2011 BMW M3 at 76,000 mi

WBSKG9C50BE123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
M3 · E92 M3 coupe	S65 4.0L V8 (E9x M3)	76,000 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 'B' = 2011, 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

0 to plan in the next 30,000 miles

3 to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **19V-472** · Electrical system · fuses and circuit breakers: A loss of power can stall the car, increasing the risk of a crash.
- **20V-017** · Air bags · driver inflator: The driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death.
- **17V-676** · Electrical system · wiring: Overheating wiring can melt connectors and start a fire, even when the car is parked.
- **16V-071** · Air bags · driver inflator: A ruptured inflator can send metal fragments at occupants in a crash, risking serious injury or death.

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 19V-472. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $2,700–$8,565

Rod bearings + valve cover gaskets — **$2,700–$8,565**
independent shop, installed

Inside the range (Engine-internal reports: median ~57k; middle half 44k–80k (34 reports))
Includes: Rod bearings (spun bearing, engine failure) · Valve cover gaskets (oil leaks onto coils)

`If it fails: $20,000–$30,000 · 7.3×`

Next 12 months up to about 81,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 106,000 mi

Nothing else enters its reported range in this window.

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

Throttle actuators (limp mode, rough idle) — **$500–$1,200**
Any mileage (Only 5 NHTSA reports: too few for a figure) · Inspect at each service; fix at the first sign
independent shop, installed

VANOS solenoids (cam timing faults) — **$364–$513**
Any mileage (No NHTSA reports name VANOS: no figure) · Inspect at each service; fix at the first sign
parts only, labor extra

M DCT transmission (low-speed lag, fluid service) — **$455–$2,000**
Any mileage (Median ~5.6k (43 reports, mostly 2008–2009 cars when new)) · Ask for this check at every service
independent shop, installed

Recommended now

$2,700–$8,565

Independent shop, installed. Dealers often charge more.

Planned through 106,000 mi

$2,700–$8,565

Nothing else on the list before 106,000 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 76K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Rod bearings (spun bearing, engine failure)	Engine-internal reports: median ~57k; middle half 44k–80k (34 reports) COMPUTED FROM NHTSA DATA	Inside the range
2	Throttle actuators (limp mode, rough idle)	Only 5 NHTSA reports: too few for a figure COMPUTED FROM NHTSA DATA	Any mileage
3	VANOS solenoids (cam timing faults)	No NHTSA reports name VANOS: no figure COMPUTED FROM NHTSA DATA	Any mileage
4	Valve cover gaskets (oil leaks onto coils)	Oil-leak reports: 6 (too few for a figure) COMPUTED FROM NHTSA DATA	Any mileage
5	M DCT transmission (low-speed lag, fluid service)	Median ~5.6k (43 reports, mostly 2008–2009 cars when new) COMPUTED FROM NHTSA DATA	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 2011 BMW M3

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 WBSKG9C50BE123456.
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.

S65 RECALLS WE TRACK

08V-595 · M DCT stall in a rapid slowdown (software) Not listed for MY2011

Certain 2008–2009 M3s with the M DCT could stall in a rapid slowdown. Free software update. OFFICIAL [2]

19V-472 · Positive battery cable at the fuse box (stall) NHTSA lists this model and year: check by VIN

Certain 2008–2012 coupes and convertibles and 2008–2011 sedans: the cable can lose power and stall the car. Free repair. OFFICIAL [2]

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

EVERY RECALL NHTSA LISTS FOR THE 2011 BMW M3 (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-472 S65 tracked	Electrical system · fuses and circuit breakers	A loss of power can stall the car, increasing the risk of a crash. Details
20V-017	Air bags · driver inflator	The driver air-bag inflator can explode in a crash, sending metal fragments at occupants and risking serious injury or death. Details
17V-676	Electrical system · wiring	Overheating wiring can melt connectors and start a fire, even when the car is parked. Details
16V-071	Air bags · driver inflator	A ruptured inflator can send metal fragments at occupants in a crash, risking serious injury or death. 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

