2007 BMW 550i at 128,000 mi

WBANB53537CN12345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
550i · E60 5 Series sedan	N62 / N62TU 4.4L and 4.8L V8	128,000 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 '7' = 2007, 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.

1
job recommended now

1
to plan in the next 30,000 miles · plus 2 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **10V-446** · Service brakes · power assist · vacuum: The brake vacuum pump check valve can leak oil into the brake booster, reducing or removing power assist and increasing the risk of a crash.
- **07V-479** · Engine and engine cooling: The engine can stall, with a loss of acceleration and power steering, increasing the risk of a crash.
- **13V-564** · Air bags · occupant classification: If the occupant classification system fails, the front passenger air bag may be switched off in a crash, increasing the risk of injury.
- **12V-126** · Electrical system · battery cable: A loosened positive battery cable connection can overheat and start a fire, even when the car is parked.

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 10V-446, 07V-479. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Brake vacuum pump (oil leak, hard brake pedal) Free if open

Recall 10V-446 is listed for this model year. Check the VIN; the repair is free at a BMW dealer if it is open.

Next 12 months up to about 134,000 mi — $2,100–$3,600

Coolant transfer pipe + water pump and thermostat — $2,100–$3,600

independent shop, installed

Any mileage (Cooling reports: median ~92k (44 with a mileage))
Includes: Coolant transfer pipe (leak under the intake) · Water pump & thermostat (overheating)

`If it fails: $4,000–$6,000 · 2.5×`

Within the next 30,000 miles up to 158,000 mi

Nothing else enters its reported range in this window.

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

Alternator bracket gasket + valve cover gaskets — $1,700–$2,500

independent shop, installed

Any mileage (Oil-leak reports: median ~91.75k (46 with a mileage); only 5 name the bracket) · Inspect at each service; fix at the first sign
Includes: Alternator bracket gasket (oil leak) · Valve cover gaskets (oil leaks)

Valve stem seals (oil burning, blue smoke) — $1,800–$3,000

independent shop, installed

Any mileage (Oil-burning reports: median ~95k (19 with a mileage, thin)) · Inspect at each service; fix at the first sign

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 158,000 mi

$2,100–$3,600

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 128,000 mi to 158,000 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 V8 plugs at 100,000 miles; applied to 2006-2010 N62 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 128K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Valve stem seals (oil burning, blue smoke)	Oil-burning reports: median ~95k (19 with a mileage, thin) COMPUTED FROM NHTSA DATA	Any mileage
2	Coolant transfer pipe (leak under the intake)	Cooling reports: median ~92k (44 with a mileage) COMPUTED FROM NHTSA DATA	Any mileage
3	Alternator bracket gasket (oil leak)	Oil-leak reports: median ~91.75k (46 with a mileage); only 5 name the bracket COMPUTED FROM NHTSA DATA	Any mileage
4	Valve cover gaskets (oil leaks)	Part of the 57 oil-leak reports (median ~91.75k) COMPUTED FROM NHTSA DATA	Any mileage
5	Brake vacuum pump (oil leak, hard brake pedal)	Median ~91k; middle half 70k–119k (53 reports) COMPUTED FROM NHTSA DATA	Past the range
6	Water pump & thermostat (overheating)	Too few NHTSA reports (12); shops plan it past ~90k OUR ESTIMATE	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 2007 BMW 550i

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 WBANB53537CN12345.
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.

