SEA

Springfield Euro Auto EXAMPLE SHOP

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TECHNICIAN WORKSHEET · N55
RA-N55-123456-20261027

2013 BMW 535i · F10 5 Series · RWD

WBAFR7C57DC123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
72,000			

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

No tracked engine recalls listed for this model year.

14V-176 (VANOS gear bolts): not listed by NHTSA for MY2013. Confirm on the dealer printout.

23V-707 (VANOS bolts, 2023 follow-up): not listed by NHTSA for MY2013. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. VANOS bolt recalls + solenoids

Recall · Not listed for MY2013: confirm by VIN

- Dealer campaign history for 14V-176 / 23V-707 — ☐ OK ☐ Watch ☐ Fix
- Cold-start noise from front of engine — ☐ OK ☐ Watch ☐ Fix

Scan for: Cam-timing / VANOS codes

Parts (F10): Genuine BMW VANOS solenoid 11 36 8 605 123, as needed

2. Oil filter housing gasket + belt kit

Now · Inside the range (60k–100k)

- Oil at filter housing / oil cooler — ☐ OK ☐ Watch ☐ Fix
- Oil on belt; belt glazed, swollen, frayed — ☐ OK ☐ Watch ☐ Fix
- Tensioner and idler noise — ☐ OK ☐ Watch ☐ Fix
- Leak: dry / damp / wet

Parts (F10): BimmerWorld N55/S55 oil filter housing gasket kit with oil-cooler gasket · FCP Euro accessory belt kit 11288604266KT (belt, tensioner, idler)

3. Spark plugs & ignition coils

Now · Past the range (Plugs 40k–50k · coils 60k–70k)

- Plug age / last service record — ☐ OK ☐ Watch ☐ Fix
- Coils original? — ☐ OK ☐ Watch ☐ Fix
- Plugs last done at ___ mi

Scan for: Misfire codes, any cylinder

Parts (F10): FCP Euro ignition kit 12138616153KT5 (6 Delphi coils + 6 Bosch plugs) · FCP Euro ignition kit 12138616153KT17 (Bosch coils + plugs)

4. Electric water pump + thermostat

Plan · Inside the range (50k–100k)

- Pump and thermostat original? Check for invoice or date stamp — ☐ OK ☐ Watch ☐ Fix
- Coolant level and condition; signs of overheating — ☐ OK ☐ Watch ☐ Fix
- Pump: original / replaced at ___ mi

Scan for: 2E81, 2E82, 2E83, 2E84, 2E85

Parts (F10): N55 pump part numbers differ by chassis. Ask your parts supplier for the OE pump and thermostat for this VIN.

5. Expansion tank, vent & coolant hoses

Plan · Below the range (100k+ / age)

- Tank seam crust / crack — ☐ OK ☐ Watch ☐ Fix
- Hoses brittle or damp — ☐ OK ☐ Watch ☐ Fix
- Cap condition — ☐ OK ☐ Watch ☐ Fix

Parts (F10): Genuine BMW expansion tank 17 13 7 642 160 (listed for F-chassis cars)

6. Valve cover / PCV

Watch · Below the range (~100k)

Seep at cover gasket, exhaust side ☐ OK ☐ Watch ☐ Fix

PCV whistle / rough idle ☐ OK ☐ Watch ☐ Fix

Leak: dry / damp / wet

Parts (F10): Genuine BMW valve cover 11 12 7 570 292 with integrated vent

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7. Oil pan gasket

Watch · Below the range (100k+)

Pan gasket seep (on lift) ☐ OK ☐ Watch ☐ Fix

Oil source traced: pan vs. housing vs. cover ☐ OK ☐ Watch ☐ Fix

Leak: dry / damp / wet

Parts (F10): FCP Euro kit 11137600482KT4 (Elring gasket + single-use bolts)

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8. Plastic charge pipe

Watch · Any mileage (NHTSA reports from ~21k)

Charge pipe cracks / hiss under boost; original or aftermarket ☐ OK ☐ Watch ☐ Fix

Parts (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.

FACTORY MAINTENANCE DUE BY 102,000 MI (ASK FOR RECORDS)

Brake fluid · every 2 years · $149 ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE N55, QUICK CHECKS

- **Fuel pump (HPFP and in-tank)** (98 complaints): 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 complaints): 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 complaints): Mostly battery and battery-sensor faults: a maintenance item, not an engine weak point.
- **Turbo** (21 complaints): Mixed causes (wastegate noise, oil leaks, boost faults) and too few reports with costs to score.
- **Fire / smoke / burning smell** (107 complaints): 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.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Oil filter housing gasket + belt kit

The housing and oil-cooler gaskets harden and seep. At 72,000 mi your car is in the mileage range where owners report it. Our price is $980, before tax and shop supplies. Left until it fails, published repair bills run $2,500–$8,000.

Ask: have you noticed oil around the filter housing and down the front of the engine, or burning-oil smell?

2. Spark plugs & ignition coils

Plugs wear and coils fail, causing misfires under boost. At 72,000 mi it is due, unless the records show it done. Our price is $640, before tax and shop supplies. Left until it fails, published repair bills run $1,000–$2,500.

Ask: have you noticed misfire, rough idle, or flashing check-engine light?

3. Cooling bundle

The electric, engine-computer-controlled pump fails, usually without warning, and the engine overheats. At 72,000 mi your car is in the mileage range where owners report it. Our price is $1,480, before tax and shop supplies. Left until it fails, published repair bills run $2,000–$6,000.

Ask: have you noticed overheat or “drive moderately” warning, or radiator fan running at full speed?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.

Reference only. Follow BMW repair procedures and your shop's judgment.