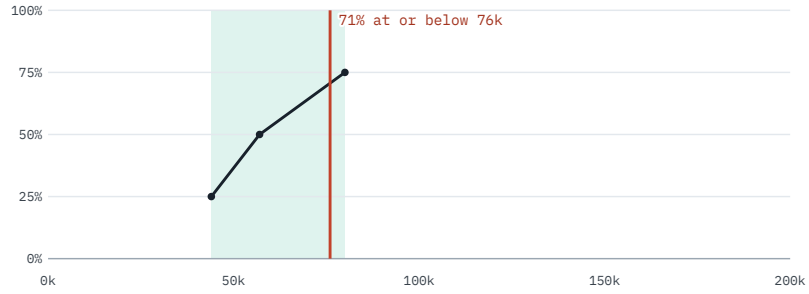
CAMPAIGN	WHAT IT SAYS	THIS CAR
SIB 01 03 16: idle control valve warranty extension	Coverage of the S65 idle control device extended to 10 years / 120,000 miles on 2013 E92 coupes built June 30, 2012–June 27, 2013 and E93 convertibles built Feb 22, 2012–Oct 1, 2013. Not a recall. OFFICIAL [3]	Mostly expired: check by VIN

CAMPAIGN	WHAT IT SAYS	THIS CAR
No rod-bearing recall or extension	We found no recall, warranty extension or BMW bulletin on S65 rod bearings in NHTSA's records. OFFICIAL [2]	Owner's cost

3 · OWNER-REPORT DATA

Rod bearings and engine failures: what owner reports show

Of 34 owners who reported a rod-bearing or engine failure to NHTSA with a mileage, about 7 in 10 had 76k or fewer miles. This car's 76k is inside the 44k–80k range where the middle half of reports fell.



Line = share of the 34 reports at or below each mileage, drawn through the published percentiles (dots). Shaded = middle half of reports, 44k–80k. Half came before about 57k (95% confidence range 46.6k–71.8k).

COMPUTED FROM NHTSA DATA

How to read this. Data: owners who filed an NHTSA complaint about a rod-bearing or engine failure and gave a mileage (34 of 36). 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.

Only 34 reports, so this is a rough picture. Reports appear in every model-year group, including 15 of 49 complaints on 2010–2011 cars.

Computed by RepairAhead from NHTSA data (version 2026-10-20); NHTSA has not reviewed or endorsed this analysis.

4 · THE 5 WEAK POINTS

Each weak point, one card each

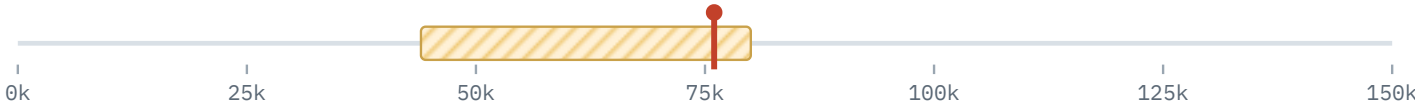
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (E92).

1 Rod bearings (spun bearing, engine failure)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 36 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

At 76,000 mi this car is inside the reported range (Engine-internal reports: median ~57k; middle half 44k–80k (34 reports)), 32,000 miles past where reports start. Range: Engine-internal reports: median ~57k; middle half 44k–80k (34 reports) COMPUTED FROM NHTSA DATA



WHAT FAILS FORUM/BLOG

Tight factory clearances wear the rod bearings, and a spun bearing usually destroys the engine. Shops report failures from about 40,000 miles on hard-driven cars, while some original bearings pass 150,000.

SYMPTOMS

- Often none until it's too late
- Late signs: a knock that rises with engine speed, low oil pressure warnings, metal in the oil filter or high lead/copper in an oil analysis
- A spun bearing usually means a new or rebuilt engine

IF IT'S LEFT TOO LONG

A spun rod bearing usually destroys the engine. Owners quoted bills of $15,000–$30,000 in NHTSA complaints (for example ODI 10525919, 10748475).

GOOD TO KNOW

There's no recall or BMW warranty extension for S65 rod bearings in NHTSA's records as we read them. BimmerBench's E9x M3 guide says there's no fixed mileage: failures are reported from about 40,000 miles on hard-driven cars and some original bearings pass 150,000; it cites tight factory clearances and says the bearing material changed around May 2011, which matters when reading an oil analysis. 29 NHTSA complaints name the rod bearings and 20 describe engine failure (some both). Common aftermarket bearing choices named by shops and owners include BE Bearings, ACL, Clevite/Mahle and WPC-treated shells, usually with new ARP rod bolts; we don't link to or rank them.

ESTIMATED REPAIR COST

Preventive bearing job, independent shop (owner prices)	**$1,700–$5,165** FORUM/BLOG independent shop, installed
Rebuild or replacement after a failure	**$20,000–$30,000** SHOP/RETAILER reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

7.3× The failure-bill midpoint ($25,000) is about 7.3× the early-fix midpoint ($3,433). A cost ratio, not a probability.