N62 RECALLS WE TRACK

10V-446 · Brake vacuum pump check valve (loss of brake assist)

NHTSA lists this model and year: check by VIN

Certain 2004–2010 5 and 6 Series and 2002–2008 7 Series: the vacuum pump check valve can leak oil into the brake booster, reducing or removing power assist. X5s are not in its model list. Free repair. OFFICIAL [2]

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

07V-479 · Engine stall (fuel-rail static discharge)

NHTSA lists this model and year: check by VIN

Certain 2006–2008 550i, 2006–2007 650i and 2007 X5: the engine can stall, with a loss of acceleration and power steering. Free repair. OFFICIAL [2]

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

EVERY RECALL NHTSA LISTS FOR THE 2007 BMW 550I (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
10V-446 N62 tracked	Service brakes · power assist · vacuum	The brake vacuum pump check valve can leak oil into the brake booster, reducing or removing power assist and increasing the risk of a crash. Details
07V-479 N62 tracked	Engine and engine cooling	The engine can stall, with a loss of acceleration and power steering, increasing the risk of a crash. Details
13V-564	Air bags · occupant classification	If the occupant classification system fails, the front passenger air bag may be switched off in a crash, increasing the risk of injury. Details
12V-126	Electrical system · battery cable	A loosened positive battery cable connection can overheat and start a fire, even when the car is parked. 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: 550I, 5 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
Left out of this list (5 SERIES): Checked from a network with NHTSA access on Oct 27, 2026. 22V-119 (PCV valve heater) names six-cylinder trims such as the 530i and is left out of this V8 sample; a VIN check would show it if it applied.

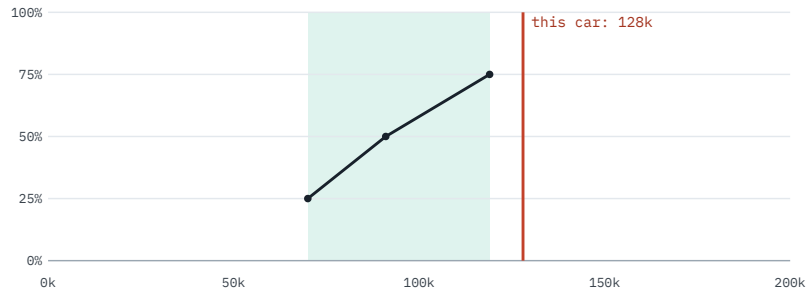
SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
No warranty extension for N62 engine parts	We found no recall or BMW warranty extension for valve stem seals, the coolant transfer pipe or other N62 engine parts in NHTSA's records. OFFICIAL [2]	Owner's cost
Other recalls on certain N62 cars	03V-240 and 04V-344 (engine stalling, Valvetronic and engine-control software, 2002–2004 cars), 16V-746 (in-tank fuel pump), 12V-502 and 12V-504 (7 Series rollaway), 17V-328 (7 Series door latching), 12V-126 (5 Series battery cable). OFFICIAL [2]	Check by VIN

3 · OWNER-REPORT DATA

Brake vacuum pump problems: what owner reports show

Of 53 owners who reported a vacuum pump problem or loss of brake assist to NHTSA with a mileage, half had fewer than 91k. This car's 128k is above the 70k–119k range where the middle half of reports fell.



Line = share of the 53 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 70k–119k. Half came before about 91k (95% confidence range 80k–107.8k).
COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a vacuum pump problem or loss of brake assist and gave a mileage (53 of 62). 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.

Vacuum pump reports peak on 2005 cars (9.0% of complaints). Oil leaks (median ~91,750 mi, 46 reports) and coolant problems (~92,000 mi, 44 reports) show a similar pattern.

Computed by RepairAhead from NHTSA data (version 2026-10-20); 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 (E60).

1 Valve stem seals (oil burning, blue smoke)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 23 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Oil-burning reports: median ~95k (19 with a mileage, thin)), so mileage doesn't say much here. Range: Oil-burning reports: median ~95k (19 with a mileage, thin) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The original valve stem seals harden with heat and age, and the engine burns oil, smoking on start-up and after idling.

SYMPTOMS

- Blue smoke at start-up or when pulling away after idling at a light, burning oil between changes, oily spark plugs and misfires
- A clogged crankcase vent (CCV) can cause similar smoke, so it's worth ruling out first

IF IT'S LEFT TOO LONG

Burning oil fouls plugs and can damage the catalytic converters; running low on oil can damage the engine.

