2013 BMW M5 at 61,000 mi

WBSFV9C50DD123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
M5 · F10 M5 sedan	S63 4.4L twin-turbo V8 (M)	61,000 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 '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.

0
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 2)

- **12V-475** · Engine: A loss of oil pressure can cause engine failure or a stall-like condition, increasing the risk of a crash. NHTSA's record carries a do-not-drive notice.

A model-year list, not a VIN check. The full report lists the others. 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, including 12V-475. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Good news: nothing on the S63 watch list is due at this mileage. Worth a fresh look at about 71,000 mi.

Next 12 months up to about 65,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 91,000 mi

Nothing else enters its reported range in this window.

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

Hot-vee visit: turbo and coolant lines + vee oil leaks — **$3,500–$6,000** independent shop, installed

Any mileage (NHTSA: 12 cooling reports (10 filed in 2023 or later); only 3 with a mileage, too few to state) · Inspect at each service; fix at the first sign

Includes: Hot-vee coolant lines, aux water pump and expansion tank · Oil leaks and oil consumption

High-pressure fuel injectors (and the high-pressure fuel pump) — **$2,500–$4,500** independent shop, installed

Any mileage (19 injector or misfire reports; only 7 with a mileage (median ~76k), too few to state) · Ask for this check at every service

Rod bearings — **$4,000–$5,000** independent shop, installed

Any mileage (1 bearing and 13 engine-failure reports (6 with a mileage, median ~54k): too few to state) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 91,000 mi

No repairs planned

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 61,000 mi to 91,000 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	— [M3][M1]

M1. BMW MY2023 All Models Maintenance booklet (BMW USA) OFFICIAL
https://www.bmwusa.com/content/dam/bmw/marketUS/common/warranty-books/2023/BMW-MY-2023-All-Models-Maintenance-(On-line).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

M3. 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 61K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-pressure fuel injectors (and the high-pressure fuel pump)	19 injector or misfire reports; only 7 with a mileage (median ~76k), too few to state COMPUTED FROM NHTSA DATA	Any mileage
2	Rod bearings	1 bearing and 13 engine-failure reports (6 with a mileage, median ~54k): too few to state COMPUTED FROM NHTSA DATA	Any mileage
3	Hot-vee coolant lines, aux water pump and expansion tank	NHTSA: 12 cooling reports (10 filed in 2023 or later); only 3 with a mileage, too few to state FORUM/BLOG	Any mileage
4	Oil leaks and oil consumption	NHTSA: 1 oil-leak and 2 oil-consumption reports, too few for a mileage FORUM/BLOG	Any mileage

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 M5

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 WBSFV9C50DD123456.
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.

S63 RECALLS WE TRACK

12V-475 · Oil pump drive shaft (do not drive)

NHTSA lists this model and year: check by VIN

Certain 2013 M5, M6 Coupe and M6 Convertible built Jul 19–Sept 11, 2012: the oil pump drive shaft could separate from the rotor, causing a sudden loss of oil pressure and engine failure. NHTSA's record carries a do-not-drive (park it) notice. Free new pump. OFFICIAL [2]

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

18V-248 · Auxiliary water pump (fire risk)

Not listed for MY2013

Certain 2011–2012 models including the X5 M and X6 M: the electric auxiliary water pump's circuit board can overheat, increasing the risk of a fire. Free pump. OFFICIAL [2]

19V-513 · High-pressure fuel pump flange (fuel leak)

Not listed for MY2013

Certain 2019 M5 and other 2019–2020 models: the pump flange may crack, causing a fuel leak and fire risk. Free pump. OFFICIAL [2]

EVERY RECALL NHTSA LISTS FOR THE 2013 BMW M5 (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
12V-475 S63 tracked	Engine	A loss of oil pressure can cause engine failure or a stall-like condition, increasing the risk of a crash. NHTSA's record carries a do-not-drive notice. Details
15V-188	Exterior lighting	The car may be less visible to other drivers, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: M5. 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

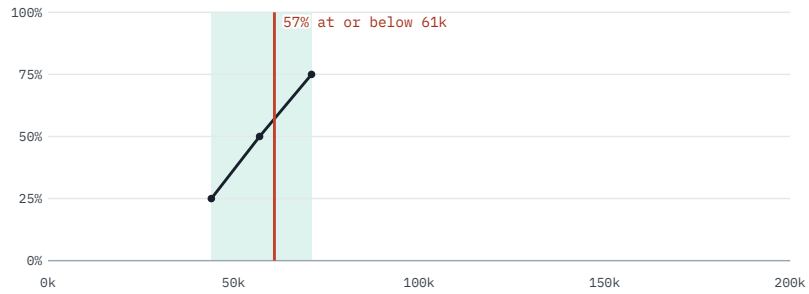
CAMPAIGN	WHAT IT SAYS	THIS CAR
SI B13 08 15: injector service action (E70 X5 M / E71 X6 M)	Cars built Mar 1, 2009–Apr 30, 2013: a dealer checks the injector index and replaces any below index 11. An improved injector has been available since Jan 2013. OFFICIAL [3]	May be open: check by VIN

