2016 BMW M3 at 64,000 mi

WBS8M9C56GK123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
M3 · F80 M3 sedan	S55 3.0L twin-turbo inline-6 (BMW M)	64,000 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 'G' = 2016, 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

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **18V-713** · Power train · driveline · driveshaft: The driveshaft connection to the flange may fail, causing a loss of propulsion and increasing the risk of a crash.
- **16V-653** · Structure · frame and members: Rear sub-frame bolts may have been reused during differential service and may loosen, affecting handling and increasing the risk of a crash.
- **15V-782** · Power train · driveline · driveshaft: The driveshaft slip-joint may lack grease and fail, so rear-axle power is lost and the car stops, increasing the risk of a crash.

A model-year list, not a VIN check. Repairs are free at a BMW dealer if open. 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 — $1,750–$2,960

Electric water pump + thermostat
$1,200–$2,000
independent shop, installed

Inside the range (60k–100k)

`If it fails: $2,500–$7,000 · 3.0×`

Spark plugs & ignition coils
$450–$800
independent shop, installed

Inside the range (Every 30k; sooner if tuned) · if the records don't show it done

`If it fails: $800–$2,500 · 2.6×`

Inspection: check now, while it's cheaper to fix
$100–$160
about 1 h of shop labor, our estimate

Rod bearing wear: Inside the range (Owner sources: 60k–80k) · if it fails: $4,000–$8,000

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 73,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 94,000 mi

Nothing else enters its reported range in this window.

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

Crank hub slip Optional
$1,500–$3,000
independent shop, installed

Any mileage (No warning sign; any mileage) · Optional upgrade; not in the totals

Plastic fuel tank leak
$0–$150
independent shop, installed

Any mileage (reports from ~21k) · Ask for this check at every service

Plastic charge pipe Optional
$500–$800
independent shop, installed

Inside the range (30k–70k, sooner if tuned) · Optional upgrade; not in the totals

Valve cover & oil filter housing leaks
$600–$1,500
independent shop, installed

Inside the range (60k+) · Inspect at each service; fix at the first sign

Recommended now

$1,750–$2,960

Independent shop, installed. Dealers often charge more.

Planned through 94,000 mi

$1,750–$2,960

Nothing else on the list before 94,000 mi. Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 64K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Crank hub slip Optional	No warning sign; any mileage FORUM/BLOG	Any mileage
2	Plastic fuel tank leak	Any mileage; reports from ~21k OFFICIAL	Any mileage
3	Plastic charge pipe Optional	30k–70k, sooner if tuned SHOP/RETAILER	Inside the range
4	Spark plugs & ignition coils	Every 30k; sooner if tuned SHOP/RETAILER	Inside the range
5	Electric water pump + thermostat	60k–100k SHOP/RETAILER	Inside the range
6	Valve cover & oil filter housing leaks	60k+ SHOP/RETAILER	Inside the range
7	Rod bearing wear	Owner sources: 60k–80k FORUM/BLOG	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 2016 BMW M3

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 WBS8M9C56GK123456.
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.

S55 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the S55 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 2016 BMW M3 (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
18V-713	Power train · driveline · driveshaft	The driveshaft connection to the flange may fail, causing a loss of propulsion and increasing the risk of a crash. Details
16V-653	Structure · frame and members	Rear sub-frame bolts may have been reused during differential service and may loosen, affecting handling and increasing the risk of a crash. Details
15V-782	Power train · driveline · driveshaft	The driveshaft slip-joint may lack grease and fail, so rear-axle power is lost and the car stops, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: M3. 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
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 from the left-side cover-plate weld. Listed S55 builds: M3 and M4 coupe built February 21, 2014 to April 30, 2016; M4 convertible June 30, 2014 to April 29, 2016; M4 GTS July 30, 2015 to April 15, 2016. Later builds are not listed, and NHTSA has complaints of the same leak on 2017–2018 cars. OFFICIAL [3]	May apply: read the door-jamb build date
No crank-hub recall or warranty extension	NHTSA's recall lists for the M3, M4 and M2 show no campaign for the crank hub. Owners filed complaints in 2019 asking for one; none has been issued as of October 2026. OFFICIAL [2]	No recall: owner's cost

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 (F80).