GOOD TO KNOW

BMWTuning describes the original seals wearing with heat and age. Only 23 of 1,324 N62 complaints in NHTSA's data mention oil burning, so NHTSA says little about how common it is; shops and forums treat it as the best-known N62 repair. There's no recall or BMW warranty extension for N62 valve stem seals in NHTSA's records as we read them.

IS IT WORTH DOING EARLY? OUR ESTIMATE

A repair you do when smoking starts, not a cheap preventive job. Rule out the crankcase vent valve first, and get a quote for the seals-in-the-car method; heads-off dealer quotes can be three times higher.

ESTIMATED REPAIR COST

Seals in the car, independent shop	**$1,800–$3,000** FORUM/BLOG independent shop, installed
BMW dealer price, heads off (shop article)	**$7,000–$9,000** SHOP/RETAILER reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

3.3× The failure-bill midpoint ($8,000) is about 3.3× the early-fix midpoint ($2,400). A cost ratio, not a probability.

Where the numbers come from: Fix early: BMWTuning's N62 guide (updated June 12, 2025), $1,800–$3,000+ at an independent shop using the seals-in-the-car method (about $300 in parts DIY with the special tools). If it fails: Select Luxury Service, a Georgia BMW shop, says dealers charge $7,000–$9,000 and typical shops about $5,000+ for the heads-off job; it charges $7,995 itself. Owners quoted a median of $6,500 in 7 NHTSA oil-consumption complaints. Mileage: 23 NHTSA complaints mention oil burning, valve stem seals or blue smoke, 19 with a usable mileage (95% range of the median ~90,000–104,000).

PARTS FOR E60

- Genuine BMW valve stem seal kit 11 34 0 029 751 (FCP Euro $85.68, Oct 20, 2026). The job also needs gaskets and seals for the parts that come off. Confirm the quantity and parts by VIN.

WHAT TO ASK YOUR SHOP

- Blue smoke on start-up or after idling? How much oil per 1,000 miles?
- Is the crankcase vent valve ruled out first? Seals-in-the-car or heads-off quote?

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2 Coolant transfer pipe (leak under the intake)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 53 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Cooling reports: median ~92k (44 with a mileage)), so mileage doesn't say much here. Range: Cooling reports: median ~92k (44 with a mileage) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The transfer pipe's seal under the intake valley cover leaks, often showing as coolant at the back of the engine.

SYMPTOMS

- Coolant loss with a low-coolant warning
- A sweet smell
- Coolant pooling at the back of the engine or dripping from the bell housing weep hole

IF IT'S LEFT TOO LONG

Running low on coolant leads to overheating, which can warp the heads.

GOOD TO KNOW

The pipe's seal sits under the intake valley cover, so the leak often shows at the back of the engine. The repair choices are the full OEM job or one of the aftermarket shortcuts: ask a shop which one it's quoting.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case once it weeps: a shortcut repair is a fraction of the heads-off job, and overheating risks the engine. Don't fit a new pipe blindly on a dry engine.

ESTIMATED REPAIR COST

Collapsible repair pipe, independent shop	**$1,500–$2,500** FORUM/BLOG independent shop, installed
OEM pipe job and owner bills	**$4,000–$6,000** FORUM/BLOG 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 ($5,000) is about 2.5× the early-fix midpoint ($2,000). A cost ratio, not a probability.

Where the numbers come from: Fix early: BMWTuning's N62 guide, $1,500–$2,500 for a repair with a collapsible replacement pipe (or about $1,000 with a BimmerFix stent). If it fails: BMWTuning gives $4,000+ for the OEM replacement, a very labor-heavy job; owners quoted a median of $6,000 in 7 NHTSA cooling complaints. Mileage: all 53 NHTSA cooling complaints (leaks, overheating, pumps), 44 with a usable mileage (95% range of the median ~88,000–104,000), not only this pipe.