Where the numbers come from: Fix early: BimmerQuote's S65 rod bearing page (updated Oct 16, 2026), 12 independent-shop prices owners reported, $1,700–$5,165 (median $2,850), plus about $1,400 for DIY parts. A Canadian shop, Overdrive Auto Tuning, quotes C$3,500–4,500. If it fails: ThreePiece's E92 M3 buyer's guide gives $20,000–$30,000 for a rebuild or replacement after rod knock; Overdrive says engine replacement can cost upwards of C$25,000. Owners quoted $15,000, $19,000, $19,000 and $30,000 in four NHTSA complaints. Mileage: the 36 NHTSA complaints that mention rod bearings or engine failure, 34 with a usable mileage (95% range of the median ~46,600–71,800).

IS IT WORTH DOING EARLY? OUR ESTIMATE

The cost gap: about $1,700–$5,200 for a planned bearing job against $20,000– $30,000 for an engine after a failure. NHTSA's data on how often S65 bearings fail is thin (36 of 173 complaints), and a new set of bearings doesn't guarantee anything. Whether and when to replace them is a decision for you and your mechanic. Ask a seller for invoices; an oil analysis is a cheap first look but doesn't rule out wear.

PARTS FOR E92

- Genuine BMW S65 rod bearing kits on FCP Euro: comprehensive kit 11247841703KT4 ($1,548.62), basic kits 11247841703KT ($1,357.83) and 11247841703KT1 ($1,156.96), parts only, Oct 20, 2026. Bolts and shell sizes are chosen per engine; ask the shop what it fits.

WHAT TO ASK YOUR SHOP

- Have the rod bearings been replaced? Invoice, bearing brand and clearances?
- Oil analysis history? Any knocking or low oil pressure?

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2 Throttle actuators (limp mode, rough idle)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Only 5 NHTSA reports: too few for a figure), so mileage doesn't say much here.
Range: Only 5 NHTSA reports: too few for a figure COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The gears in the two throttle actuators wear, causing limp mode, rough idle and throttle codes.

SYMPTOMS

- Limp mode with DSC/EML warning lights, a rough or surging idle, fault codes 2B15/2B16
- The S65 has one electric actuator per bank driving the individual throttle bodies; worn internal gears are the usual cause

IF IT'S LEFT TOO LONG

Limp mode cuts power suddenly and the car needs diagnosis; driving on a failing actuator can leave you stranded.

GOOD TO KNOW

Only 5 NHTSA complaints name the throttle actuator, so NHTSA's data says little about how often it fails. BimmerBench lists it as a common wear item on high-mileage cars. The actuators are not the idle control valve covered by BMW's 2013 warranty extension (see Free fixes).

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case. A rebuild with upgraded gears costs much less than new genuine units, so act when codes or limp

ESTIMATED REPAIR COST

Rebuilt actuators fitted (shop guide)	**$500–$1,200** SHOP/RETAILER independent shop, installed
Two new genuine BMW actuators (parts only)	**$2,273** SHOP/RETAILER parts only, labor extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Fix early: ThreePiece's E92 M3 buyer's guide budgets $500– $1,200 for throttle actuators if original; a UK specialist, Element Performance, advertises both actuators rebuilt with upgraded internals for £900 fitted including VAT. FCP Euro lists an Odometer Gears actuator gear repair kit at $112.99 (parts only, Oct 20, 2026). If it fails: FCP Euro's price for a pair of new genuine BMW actuators, kit 13627838085KT1, $2,272.62 (Oct 20, 2026), before labor; a single genuine actuator is $1,104.85 and a VDO unit $634.99.

PARTS FOR E92

- Genuine BMW throttle actuator 13 62 7 838 085 (same part on both banks); pair kit 13627838085KT1. Confirm by VIN.

mode appear rather than replacing good actuators. If you replace one, ask about the other.

WHAT TO ASK YOUR SHOP

- Any throttle codes or limp mode? Were the actuators rebuilt or replaced?

3 VANOS solenoids (cam timing faults)

Any mileage

Severity: Medium: leaks and wear · 0 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (No NHTSA reports name VANOS: no figure), so mileage doesn't say much here.
Range: No NHTSA reports name VANOS: no figure COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The VANOS solenoids stick or fail, setting cam timing codes. They are often cleaned or swapped side to side to test them first.