1 Crank hub slip

Optional upgrade

Any mileage

Severity: Critical: rare, but can badly damage the engine · 12 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (No warning sign; any mileage), so mileage doesn't say much here. Range: No warning sign; any mileage FORUM/BLOG [4][5]

WHAT FAILS FORUM/BLOG [4][5]

The crankshaft drives the timing gear through a friction-fit hub with no key. Under a sudden load (a hard downshift, wheel hop, or a missed shift) the hub can slip, the cam timing jumps, and valves can hit pistons.

SYMPTOMS

- Sudden stall or loss of power, often at low speed
- Check-engine light with cam/crank correlation codes (P0011, P0014, P0016, P0017)
- No gradual warning before it happens

IF IT'S LEFT TOO LONG

If the hub slips only slightly, a shop can re-time the engine (owners report about 18 hours of labor and bills over $3,000). If valves hit pistons, owners report quotes over $10,000 or an engine replacement.

GOOD TO KNOW

Tuned cars and manual-gearbox cars that are driven hard are thought to be at more risk, but owner reports include stock cars. Aftermarket keyed or pinned hubs prevent the slip; they are not BMW parts.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Optional upgrade, not part of the plan totals. The case is strongest on tuned cars, manual cars, track cars, or before adding power. On a stock automatic driven gently, many owners choose not to.

ESTIMATED REPAIR COST

Keyed or pinned hub upgrade, installed	**$1,500–$3,000** OUR ESTIMATE [4] [5] independent shop, installed
If it fails	**$3,000–$12,000** OUR ESTIMATE [1] reported range for the bill after a failure
Dealer	**Not offered by dealers (aftermarket part)** OUR ESTIMATE

3.3× The failure-bill midpoint ($7,500) is about 3.3× the early-fix midpoint ($2,250). A cost ratio, not a probability.

PARTS FOR F80

- Aftermarket hub kits differ: some need the crank drilled and pinned, others don't. Ask the shop which kit they fit and whether they have the timing tools for the S55.

WHAT TO ASK YOUR SHOP

- Is this car tuned, or has it been? Does it have the manual gearbox?
- Do you fit crank hub upgrades on the S55, which kit, and what does it cost installed?
- Are there any stored cam or crank timing codes?

2 Plastic fuel tank leak

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 14 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; reports from ~21k), so mileage doesn't say much here. Range: Any mileage; reports from ~21k OFFICIAL [1][3]

WHAT FAILS OFFICIAL [3]

The weld on the top left cover plate of the plastic tank cracks, and fuel seeps out, usually after a fill-up.

SYMPTOMS

- Strong fuel smell after filling up
- Fuel drips or a puddle under the driver's side
- Sometimes an evaporative-system check-engine light

IF IT'S LEFT TOO LONG

Leaking fuel is a fire risk, especially near the exhaust. Owners report dealer repair estimates around $3,500 for a new tank.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for a look and a sniff at every service, and right away if you smell fuel. On early builds, a leak may be covered by SIB B01 03 22, so go to a BMW dealer first.

ESTIMATED REPAIR COST

Inspection at a service visit	**$0–$150** OUR ESTIMATE independent shop, installed
If it fails	**$2,500–$3,500** OUR ESTIMATE [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR F80

- BMW supplies a revised tank. Ask a BMW dealer to check SIB B01 03 22 coverage for this VIN before paying for a repair.

WHAT TO ASK YOUR SHOP

- Is there any fuel smell or seepage at the tank?
- Is this VIN covered by the fuel-tank warranty extension SIB B01 03 22?

