SEA

Springfield Euro Auto EXAMPLE SHOP

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TECHNICIAN WORKSHEET · N63
RA-N63-123456-20261027

2011 BMW 550i · F10 5 Series sedan · RWD

WBAFR9C56BC123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
92,000			

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

18V-248 · Auxiliary water pump (fire risk, park outdoors)	☐ Open ☐ Done ☐ N/A
11V-521 · Auxiliary water pump (2011 campaign)	☐ Open ☐ Done ☐ N/A
12V-161 · Auxiliary water pump (2012 campaign)	☐ Open ☐ Done ☐ N/A
16V-746 · In-tank fuel pump wiring (fuel leak, stall)	☐ Open ☐ Done ☐ N/A
16V-832 · Air bags · sensor/control module	☐ Open ☐ Done ☐ N/A
10V-331 · Fuel system · fuel gauge	☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Auxiliary water pump recalls (fire risk)

Recall · Listed for this model and year: check by VIN

Dealer campaign history for 11V-521 / 12V-161 / 18V-248 ☐ OK ☐ Watch ☐ Fix

Scan for: Auxiliary pump codes

Parts (F10): Recall part supplied by the dealer.

2. Turbo coolant & oil lines (leaks in the hot V)

Now · Inside the range (Cooling complaints: median ~84k (52 reports); shops plan the lines from ~70k)

Coolant crust in the V ☐ OK ☐ Watch ☐ Fix

Pressure test ☐ OK ☐ Watch ☐ Fix

Oil at the turbo return lines ☐ OK ☐ Watch ☐ Fix

Leak: dry / damp / wet

Scan for: Low coolant, Overheat

Parts (F10): Turbo coolant lines 11 53 7 577 012 / 013 (supply) and 11 53 7 577 014 / 015 (return); ECS Tuning and Turner list kits of all four. Confirm by VIN.

3. Valve stem seals (oil consumption, blue smoke)

Check now · Past the range (Median ~65.5k; middle half 40k–89k (38 reports, mostly original N63))

Oil-consumption measurement over 1,000 mi ☐ OK ☐ Watch ☐ Fix

Smoke on cold start and after idle ☐ OK ☐ Watch ☐ Fix

Plug fouling ☐ OK ☐ Watch ☐ Fix

Oil use: ____ qt / 1,000 mi

Scan for: Misfire codes, Catalyst efficiency

Parts (F10): Genuine BMW valve stem seal repair kit 11 34 0 054 492 (replaced 11 34 0 039 494), with head bolts 11 12 7 582 454 and head gasket set 11 12 7 583 203 if the heads come off (BimmerBench parts check, Oct 17, 2026). Confirm by VIN.

4. Piezo fuel injectors (leaks, misfires)

Watch · Any mileage (Median ~50k (36 reports, thin))

Misfire counters per cylinder ☐ OK ☐ Watch ☐ Fix

Injector index ☐ OK ☐ Watch ☐ Fix

Index per bank: ____

Scan for: Misfire codes, Mixture codes

Parts (F10): Genuine BMW fuel injector, index 12: 13 53 8 616 079 (FCP Euro also lists a Vitesco set of eight, 13538616079KT3). Confirm the index on your injectors.

5. Valve cover gaskets & crankcase vent lines

Watch · Any mileage (26 reports, 18 with a mileage (median ~74,500 mi): thin)

Gasket seep at both banks ☐ OK ☐ Watch ☐ Fix

Vent line cracks ☐ OK ☐ Watch ☐ Fix

Leak: dry / damp / wet

Scan for: Lean / crankcase codes

Parts (F10): Valve cover gasket sets 11 12 7 614 700 (bank 1, cylinders 1–4) and 11 12 7 614 701 (bank 2, cylinders 5–8). Confirm by VIN.

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6. Timing chains & guides

Watch · Any mileage (Only 12 NHTSA reports (7 with a mileage): too few for a figure)

Cold-start rattle ☐ OK ☐ Watch ☐ Fix

Chain stretch per SIB 11 16 14 ☐ OK ☐ Watch ☐ Fix

Stretch: within / out of spec

Scan for: Camshaft / crankshaft correlation

Parts (F10): Genuine BMW timing chain with tension rail 11 31 8 658 028; full kits (chains, guides, tensioners) differ between the N63 and N63TU (ECS Tuning lists kit 11317594899KT for the N63TU). Confirm by VIN.

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7. 12V battery & electrical drain

Watch · Any mileage (40 reports, 27 with a mileage (median ~66,000 mi): thin)

Battery test and age ☐ OK ☐ Watch ☐ Fix

Parasitic draw ☐ OK ☐ Watch ☐ Fix

Battery: ____ Ah, dated ____

Scan for: Battery / energy-management codes

Parts (F10): 105 Ah AGM battery (BMW 61 21 7 604 808; FCP Euro's search shows a Bosch S6 AGM 95R, 105 Ah). Battery size depends on the car; confirm and register it.

FACTORY MAINTENANCE DUE BY 122,000 MI (ASK FOR RECORDS)

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

C · ALSO REPORTED FOR THE N63, QUICK CHECKS

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Turbo coolant & oil lines (leaks in the hot V)
Heat in the V ages the plastic coolant tee and hoses feeding the turbos; oil return lines seep too. At 92,000 mi your car is in the mileage range where owners report it. Our price is $720, before tax and shop supplies. Left until it fails, published repair bills run $2,000–$3,202.
Ask: have you noticed low-coolant warnings with no puddle, a sweet coolant smell or white vapor from the top or back of the engine, crust on the plastic coolant tee under the turbos; oil smell or smoke if an oil line seeps?

2. Valve stem seals (oil consumption, blue smoke)
Heat from the turbos in the V hardens the valve stem seals on the original N63, so it burns oil and fouls plugs and catalytic converters. At 92,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $6,900, before tax and shop supplies.
Ask: have you noticed blue smoke from the exhaust after idling or at start-up, then on acceleration; adding a quart of oil every few hundred to ~1,000 miles; oily spark plugs and misfires; a low-oil warning before the oil service is due?

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.