PARTS FOR E60

- Genuine BMW coolant transfer pipe 11 14 1 439 975 (FCP Euro $105.99); FCP also lists an AGA collapsible coolant pipe kit (AGAN626061, $559) and seal kit, Oct 20, 2026. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is coolant showing at the back of the engine or the bellhousing?
- Is the quote for the full OEM job or a collapsible repair pipe?

3 Alternator bracket gasket (oil leak)

Any mileage

Severity: Medium: leaks and wear · 5 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Oil-leak reports: median ~91.75k (46 with a mileage); only 5 name the bracket), so mileage doesn't say much here. Range: Oil-leak reports: median ~91.75k (46 with a mileage); only 5 name the bracket COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The gasket under the alternator bracket in the V leaks oil into the valley and down the front of the engine.

SYMPTOMS

- Oil dripping at the front of the engine below the alternator
- Oil on the power steering pump or the engine's underside
- A burning-oil smell

IF IT'S LEFT TOO LONG

Oil on the belt, hoses and exhaust can smoke, and it soaks nearby rubber parts.

GOOD TO KNOW

Because so much comes off for this job, ask the shop which nearby seals and hoses it's worth replacing at the same time.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case: an hour-heavy job for a cheap gasket. Do it when it leaks, and pair it with the valve cover gaskets or other front-of-engine work to save labor.

ESTIMATED REPAIR COST

Gasket job, independent shop	**$1,000–$1,500** FORUM/BLOG independent shop, installed
Bills owners quoted for N62 oil-leak repairs	**$3,650–$7,500** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

4.5× The failure-bill midpoint ($5,575) is about 4.5× the early-fix midpoint ($1,250). A cost ratio, not a probability.

Where the numbers come from: Fix early: BMWTuning's N62 guide, $1,000–$1,500+ at an independent shop (the gasket costs under $10; BMWTuning puts the job at 7–10 hours of labor). If it fails: the middle half of 7 bills owners quoted in NHTSA oil-leak complaints (median $6,000), which often cover several leaks at once. Mileage: all 57 NHTSA oil-leak complaints, 46 with a usable mileage (95% range of the median ~84,000–104,000).

PARTS FOR E60

- Genuine BMW alternator bracket gaskets 12 31 7 507 807 and 12 31 7 507 808 (both listed on FCP Euro, Oct 20, 2026). Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is oil pooling in the valley under the alternator?
- Which nearby seals and hoses are worth doing in the same job?

4 Valve cover gaskets (oil leaks)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Part of the 57 oil-leak reports (median ~91.75k)), so mileage doesn't say much here. Range: Part of the 57 oil-leak reports (median ~91.75k) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Both valve cover gaskets seep, and oil can foul the coils and plugs.

SYMPTOMS

- Oil seeping at the edges of the valve covers
- Oil in the spark plug wells
- Misfires
- A burning-oil smell

IF IT'S LEFT TOO LONG

Oil in the plug wells causes misfires; oil on the exhaust can smoke.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Not preventive on its own. Fix it when it leaks, and combine it with the alternator bracket or valve stem seal work if those are due.

ESTIMATED REPAIR COST

Both gaskets, independent shop	**$700–$1,000** FORUM/BLOG independent shop, installed
Gaskets plus fouled coils and plugs (estimate)	**$1,200–$1,800** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.8× The failure-bill midpoint ($1,500) is about 1.8× the early-fix midpoint ($850). A cost ratio, not a probability.

Where the numbers come from: Fix early: BMWTuning's N62 guide, $700–$1,000 at an independent shop (about $75 in parts DIY). If it fails: our estimate, the same job plus coils and plugs damaged by oil. Mileage: all NHTSA oil-leak complaints, not only valve covers.

PARTS FOR E60

- Valve cover gasket sets 11 12 7 513 194 (bank 1, cylinders 1–4) and 11 12 7 513 195 (bank 2, cylinders 5–8); FCP Euro lists genuine sets at about $75 each, Oct 20, 2026. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Any oil smell or smoke from the exhaust side? Oil in the plug wells?