CAMPAIGN	WHAT IT SAYS	THIS CAR
SI B11 08 15: valve stem seals (N63 and S63)	BMW service information on valve stem seal repairs for oil consumption. OFFICIAL [3]	Repair procedure; ask BMW about coverage
Other S63-era recalls	18V-323 and 18V-473 (2018 M5 fuel pump software and fuel level sensor, stall), 19V-883 (2019–2020 M5 and 2020 M8 transmission harness), 16V-540 (2015 M5/M6 driveshaft), 21V-062 (integrated brake system welds), 18V-614 (2018–2019 X6 M wheel bolts). OFFICIAL [2]	Check by VIN
Reported but unverified extensions	M Buyers Guide reports 10-year/120,000-mile extensions for injectors and fuel pumps on the 2013–2016 M5 and a campaign to replace the F90 M5 expansion tank. We could not verify either; ask BMW. FORUM/BLOG [4]	Unverified: ask BMW

3 · OWNER-REPORT DATA

Any S63 problem: when owners report it

Of 40 owners who reported a problem of any kind to NHTSA with a mileage, about 6 in 10 had 61k or fewer miles. This car's 61k is inside the 44k–71k range where the middle half of reports fell.



Line = share of the 40 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 44k–71k. Half came before about 57k (95% confidence range 49k–65.8k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a problem of any kind and gave a mileage (40 of 104). 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.

This covers all problems, not one part: the individual categories have too few mileages to chart (injectors 7, engine failure 6, cooling 3).

Computed by RepairAhead from NHTSA data (version 2026-10-26); NHTSA has not reviewed or endorsed this analysis.

4 · THE 4 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). Left out because they apply to other models, years, engine sizes or body codes: Turbochargers (E70/E71) and turbo oil lines; Valve stem seals (E70/E71).

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1 High-pressure fuel injectors (and the high-pressure fuel pump)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 19 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (19 injector or misfire reports; only 7 with a mileage (median ~76k), too few to state), so mileage doesn't say much here. Range: 19 injector or misfire reports; only 7 with a mileage (median ~76k), too few to state COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Piezo injectors leak or misfire; BMW replaces any below index 11 on the E70/E71 under a service action.

SYMPTOMS

- An engine-malfunction warning
- Reduced power or limp mode
- A misfire or rough idle
- A fuel smell

IF IT'S LEFT TOO LONG

Failed injectors can cause a misfire and reduced engine power (BMW's own wording). The fuel pump flange recall 19V-513 is a separate, fire-risk problem on certain 2019 M5.

GOOD TO KNOW

BMW service action SI B13 08 15 (Aug 2016) covers E70 X5 M and E71 X6 M with the S63 built Mar 1, 2009–Apr 30, 2013: a dealer checks the injector index number and replaces any below index 11; an improved injector has been available since Jan 2013. Ask a BMW center whether the action is open on your VIN. M Buyers Guide also reports BMW warranty extensions (10 years/120,000 miles) for injectors and fuel pumps on the 2013–2016 M5, which we could not verify: ask BMW.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Strong case on the 2009–2013 E70/E71 (a known BMW service action) and worth an injector check on any used S63. Other model years: wait for symptoms.

ESTIMATED REPAIR COST

Injector replacement, guide estimates	**$2,500–$4,500** FORUM/BLOG independent shop, installed
Bills owners quoted in NHTSA injector complaints (low to high, 5 bills)	**$4,000–$18,000** 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: M Buyers Guide's S63 page gives about $4,500 for injector failure on the E70 X5 M and E71 X6 M and about $2,500 for injectors and high-pressure fuel pumps on the F10 M5 and F13 M6. If it fails: 5 owner bills in NHTSA injector complaints ran from $4,000 to $18,000 (median $7,000; for example ODI 10825062, $4,000, and ODI 11373857, $18,000, both 2014 M6); the category also counts misfire complaints, so it isn't an injector count alone. The mileage and bill samples are small.

PARTS FOR F10

- FCP Euro lists a set of 8 injectors for the N63 and S63 (index 12): Vitesco 13538616079KT3 at $4,599.84 and Genuine BMW 13538616079KT1 at $7,506.16, and single Vitesco injectors (13538616079) at $555.99, Oct 26, 2026. BMW's bulletin names part 13 53 8 648 937. Confirm by VIN.