3 Plastic charge pipe

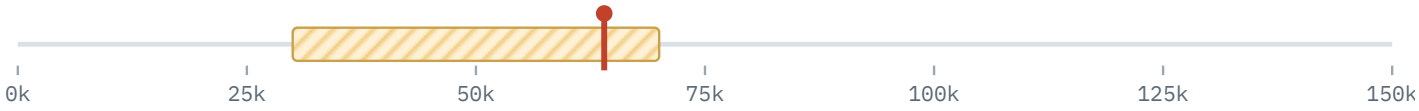
Optional upgrade

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 64,000 mi this car is inside the reported range (30k–70k, sooner if tuned), 34,000 miles past where reports start. Range: 30k–70k, sooner if tuned SHOP/RETAILER [6]



WHAT FAILS FORUM/BLOG [6][7]

The plastic charge pipe between the intercooler and the throttle body becomes brittle with heat and boost and can crack or burst.

SYMPTOMS

- A loud pop, then sudden loss of boost
- Hiss under acceleration

ESTIMATED REPAIR COST

Fix early	**$500–$800** OUR ESTIMATE [5][7] independent shop, installed
If it fails	**$800–$1,500** OUR ESTIMATE reported range for the bill after a failure

- Reduced-power warning

IF IT'S LEFT TOO LONG

A sudden loss of power, usually at the worst moment under acceleration, and a tow.

GOOD TO KNOW

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. Cheap insurance on a tuned car; on a stock car, inspect it at each service.

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

1.8× The failure-bill midpoint ($1,150) is about 1.8× the early-fix midpoint ($650). A cost ratio, not a probability.

PARTS FOR F80

- Ask your supplier for the genuine BMW pipe for this VIN, or a CARB-exempt aluminum pipe if your state requires it.

WHAT TO ASK YOUR SHOP

- Is the charge pipe original plastic, and are there cracks?
- Is an aluminum pipe legal for my state's emissions rules?

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4 Spark plugs & ignition coils

Inside the range

Severity: Medium: leaks and wear · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 64,000 mi this car is inside the reported range (Every 30k; sooner if tuned), 34,000 miles past where reports start.

Range: Every 30k; sooner if tuned SHOP/RETAILER [8]



WHAT FAILS SHOP/RETAILER [8]

Plugs wear and coils weaken, causing misfires under boost.

SYMPTOMS

- Misfire under load
- Flashing check-engine light
- Reduced power

IF IT'S LEFT TOO LONG

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

IS IT WORTH DOING EARLY? OUR ESTIMATE

Routine maintenance. BimmerWorld cites BMW's 30,000-mile interval for plugs and coils on the S55; tuned cars need them sooner.

ESTIMATED REPAIR COST

Fix early	**$450–$800** OUR ESTIMATE [8] independent shop, installed
If it fails	**$800–$2,500** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.6× The failure-bill midpoint ($1,650) is about 2.6× the early-fix midpoint ($625). A cost ratio, not a probability.

PARTS FOR F80

- BimmerWorld ignition service package S55-N55-IGN-KIT (6 Delphi coils + 6 genuine BMW ZMR5TPP330

plugs), $304.29 (Oct 2026 sale price) SHOP/RETAILER [8]

Listed for the S55; confirm by VIN

WHAT TO ASK YOUR SHOP

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

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5 Electric water pump + thermostat

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 2 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 64,000 mi this car is inside the reported range (60k–100k), 4,000 miles past where reports start. Range: 60k–100k SHOP/RETAILER [6]



WHAT FAILS FORUM/BLOG [6][1]

The electric main coolant pump fails, often without warning, and the engine overheats. Separately, owners report the water-cooled intercooler leaking coolant into the intake.

SYMPTOMS

- Overheat or coolant-temperature warning
- Radiator fan running hard after shutdown
- Coolant level dropping with no visible leak (intercooler)

IF IT'S LEFT TOO LONG

Driving on after an overheat can damage the head gasket. Coolant reaching the cylinders through a leaking intercooler can hydro-lock or wreck the engine; one NHTSA owner was told the engine needed replacing.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Plan the pump and thermostat around 60k–80k or when buying a car with the original pump. If coolant goes missing with no leak, have the intercooler pressure-tested before driving on.