5 Brake vacuum pump (oil leak, hard brake pedal)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 62 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 128,000 mi this car is past the reported range (Median ~91k; middle half 70k–119k (53 reports)). If the original parts are still fitted, have them checked and plan for them. Range: Median ~91k; middle half 70k–119k (53 reports) COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

The vacuum pump's check valve can leak oil into the brake booster (recall 10V-446), and the pump's own gasket leaks oil, a separate repair.

SYMPTOMS

- A hard brake pedal or longer stops

ESTIMATED REPAIR COST

New pump, parts only (if the recall was done)	**$208–$606** SHOP/RETAILER parts only, labor extra

- A brake warning
- Oil around the vacuum pump at the front of the left cylinder bank
- Oil in the brake booster hose

IF IT'S LEFT TOO LONG

Oil in the brake booster can reduce or remove power assist, so the car takes much more pedal force to stop. That's the safety risk recall 10V-446 addresses.

GOOD TO KNOW

Recall 10V-446 (2010) covers a leaking check valve of the brake vacuum pump on certain 2004– 2010 5 and 6 Series and 2002–2008 7 Series; X5s aren't in its model list. The pump's own gasket can also leak oil, which is a separate repair. 62 of 1,324 N62 complaints (4.7%) mention the vacuum pump.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case to check: the recall is free, and a brake-assist problem is a safety issue. If the pump leaks after the recall, replace it before oil reaches the booster.

Bills owners quoted in NHTSA complaints	**$1,550–$2,500** 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: Fix early: FCP Euro's prices for a new vacuum pump 11 66 7 519 458, $207.99 (Pierburg) to $605.99 (genuine BMW), parts only, Oct 20, 2026; recall 10V-446 is free if it's still open. If it fails: the middle half of 6 bills owners quoted in NHTSA vacuum-pump complaints (median $2,400). Mileage: 62 NHTSA complaints mention the vacuum pump or a loss of brake assist, 53 with a usable mileage (95% range of the median ~80,000–108,000); many were filed around recall 10V-446.

PARTS FOR E60

- Vacuum pump 11 66 7 519 458 (genuine BMW or Pierburg). Confirm by VIN; the recall remedy itself is done by BMW dealers.

WHAT TO ASK YOUR SHOP

- Is recall 10V-446 open, done or not applicable on this VIN?
- Any hard brake pedal or brake-assist warning? Oil at the pump?

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6 Water pump & thermostat (overheating)

Inside the range

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

COMPUTED FROM NHTSA DATA

At 128,000 mi this car is inside the reported range (Too few NHTSA reports (12); shops plan it past ~90k), 38,000 miles past where reports start. Range: Too few NHTSA reports (12); shops plan it past ~90k OUR ESTIMATE



WHAT FAILS FORUM/BLOG

The belt-driven mechanical pump seeps or its bearing wears, and the electrically heated thermostat fails.

SYMPTOMS

- Coolant drips at the front of the engine
- A whining or wobbling pulley
- The temperature gauge climbing
- A low-coolant warning

IF IT'S LEFT TOO LONG

Overheating can warp the heads; a failed thermostat can also make the engine run hot or cold.

ESTIMATED REPAIR COST

Pump + thermostat installed, independent shop (estimate; parts $225–$586)	**$600–$1,100** OUR ESTIMATE independent shop, installed
After an overheat (estimate)	**$1,000–$2,000** OUR ESTIMATE reported range for the bill after a failure

GOOD TO KNOW

The N62's water pump is belt-driven (mechanical) on both the original N62 and the 2006-on N62TU, not the electric pump BMW used on its six-cylinder engines of the same years. The thermostat is electrically heated and map-controlled (opens around 105°C). In NHTSA's data, 12 complaints name the water pump or thermostat.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case: cheap parts, a few hours of labor. Many owners replace the pump and thermostat together when the coolant transfer pipe or other front-of-engine work is done.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.8× The failure-bill midpoint ($1,500) is about 1.8× the early-fix midpoint ($850). A cost ratio, not a probability.