WHAT TO ASK YOUR SHOP

- What injector index is fitted? Is service action SI B13 08 15 open (X5 M / X6 M)?
- Any misfire, limp mode or fuel smell?

2 Rod bearings

Any mileage

Severity: Critical: rare, but can badly damage the engine · 13 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (1 bearing and 13 engine-failure reports (6 with a mileage, median ~54k): too few to state), so mileage doesn't say much here. Range: 1 bearing and 13 engine-failure reports (6 with a mileage, median ~54k): too few to state COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Worn rod bearings can fail suddenly and destroy the engine. Enthusiast guides name the F10/F90 M5, F13 M6 and F85/F86 X5 M/X6 M.

SYMPTOMS

- A metallic knock that follows engine speed
- Metal flakes in the oil or filter
- Low oil pressure
- A bearing-wear oil analysis

IF IT'S LEFT TOO LONG

A worn rod bearing can fail suddenly and destroy the engine, which is why enthusiasts do the service before a knock starts.

GOOD TO KNOW

This is the card with the weakest data: one source for the preventive price and four bills for the failure. NHTSA lists no bearing recall for S63 cars. An oil analysis or a bearing inspection by a shop that works on S63 engines is the sensible first step before paying for a full service.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case: a large downside, but we have no failure rate, so start with an inspection or oil analysis.

ESTIMATED REPAIR COST

Rod bearing service, guide estimate	**$4,000–$5,000** FORUM/BLOG independent shop, installed
Bills owners quoted in NHTSA engine-failure complaints (low to high, 4 bills)	**$32,843–$51,000** 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: M Buyers Guide's S63 page gives $4,000–$5,000 for rod bearing wear and names the F10 M5, F90 M5, F13 M6, X5 M (F85) and X6 M (F86), not the E70/E71. If it fails: all 4 owner bills in NHTSA engine-failure complaints that quote a price ran from $32,843 to $51,000 (the lowest, on a 2015 X5 M at 79,000 miles, was a bearing failure); the other bills may be replacement engines for other causes. 13 engine-failure and 1 bearing reports are too few to say how often it happens.

PARTS FOR F10

- We found no S63 rod bearing kit on FCP Euro (Oct 26, 2026), so we show no part price. Ask the shop for a quote that names the bearings and says whether the bolts are replaced.

WHAT TO ASK YOUR SHOP

- Have the rod bearings been inspected or replaced? Oil analysis history?
- On a 2013 M5/M6, was recall 12V-475 (oil pump) done?

3 Hot-vee coolant lines, aux water pump and expansion tank

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 12 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (NHTSA: 12 cooling reports (10 filed in 2023 or later); only 3 with a mileage, too few to state), so mileage doesn't say much here. Range: NHTSA: 12 cooling reports (10 filed in 2023 or later); only 3 with a mileage, too few to state FORUM/BLOG

WHAT FAILS FORUM/BLOG

Coolant lines in the hot vee, the auxiliary water pump and the expansion tank leak; coolant can reach the injectors or wiring.

SYMPTOMS

- Coolant smell or puddles
- A low-coolant warning
- Rising temperature
- Coolant on or around the engine
- A failing auxiliary pump

IF IT'S LEFT TOO LONG

Coolant leaking in the hot vee can reach the injectors or electrical parts; a loss of coolant overheats the engine.

GOOD TO KNOW

Recall 18V-248 (the electric auxiliary water pump, X5 M and X6 M 2011–2012) is the one coolant-related recall we found; see the recall box below. M Buyers Guide also mentions a BMW campaign to replace the F90 M5's coolant expansion tank, which we could not verify.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case: inspect the lines and tank at purchase or service; replace what leaks.

ESTIMATED REPAIR COST

Coolant leak repair, guide estimates	**$2,000–$3,000** FORUM/BLOG independent shop, installed
No separate failure price published (same range)	**$2,000–$3,000** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,500) is about 1.0× the early-fix midpoint ($2,500). A cost ratio, not a probability.

Where the numbers come from: Fix early and if it fails: M Buyers Guide's S63 page gives about $3,000 for hot-vee coolant leaks and pump failures on the E70/E71, $2,000–$3,000 for oil and coolant leaks around the hot vee on the F85/F86 and M8, $600 for a leaking coolant expansion tank on the F95/F96, and $2,000 for fuel injectors damaged by coolant on the F90 M5. No separate failure price for an early repair was found. 5 of the 12 NHTSA cooling reports are on 2019 cars.

PARTS FOR F10

- We did not find a reliable matching S63 listing on FCP Euro on Oct 26, 2026, so we show no part price. Ask the shop for part numbers and confirm them by VIN.