SYMPTOMS

- Fault codes 2A82/2A87 (intake/exhaust VANOS)
- Reduced power
- Rough running
- A metallic rattle that lasts more than a few seconds after a cold start

IF IT'S LEFT TOO LONG

Cam-timing faults cut power. A rattle on cold starts can also come from other parts of the timing drive, so have it diagnosed rather than ignored.

GOOD TO KNOW

None of the 173 S65 complaints in NHTSA's data mention VANOS, so this card rests on shop and parts-retailer sources only. The solenoids are often cleaned or swapped side to side to test them before buying new ones.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Weak case for preventive replacement. Fix it when the codes appear; check the wiring and the oil level first.

ESTIMATED REPAIR COST

One genuine solenoid (parts only)	**$364–$513** SHOP/RETAILER parts only, labor extra
Both solenoids + diagnosis (estimate)	**$1,000–$1,400** OUR ESTIMATE 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 genuine BMW VANOS solenoid valves, 11 36 7 843 117 ($363.99) and 11 36 7 843 118 ($512.99), parts only, Oct 20, 2026. If it fails: our estimate for both solenoids plus fault diagnosis and an hour or two of labor; we found no published shop price.

PARTS FOR E92

- Genuine BMW VANOS solenoid valves 11 36 7 843 117 and 11 36 7 843 118 (FCP Euro also lists a Gates 11367843118). Confirm which one by VIN and fault code.

WHAT TO ASK YOUR SHOP

- Any VANOS or cam timing codes? Were the solenoids swapped to test them?

4 Valve cover gaskets (oil leaks onto coils)

Any mileage

Severity: Medium: leaks and wear · 6 mentions in VIN-confirmed NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Oil-leak reports: 6 (too few for a figure)), so mileage doesn't say much here.
Range: Oil-leak reports: 6 (too few for a figure) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

The valve cover gaskets seep onto the coils and plugs.

SYMPTOMS

- Burning-oil smell
- Oil around the spark plug wells or on the coil packs
- Misfires

IF IT'S LEFT TOO LONG

Oil on the coils causes misfires; oil reaching hot exhaust parts can smoke.

GOOD TO KNOW

ThreePiece suggests doing the gaskets with the rod bearing job to share labor. NHTSA has only 6 S65 oil-leak complaints, so we have no mileage figure.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Not a preventive item on its own; fix it when it leaks, ideally while the engine is already apart.

ESTIMATED REPAIR COST

Gaskets or new covers, specialist (shop guide)	**$1,000–$3,400** SHOP/RETAILER independent shop, installed
Same job plus fouled coils/plugs (estimate)	**$1,500–$3,900** OUR ESTIMATE reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.2× The failure-bill midpoint ($2,700) is about 1.2× the early-fix midpoint ($2,200). A cost ratio, not a probability.

Where the numbers come from: Fix early: ThreePiece's E92 M3 buyer's guide says the gaskets typically leak around 60,000–90,000 miles and a full job with new covers and hardware runs $1,000– $3,400 depending on the shop. If it fails: our estimate, the same job plus about $500 for coils and plugs damaged by oil.

PARTS FOR E92

- Valve cover gasket sets vary by bank; ask for genuine or Elring/Reinz gaskets and confirm by VIN.

WHAT TO ASK YOUR SHOP

- Any oil on the coils or burning smell?

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5 M DCT transmission (low-speed lag, fluid service)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 55 mentions in VIN-confirmed NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Median ~5.6k (43 reports, mostly 2008–2009 cars when new)), so mileage doesn't say much here. Range: Median ~5.6k (43 reports, mostly 2008–2009 cars when new) COMPUTED FROM NHTSA DATA

WHAT FAILS FORUM/BLOG

Early M DCT cars report low-speed lag or hesitation, and early DCT oil pans can leak. Manual (6MT) cars do not have this issue.

SYMPTOMS

- Hesitation or a lurch pulling away
- Harsh or delayed shifts at low speed

ESTIMATED REPAIR COST

DCT fluid service / reseal (owner prices)	**$455–$2,000** FORUM/BLOG independent shop, installed
Service plus a pan or seal repair after	**$2,455–$4,000** OUR ESTIMATE reported range for the bill after a failure

- The engine stalling while slowing down (the subject of recall 08V-595)
- Fluid leaks from the gearbox pan

IF IT'S LEFT TOO LONG

A stall while slowing down is a crash risk; that's what recall 08V-595 fixed with a software update on certain 2008–2009 cars.

