Below the range

Severity: Medium: leaks and wear · 12 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

At 72,000 mi this car is 28,000 miles before the reported range (100k+) starts. Range: 100k+ FORUM/BLOG [15]



WHAT FAILS FORUM/BLOG [20]

The gasket seeps. Most cars need the front subframe lowered, and xDrive cars need more labor.

SYMPTOMS

- Oil drips under the engine
- Burning smell after driving
- Oil on the subframe

IF IT'S LEFT TOO LONG

The same job done later, plus oil on the exhaust and a low-oil risk if it's ignored.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Fix early	**$1,500–$2,500** FORUM/BLOG [20] independent shop, installed
If it fails	**$2,000–$3,500** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.4× The failure-bill midpoint ($2,750) is about 1.4× the early-fix midpoint ($2,000). A cost ratio, not

Not a preventive item. Fix it when it weeps, and add engine mounts while the subframe is down.

a probability.

PARTS FOR F10

- FCP Euro kit 11137600482KT4 (Elring gasket + single-use bolts), $328.80 SHOP/RETAILER
  Listed for F10

1 retailer listing for other chassis or drivetrains left out.

WHAT TO ASK YOUR SHOP

- Is the oil pan actually leaking, or is the oil from higher up?
- Does the job need the subframe lowered, and are single-use bolts and an alignment in the quote?
- Are the engine mounts worth doing while it's down?

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5 Plastic charge pipe

Optional upgrade · Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 13 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; NHTSA reports from ~21k), so mileage doesn't say much here.
Range: Any mileage; NHTSA reports from ~21k FORUM/BLOG [15][1]

WHAT FAILS FORUM/BLOG [15]

The plastic pipe between the intercooler and throttle body cracks at the throttle-body end or the seam. Cars with more boost than stock stress it more.

SYMPTOMS

- A loud pop, then sudden loss of boost
- Reduced-power warning, often while accelerating or merging

IF IT'S LEFT TOO LONG

A sudden loss of power at highway speed, then usually a tow.

GOOD TO KNOW

Sources disagree on how often stock cars crack the pipe; NHTSA has 13 N55 complaints, several on stock-sounding cars. Aftermarket intake parts may not be emissions-legal in California and some other states (look for a CARB Executive Order number).

IS IT WORTH DOING EARLY? OUR ESTIMATE

Optional upgrade, not part of the plan totals. A quick job that removes one cause of a sudden highway power loss.

ESTIMATED REPAIR COST

Fix early	**$450–$700** OUR ESTIMATE [21] independent shop, installed
If it fails	**$800–$2,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.4× The failure-bill midpoint ($1,400) is about 2.4× the early-fix midpoint ($575). A cost ratio, not a probability.

PARTS FOR F10

- Charge pipes differ by chassis. A genuine BMW pipe is the same plastic design; ask your supplier for the part that fits this VIN.

1 retailer listing for other chassis or drivetrains left out.

WHAT TO ASK YOUR SHOP

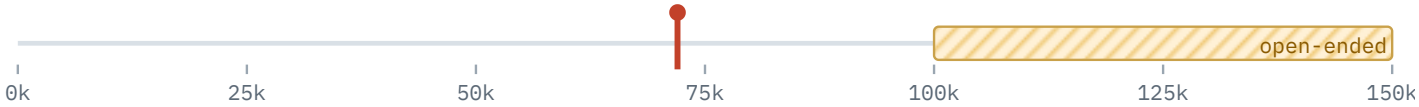
- Is the original plastic charge pipe still fitted, and are there cracks at the throttle-body end or seam?
- Is an aluminum pipe legal for my state's emissions rules, or should I use a genuine BMW pipe?

6 Expansion tank, vent & coolant hoses

Below the range

Severity: High: overheating, stalls, limp mode or a big bill · 20 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 72,000 mi this car is 28,000 miles before the reported range (100k+ / age) starts. Range: 100k+ / age FORUM/BLOG [15]



Age matters too: the plastic gets brittle over time. Our sources don't give an age figure.

