

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Is it an N47 or B47? Check the build date on the door pillar: pre-March 2015 means N47 (timing chain risk), post-March 2015 means B47 (much safer).

### BEFORE THE VIEWING

- EGR cooler recall status**  
Contact BMW with the VIN to confirm the EGR cooler recall has been completed. This is a fire safety recall affecting both N47 and B47 diesels. Do this before visiting.
- Service records and oil intervals**  
Ask for full service history. BMW's long-life intervals can be hard on diesel engines. Cars serviced every 10,000 km rather than BMW's longer schedule tend to last better.
- Identify the engine variant**  
Check the listing for the build date or ask the seller. Pre-March 2015 production means the N47 engine (timing chain risk). Post-March 2015 means the improved B47.

### AT THE CAR

- Tyres and exterior condition**  
Check tread depth and sidewall date codes. The 118d runs 205/55 R16 or 225/45 R17 depending on spec. Rear tyres wear faster on this rear-wheel-drive car, so compare front to rear.
- Cold start and engine sounds**  
Start the engine completely cold. On N47 models, listen for a metallic rattling from the back of the engine in the first 30 seconds. This can point to timing chain stretch.
- Coolant level and condition**  
Open the bonnet and check the coolant expansion tank on the right side. Low coolant or a murky brown colour can point to an EGR cooler leak. The level should sit between the min and max marks.
- Boot area for water ingress**  
Lift the boot floor and feel around the battery area for dampness, corrosion, or water stains. The F20 is known for water entering through the rear light area. Moisture here can damage electronics.

### DURING THE DRIVE

- Steering feel and knocking**  
Drive slowly over speed bumps and turn the wheel fully in both directions while parking. A knocking noise from the steering column can point to play in the electric steering rack, a common F20 trait.
- Turbo response and power delivery**  
Accelerate firmly from low revs on the motorway. Hesitation, sudden power loss, or the engine going into limp mode can point to a sticking turbo actuator or carbon buildup. Smooth, steady boost is normal.
- Clutch feel from standstill (manual)**  
On manual cars, pull away on a slight incline. Vibration or judder through the pedal as the clutch engages can point to a worn dual mass flywheel. This typically shows up between 80,000 and 130,000 km.

### NOTES

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### THIS CAR AT A GLANCE

Diesel compact, built 2011-2019.  
Reliability depends on the engine: the B47 (2015+) is solid, the N47 (pre-2015) has a known timing chain risk.

#### KNOWN WEAK POINTS

##### **N47 timing chain**

Stretches, rattles on cold start, can snap  
**€1,200-6,500**

##### **EGR cooler leak**

Coolant leak, intake damage, fire risk  
**€600-1,500**

##### **DPF clogging**

Blocks from short trips, needs highway use  
**€400-2,000**

##### **Turbo actuator sticking**

Carbon buildup causes limp mode  
**€500-2,500**

##### **Steering rack play**

Knocking noise over bumps, at low speed  
**€100-1,800**