GOOD TO KNOW

DCT complaints are the most common S65-car topic in NHTSA's data: 55 of 173 (32%), 44 of them about low-speed lag or hesitation. 48 of the 55 are 2008–2009 cars and most were filed when the cars were new, around recall 08V-595. Manual (6MT) cars don't have this issue. BimmerBench notes early DCT oil pans can leak.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Moderate case: ask for fluid-service records, and check recall 08V-595 by VIN on 2008–2009 DCT cars (free software update).

	a leak (estimate)
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Fix early: BimmerQuote's E9x M3 DCT service and reseal page, $455–$2,000 (fetched Oct 20, 2026). BimmerBench says BMW first called the DCT fluid lifetime and enthusiasts change it every 30,000–40,000 miles. If it fails: our estimate for the same service plus pan or seal work. Mileage: 55 NHTSA complaints mention the DCT, 43 with a usable mileage (95% range of the median ~3,000–8,000), most of them early 2008–2009 cars.

PARTS FOR E92

- Use the fluid BMW specifies for the M DCT; confirm the service parts by VIN.

WHAT TO ASK YOUR SHOP

- Is this a DCT car? When was the DCT fluid last serviced?
- Was recall 08V-595 done (2008–2009)?

5 · ALSO REPORTED, NOT RANKED

Other themes in S65 owner complaints

Every NHTSA complaint theme with 20 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

- Cold start: knocking or ticking
- Oil analysis if the seller allows it
- Throttle and VANOS fault codes
- DCT engagement at low speed; pan seep
- Oil on the coils

Ask the seller

- Rod bearings replaced? Invoice, brand, clearances?
- Oil-change interval and oil used?
- DCT fluid service records?
- Tracked or tuned?

Documents to request

- Dealer service-history printout for the VIN
- Rod bearing invoice
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Rod bearings (spun bearing, engine failure): original, no replacement invoice	$1,700–$5,165
	Throttle actuators (limp mode, rough idle): symptoms or fault codes present	$500–$1,200
	VANOS solenoids (cam timing faults): symptoms or fault codes present	$364–$513 + labor
	Valve cover gaskets (oil leaks onto coils): seeping or leaking	$1,000–$3,400
	M DCT transmission (low-speed lag, fluid service): fault found on inspection	$2,455–$4,000
	Pre-ticked rows (●), if no records clear them	**$1,700–$5,165**

● = 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

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 a 2008–2013 M3 with the 4.0L V8: 173 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; 126 give a usable mileage. Themes are keyword matches, so one complaint can count toward two themes. Only 173 complaints: the S65 was in one low-volume car, so a few reports move the shares a lot, and enthusiast owners often report to forums instead. Throttle actuators (5 complaints) and VANOS (none) barely appear, so those items rest on shop and retailer sources.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
M DCT (mostly 2008–2009 cars, when new)	55	Item 5
Rod bearings / engine failure	36	Item 1
Oil leaks	6	Item 4
Throttle actuators	5	Item 2
VANOS	0	Item 3

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: 173 S65 complaints, VIN-filtered via NHTSA vPIC (RepairAhead analysis, Oct 20, 2026) `OFFICIAL`
https://static.nhtsa.gov/odi/ffdd/cmpl/

2. NHTSA recall records 08V-595, 19V-472, 17V-676, 16V-071 and 20V-017 (checked Oct 20, 2026); 2011 M3 list re-checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=19V472000

3. BMW SIB 01 03 16 (NHTSA copy): idle control valve warranty extension `OFFICIAL`
https://www.nhtsa.gov/recalls

4. BimmerQuote S65 rod bearing quotes and BimmerBench E9x M3 / S65 guides, fetched Oct 20, 2026 `FORUM/BLOG`
https://bimmerbench.com/

5. Shop guides on E92 M3 buying, S65 rod bearings and S65 throttle actuators, fetched Oct 20, 2026 `SHOP/RETAILER`

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

7. Owner repair bills quoted in NHTSA complaints (e.g. ODI 10525919, 10748475, 10897013, 11002983) `OFFICIAL`
https://www.nhtsa.gov/nhtsa-datasets-and-apis

8. Earlier RepairAhead engine page repairahead.com/s65/ (Oct 20, 2026): weak-part cards and cost tables, folded into this report `COMPUTED FROM NHTSA DATA`
https://repairahead.com/s65/

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-S65-123456-20261027 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.