WHAT FAILS FORUM/BLOG [15]

The plastic tank cracks at its seam and hoses go brittle, dumping coolant.

SYMPTOMS

- Low-coolant warning
- Sweet smell
- Crust or a crack at the tank seam
- Damp hoses

IF IT'S LEFT TOO LONG

The same overheating risk as a failed water pump.

GOOD TO KNOW

The early price assumes it's added to the water-pump job. On its own it's about $350–$600 at an independent shop.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Good case as an add-on to the water pump: a few hundred dollars more while the system is open.

ESTIMATED REPAIR COST

Fix early	**$250–$350** OUR ESTIMATE [22] independent shop, installed
If it fails	**$1,500–$4,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

9.2× The failure-bill midpoint ($2,750) is about 9.2× the early-fix midpoint ($300). A cost ratio, not a probability.

PARTS FOR F10

- Genuine BMW expansion tank 17 13 7 642 160 (listed for F-chassis cars), $170.99 SHOP/RETAILER
  Fitment not confirmed for this chassis; confirm by VIN

2 retailer listings for other chassis or drivetrains left out.

WHAT TO ASK YOUR SHOP

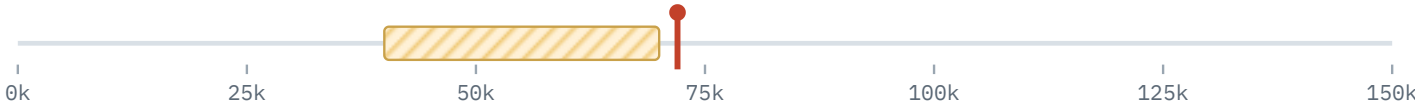
- Is there crust, a crack or dampness at the tank seam or hoses?
- If the water pump is being replaced, what does the tank, cap and vent hose add?

7 Spark plugs & ignition coils

Past the range

Severity: Medium: leaks and wear · 10 mentions in VIN-confirmed NHTSA complaints
COMPUTED FROM NHTSA DATA

At 72,000 mi this car is past the reported range (Plugs 40k–50k · coils 60k–70k). If the original parts are still fitted, have them checked and plan for them. Range: Plugs 40k–50k · coils 60k–70k FORUM/BLOG [15]



Stock intervals. On cars with more boost than stock, owner sources suggest plugs every 15k–25k and coils every 30k–40k.

WHAT FAILS FORUM/BLOG [15][1]

Plugs wear and coils fail, causing misfires under boost.

ESTIMATED REPAIR COST

SYMPTOMS

- Misfire, rough idle
- Flashing check-engine light
- “Drivetrain malfunction” and reduced power under boost

IF IT'S LEFT TOO LONG

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

IS IT WORTH DOING EARLY? OUR ESTIMATE

Routine maintenance. Do plugs on schedule; replace original coils when plugs are done past ~70k, since the coils come off anyway.

Fix early	**$500–$900** OUR ESTIMATE [23] independent shop, installed
If it fails	**$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.

PARTS FOR F10

- FCP Euro ignition kit 12138616153KT5 (6 Delphi coils + 6 Bosch plugs), $240.84 SHOP/RETAILER
  Listed for the N55; confirm by VIN
- FCP Euro ignition kit 12138616153KT17 (Bosch coils + plugs), $176.04 SHOP/RETAILER
  Listed for the N55; confirm by VIN

WHAT TO ASK YOUR SHOP

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

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8 VANOS bolt recalls + solenoids

Not listed for MY2013: confirm by VIN

Severity: Critical: rare, but can badly damage the engine · 47 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 [5][7]

14V-176: NHTSA's vehicle list for this campaign has the 535i for MY2011 and the 535i Gran Turismo for MY2010–2012. No MY2013 5 Series.

23V-707: NHTSA's vehicle list has the 5 Series for MY2010–2011 only.

WHAT FAILS OFFICIAL [5][6][7]

Bolts holding the VANOS unit housing can loosen or break (recalls 14V-176 and 23V-707). Separately, VANOS solenoids wear and cause cam-timing faults.