ESTIMATED REPAIR COST

Fix early	**$1,200–$2,000** OUR ESTIMATE independent shop, installed
If it fails	**$2,500–$7,000** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

3.0× The failure-bill midpoint ($4,750) is about 3.0× the early-fix midpoint ($1,600). A cost ratio, not a probability.

PARTS FOR F80

- Ask your parts supplier for the OE main water pump and thermostat for this VIN; S55 cooling parts differ from the N55's.

WHAT TO ASK YOUR SHOP

- Is the water pump original?
- Any low-coolant warnings or unexplained coolant loss?
- Can you pressure-test the cooling system and intercooler?

6 Valve cover & oil filter housing leaks

Inside the range

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 64,000 mi this car is inside the reported range (60k+), 4,000 miles past where reports start. Range: 60k+ SHOP/RETAILER [6]



WHAT FAILS SHOP/RETAILER [6]

The valve cover gasket and the oil filter housing gasket harden with heat and seep oil.

SYMPTOMS

- Burning-oil smell after driving
- Oil on the exhaust side or around the filter housing

IF IT'S LEFT TOO LONG

Oil on hot exhaust parts smokes and is a fire risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when a seep shows; not worth doing on a dry engine.

ESTIMATED REPAIR COST

Fix early	**$600–$1,500** OUR ESTIMATE independent shop, installed
If it fails	**$1,200–$3,000** 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 ($2,100) is about 2.0× the early-fix midpoint ($1,050). A cost ratio, not a probability.

PARTS FOR F80

- Ask your parts supplier for the OE number for this VIN.

WHAT TO ASK YOUR SHOP

- Is there any oil seeping at the valve cover or oil filter housing?

7 Rod bearing wear

Inside the range

Severity: Critical: rare, but can badly damage the engine · 0 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 64,000 mi this car is inside the reported range (Owner sources: 60k–80k), 4,000 miles past where reports start.

Range: Owner sources: 60k–80k FORUM/BLOG [7][6]



WHAT FAILS FORUM/BLOG [6][7]

Connecting-rod bearings wear, especially with long oil-change intervals or hard use. This is far better documented on the older S65 and S85 M engines; on the S55 it is debated.

SYMPTOMS

ESTIMATED REPAIR COST

Oil analysis per oil change	**$50–$100** OUR ESTIMATE independent shop, installed
If it fails	**$4,000–$8,000** FORUM/BLOG [7] reported range for the bill after a failure

- Usually none until late
- Knock from the bottom of the engine
- Rising copper and lead in an oil analysis

IF IT'S LEFT TOO LONG

A spun bearing usually means a new engine.

GOOD TO KNOW

Sources disagree on how common this is on the S55. An oil analysis at each oil change is cheap and gives early warning; some owners replace the bearings preventively around 60k.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for an oil analysis at each oil change. Treat preventive replacement as the owner's call; it's in the plan only as a check.

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

PARTS FOR F80

- BimmerWorld rod-bearing gasket and hardware package for F8X S55 (bearings ordered separately by crank code), $559.99 SHOP/RETAILER [9]
  Listed for F80

WHAT TO ASK YOUR SHOP

- Can you send an oil sample for analysis at this oil change?
- Have the rod bearings ever been replaced? Is there an invoice?

5 · ALSO REPORTED, NOT RANKED

Other themes in S55 owner complaints

Every NHTSA complaint theme with 4 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Fire / smoke	9	Few reports with mixed origins (seat heater, cabin, engine bay). The engine-bay paths we can source are fuel-tank leaks and oil on the exhaust, which are covered above.
Driveshaft (recalls 15V-782, 18V-713)	6	Covered by two driveshaft recalls (15V-782 and 18V-713) on 2015–2017 M3/M4 builds. Not an engine item: the recall list for the car's model year shows whether it applies.
Front knuckle cracks (M4 GTS)	4	Reported on the limited-production 2016 M4 GTS. Chassis part, not engine; ask a BMW dealer about the superseded part.