WHAT TO ASK YOUR SHOP

- Any coolant smell or low-coolant warnings? Was recall 18V-248 done (2011–2012 X5 M/X6 M)?

4 Oil leaks and oil consumption

Any mileage

Severity: Medium: leaks and wear · Not counted as a separate NHTSA theme

Reports cover a wide mileage span (NHTSA: 1 oil-leak and 2 oil-consumption reports, too few for a mileage), so mileage doesn't say much here. Range: NHTSA: 1 oil-leak and 2 oil-consumption reports, too few for a mileage FORUM/BLOG

WHAT FAILS FORUM/BLOG

Valve cover gaskets and vee-area seals leak oil.

SYMPTOMS

- Oil spots under the car
- A burning-oil smell
- A low-oil message
- Oil on the hot vee

IF IT'S LEFT TOO LONG

Oil on hot exhaust parts smokes and can burn; a low oil level risks the engine, including the rod bearings.

GOOD TO KNOW

Oil leaks on a twin-turbo V8 are often found together with coolant leaks in the hot vee; ask the shop to inspect both.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Weak case for early repair: fix leaks when found, and check the oil level often.

ESTIMATED REPAIR COST

Oil leak repair, guide estimates	**$1,500–$3,000** FORUM/BLOG independent shop, installed
No separate failure price published (same range)	**$1,500–$3,000** FORUM/BLOG reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,250) is about 1.0× the early-fix midpoint ($2,250). A cost ratio, not a probability.

Where the numbers come from: Fix early and if it fails: M Buyers Guide's S63 page gives about $1,500 for oil leaks and oil consumption on the E70/E71 and $2,000–$3,000 for oil and coolant leaks around the hot vee on the F85/F86 and M8. It gives no separate failure price.

PARTS FOR F10

- We did not find a reliable matching S63 listing on FCP Euro on Oct 26, 2026, so we show no part price. Ask the shop for part numbers and confirm them by VIN.

WHAT TO ASK YOUR SHOP

- Any oil smell or smoke from the vee?

5 · ALSO REPORTED, NOT RANKED

Other themes in S63 owner complaints

Every NHTSA complaint theme with 10 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

- Oil analysis and filter inspection
- Smoke on start-up and lift-off
- Coolant crust in the vee
- Fault scan: misfire, boost, coolant and oil pressure codes
- Recall status (12V-475 on 2013 M5/M6: do not drive if open)

Ask the seller

- Rod bearings inspected or replaced?
- Injector index and service action history?
- Oil-change interval?
- Tuned or tracked?

Documents to request

- Dealer service-history printout for the VIN
- Invoices for injectors, bearings, turbos, coolant lines
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-pressure fuel injectors (and the high-pressure fuel pump): fault found on inspection	$4,000–$18,000
Rod bearings: fault found on inspection	$32,843–$51,000
Hot-vee coolant lines, aux water pump and expansion tank: symptoms or fault codes present	$2,000–$3,000
Oil leaks and oil consumption: seeping or leaking	$1,500–$3,000
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = 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 S63 car (M5, M6, M8, X5 M or X6 M with a V8): 104 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; 40 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. A small sample spread across five models and sixteen model years (M5 36, X5 M 36, X6 M 15, M6 13, M8 4), so we show counts, not trends. 45 of the 104 were filed in 2023 or later. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Fuel injectors or misfire	19	Item 1
Engine-internal (failure, bearings, chain, oil burning)	16	Item 2
Engine failure	13	Item 2
Cooling	12	Item 3
Turbo	3	Other years or engine sizes
Oil consumption	2	Other years or engine sizes

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: 104 S63 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 26, 2026) OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 12V-475, 18V-248, 18V-323, 18V-473, 19V-513, 19V-883, 16V-540, 21V-062, 18V-614 (checked Oct 26, 2026); 2013 M5 list re-checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V475000

3. BMW bulletins hosted by NHTSA: SI B13 08 15 (S63 injectors, Aug 2016) and SI B11 08 15 (N63/S63 valve seals, Nov 2017) OFFICIAL
https://www.nhtsa.gov/recalls

4. M Buyers Guide: BMW S63 repair estimates and model years, fetched Oct 26, 2026 FORUM/BLOG

5. FCP Euro injector listings (prices fetched Oct 26, 2026) SHOP/RETAILER
https://www.fcpeuro.com/

6. Owner repair bills quoted in NHTSA complaints (e.g. ODI 10825062, 11373857) OFFICIAL
https://www.nhtsa.gov/nhtsa-datasets-and-apis

7. Earlier RepairAhead engine page repairahead.com/s63/ (Oct 26, 2026): weak-part cards and cost tables, folded into this report COMPUTED FROM NHTSA DATA
https://repairahead.com/s63/

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-S63-123456-20261027 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.