SYMPTOMS

- Limp mode with engine noise, a hard restart or, rarely, a stall (bolts)
- Rough idle and cam-timing codes (solenoids)

IF IT'S LEFT TOO LONG

Loose or broken VANOS bolts can put debris into the engine; one NHTSA owner reports a $5,000 repair.

GOOD TO KNOW

ESTIMATED REPAIR COST

Bolt inspection, only if a listed car has no recall record	**$100–$200** OUR ESTIMATE 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 F10

BMW estimated about 2% of recalled vehicles have the bolt condition. VANOS complaints drop from 7.5% of MY2011 N55 complaints to 0.6% for MY2014 and later.

IS IT WORTH DOING EARLY? OUR ESTIMATE

For cars inside a recall listing: confirm the free recall was done, and without proof ask a shop to inspect the bolts. For later builds this item is just “replace solenoids if they act up”.

- Genuine BMW VANOS solenoid 11 36 8 605 123, as needed, $250.20 each SHOP/RETAILER
  Listed for the N55; confirm by VIN

WHAT TO ASK YOUR SHOP

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

5 · ALSO REPORTED, NOT RANKED

Other themes in N55 owner complaints

Every NHTSA complaint theme with 20 or more VIN-confirmed reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Fuel pump (HPFP and in-tank)	98	Not ranked yet. In-tank pump failures on early N55 cars were covered by recall 16V-746 (535i MY2011–2012) and BMW's 10-year in-tank pump extension (SI B01 05 15). We don't yet have sourced mileage ranges or repair costs for the high-pressure pump, so it isn't scored. Ask the shop to check stored fuel-pressure codes.
Overheat (symptom)	54	A symptom, not a part. Its usual causes are items in the cooling bundle (water pump, expansion tank and hoses).
Auto start-stop / battery	55	Mostly battery and battery-sensor faults: a maintenance item, not an engine weak point.
Turbo	21	Mixed causes (wastegate noise, oil leaks, boost faults) and too few reports with costs to score.
Fire / smoke / burning smell	107	All causes (50 flagged as fire). The engine-related path we can source is oil reaching the exhaust, which is covered by the oil-leak items.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Oil filter housing: oil around the housing and down the front; oil on the belt; frayed or cracked belt
- Valve cover: seep at the gasket or onto the exhaust side
- Oil pan: drips or a wet underside (on a lift)
- Cooling: crust or weeping at the tank seams, cracked hoses, coolant level, overheat history
- Fault-code scan with a BMW-capable tool: water-pump codes (2E81–2E85), VANOS and cam codes, misfire and boost codes
- Charge pipe: cracks or a hiss under boost; aftermarket pipe fitted?
- Signs of tuning

Ask the seller

- Has the water pump and thermostat been replaced? When, and is there an invoice?
- Any overheat or low-coolant warnings, ever?
- Any oil leaks fixed? Was the belt replaced with the housing gasket?
- When were the plugs last done? Are the coils original?
- Is the car tuned, or has it ever been?

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, plugs and coils
- Photo of the door-jamb label (build month)

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Electric water pump + thermostat: original, no replacement invoice	$1,000–$1,600
●	Oil filter housing gasket + belt kit: original, no replacement invoice	$700–$1,400
	Valve cover / PCV: symptoms or fault codes present	$1,000–$2,000
	Oil pan gasket: seeping or leaking	$1,500–$2,500
	Plastic charge pipe: original part still fitted (optional upgrade)	$450–$700
	Expansion tank, vent & coolant hoses: original, no replacement invoice	$250–$350
●	Spark plugs & ignition coils: original, no replacement invoice	$500–$900
	Pre-ticked rows (●), if no records clear them	**$2,200–$3,900**