Where the numbers come from: Fix early: FCP Euro's prices, Oct 20, 2026: water pump 11 51 7 524 551 from $143.99 (Saleri) to $459.99 (genuine BMW, now 11 51 7 586 781), thermostat 11 53 7 586 885 from $80.59 (Mahle) to $125.96 (genuine), parts only. If it fails: our estimate for the same parts plus labor, coolant and a tow after an overheat; we found no published N62 shop price.

PARTS FOR E60

- Water pump 11 51 7 524 551 (superseded by 11 51 7 586 781) and thermostat 11 53 7 586 885. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- Is the water pump original? Any seep or bearing noise?
- Can it be done with the coolant pipe or other front-of-engine work?

5 · ALSO REPORTED, NOT RANKED

Other themes in N62 owner complaints

Every NHTSA complaint theme with 30 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

- Smoke on start-up and after idling
- Coolant at the back of the engine or bellhousing
- Oil in the valley under the alternator and at the covers
- Brake pedal feel and booster vacuum
- Fault scan: misfire, coolant, brake vacuum and stall codes

Ask the seller

- Recall 10V-446 done (5/6/7 Series)?
- Valve stem seals, transfer pipe or bracket gasket done? Invoices?
- Oil use per 1,000 miles?

Documents to request

- Dealer service-history printout for the VIN
- Invoices for seals, coolant pipe, gaskets, vacuum pump
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Valve stem seals (oil burning, blue smoke): seeping or leaking	$1,800–$3,000
	Coolant transfer pipe (leak under the intake): seeping or leaking	$1,500–$2,500
	Alternator bracket gasket (oil leak): seeping or leaking	$1,000–$1,500
	Valve cover gaskets (oil leaks): seeping or leaking	$700–$1,000
	Brake vacuum pump (oil leak, hard brake pedal): fault found on inspection	$1,550–$2,500
●	Water pump & thermostat (overheating): original, no replacement invoice	$600–$1,100
	Pre-ticked rows (●), if no records clear them	**$600–$1,100**

● = 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 complaint whose VIN decodes to an N62 car (4.4L or 4.8L V8, leaving out M cars, the V12, the M62 and the N63): 1,324 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; 1,038 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. Most N62 complaints are about airbags (284), electrical faults, brakes and stalling, not the engine. Valve stem seals and the coolant transfer pipe are mostly out-of-warranty repairs on older cars and show up rarely. Only 23 complaints mention oil burning.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Brake vacuum pump / loss of brake assist	62	Item 5
Oil leaks	57	Item 4
Coolant leaks / overheating	53	Item 2
Engine-internal (oil burning, chain, Valvetronic)	31	Item 1
Oil burning	23	Item 1
Water pump / thermostat	12	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: 1,324 N62 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 20, 2026) OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 10V-446, 07V-479, 03V-240, 04V-344, 16V-746, 12V-502, 12V-504, 17V-328, 12V-126 (checked Oct 20, 2026); 2007 550I list and the 10V-446 campaign record re-checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=10V446000

3. BMWTuning: N62 common problems (June 12, 2025) and a shop article on BMW valve stem seals, fetched Oct 20, 2026
SHOP/RETAILER

4. FCP Euro part pages (prices fetched Oct 20, 2026)
SHOP/RETAILER
https://www.fcpeuro.com/

5. Owner repair bills quoted in NHTSA complaints (e.g. ODI 10553003, 10561726, 10871765, 10547553) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

6. Wikipedia: BMW N62 (engine versions, models and model years)
FORUM/BLOG
https://en.wikipedia.org/wiki/BMW_N62

7. Earlier RepairAhead engine page repairahead.com/n62/ (Oct 20, 2026): weak-part cards and cost tables, folded into this report

COMPUTED FROM NHTSA DATA

https://repairahead.com/n62/

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-N62-012345-20261027 and we'll correct and reissue it.