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

- Fault-code scan with a BMW-capable tool: timing-correlation, misfire, boost and coolant-pump codes
- Signs of tuning: aftermarket intake, charge pipe, downpipes, flash tool history
- Crank hub: factory or upgraded (ask for the invoice)
- Fuel smell or wet seam at the top of the fuel tank (on a lift)
- Coolant level and any unexplained coolant loss
- Oil seeps at the valve cover and oil filter housing
- Oil analysis, if the seller allows a sample

Ask the seller

- Is the car tuned, or has it ever been? Track days?
- Has the crank hub been upgraded? Which kit, and who fitted it?
- Any fuel-tank repair, and was it covered by BMW?
- Were the driveshaft recalls (15V-782, 18V-713) done, if listed?
- Oil-change interval used

Documents to request

- Service records with mileages
- Dealer recall/campaign printout, or an nhtsa.gov/recalls screenshot
- Invoices for crank hub, plugs and coils, water pump, fuel tank
- Photo of the door-jamb label (build month)

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Crank hub slip: original part still fitted (optional upgrade)	$1,500–$3,000
	Plastic fuel tank leak: fault found on inspection	$2,500–$3,500
	Plastic charge pipe: original part still fitted (optional upgrade)	$500–$800
●	Spark plugs & ignition coils: original, no replacement invoice	$450–$800
●	Electric water pump + thermostat: original, no replacement invoice	$1,200–$2,000
	Valve cover & oil filter housing leaks: seeping or leaking	$600–$1,500
	Rod bearing wear: fault found on inspection	$4,000–$8,000
	Pre-ticked rows (●), if no records clear them	**$1,650–$2,800**

● = 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 27, 2026 from NHTSA's complaints API for M3 2015–2018, M4 2015–2020 and M2 2019–2021 (all S55-only nameplates in those years): 67 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text. S55 cars are a small population, so counts are low: use themes as a direction, not a rate. Several crank-hub complaints were filed together in 2019 by owners asking for a recall. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Fuel tank leak / fuel smell	14	Item 2
Crank hub slip	12	Item 1
Fire / smoke	9	Also reported
Driveshaft (recalls 15V-782, 18V-713)	6	Also reported
Front knuckle cracks (M4 GTS)	4	Also reported
Intercooler coolant leak	2	Item 5
Misfire / coils / plugs	1	Item 4
Unintended acceleration / surging	0	—
Charge pipe / boost leak	0	Item 3
Oil leak	0	Item 6
Rod bearings	0	Item 7

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: M3 2015–2018, M4 2015–2020, M2 2019–2021 (pulled Oct 27, 2026; RepairAhead theme counts) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

2. NHTSA recalls API (recallsByVehicle), queried Oct 27, 2026 OFFICIAL
https://api.nhtsa.gov/recalls/recallsByVehicle

3. 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

4. Precision Sport: S55 crank hub fix (F8X M2C / M3 / M4) SHOP/RETAILER
https://precision-sport.com/?p=2504

5. Au7o known issues: BMW M3 (crank hub, charge pipe; owner-report counts and cost ranges) FORUM/BLOG
https://www.au7o.io/known-issues/bmw-m3?year=2017

6. Euro Premium Parts: BMW S55 engine guide, common problems SHOP/RETAILER
https://europremiumparts.com/blogs/bmw-buying-guides/bmw-s55-engine-guide-reliability-common-problems-tuning-potential

7. ThreePiece: F80 M3 daily-driver maintenance costs (2026) FORUM/BLOG
https://www.threepiece.us/blog/bmw-f80-m3-daily-driver-reality-check-s55-maintenance-costs-in-2026

8. BimmerWorld: ignition service package for S55 / N55 (30,000-mile interval) SHOP/RETAILER
https://www.bimmerworld.com/Engine/Ignition/Ignition-Service-Package-S55-N55NTO-Engine.html

9. BimmerWorld: rod bearing gasket and hardware package, F8X S55 SHOP/RETAILER
https://www.bimmerworld.com/Engine/Engine-Maintenance/Rod-Bearing-Gasket-Hardware-Kit-F8X-M2-M3-M4-S55.html

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

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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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-S55-123456-20261027 and we'll correct and reissue it.