● = 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. Pulled Oct 18, 2026 for every N55 model name. The raw pull (2,956) over-counts because NHTSA groups trims; we decoded each complaint's partial VIN and kept 1,392 VIN-confirmed N55 complaints (dropped 1,351 other engines, 213 with no usable VIN). VANOS: 7.5% of MY2011 complaints (43 of 572) vs 0.6% for MY2014 and later (4 of 717). COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Water pump / thermostat	97	Item 1
Fuel pump (HPFP and in-tank)	98	Also reported
VANOS	47	Item 8
Overheat (symptom)	54	Also reported
Auto start-stop / battery	55	Also reported
Turbo	21	Also reported
Fire / smoke / burning smell	107	Also reported
Coolant leak / hose / tank	20	Item 6
Charge pipe / boost	13	Item 5
Oil pan	12	Item 4
Valve cover / PCV	10	Item 3
Coils / plugs / misfire	10	Item 7
Belt shred / ingestion	6	Item 2
Oil filter housing	5	Item 2

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

SOURCES

1. NHTSA complaints API: 1,392 VIN-confirmed N55 owner complaints (pulled Oct 18, 2026; VIN-filtered with NHTSA vPIC) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

2. NHTSA complaints bulk file (FLAT_CMPL): mileage at failure and model-year shares (RepairAhead analysis, Oct 19, 2026) OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

3. NHTSA vPIC VIN decoder OFFICIAL
https://vpic.nhtsa.dot.gov/api/

4. NHTSA recalls API (recallsByVehicle and campaignNumber), queried when this report was made OFFICIAL
https://api.nhtsa.gov/recalls/recallsByVehicle

5. BMW SI B11 08 14 / recall 14V-176: N55 VANOS gear bolts (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/rcl/2014/RCRIT-14V176-4764.pdf

6. BMW Part 573 safety recall report 14V-176 (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/rcl/2014/RCDNN-14V176-8618P.pdf

7. BMW SI B11 09 23 (Rev. 5) / recall 23V-707: VANOS bolts, cars produced Sept 2, 2009 to July 12, 2012 (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/rcl/2023/RCRIT-23V707-7059.pdf

8. BMW Part 573 safety recall report 23V-707 (NHTSA copy) OFFICIAL
https://static.nhtsa.gov/odi/rcl/2023/RCLRPT-23V707-1152.PDF

9. BMW 24V-608 recall FAQ (NHTSA copy): the water-pump recall is limited to N20/N26 cars OFFICIAL
https://static.nhtsa.gov/odi/rcl/2024/RCMN-24V608-1155.pdf

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

11. BMW SI B01 05 15: in-tank fuel pump 10-year warranty extension (early N55 X5/X6/535i) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10146988-9999.pdf

12. NHTSA recall 16V-746: in-tank fuel pump wiring OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=16V746000

13. NHTSA recall 15V-189: in-tank fuel pump OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V189000

14. NHTSA recall 13V-044: positive battery cable connector OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=13V044000

15. BMWTuning: BMW N55 FAQ (mileage ranges, intervals) FORUM/BLOG
https://bmwtuning.co/bmw-n55-faq/

16. BMWTuning: N55 engine problems FORUM/BLOG
https://bmwtuning.co/n55-engine-problems/

17. BimmerQuote: water pump and thermostat repair quotes FORUM/BLOG
https://bimmerquote.com/repairs/water-pump-thermostat/

18. BimmerQuote: oil filter housing gasket repair quotes FORUM/BLOG
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21. BimmerQuote: N55 charge pipe repair quotes FORUM/BLOG
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22. BimmerQuote: coolant expansion tank and lines repair quotes FORUM/BLOG
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24. The Autopian: how an oil filter housing leak can destroy a BMW six FORUM/BLOG
https://www.theautopian.com/heres-how-neglecting-a-36-gasket-can-destroy-a-22000-bmw-engine/

25. Retailer product pages (FCP Euro, BimmerWorld, ECS Tuning, VRSF), prices and fitment lists checked Oct 19, 2026 SHOP/RETAILER
https://repairahead.com/n55/

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

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a BMW dealer or qualified shop. Safety recall repairs are free at BMW dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-N55-123456-20261027 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.