

# BMW 118i F40

2019-2024 · 1.5L B38 3-cylinder turbocharged petrol (136-140 hp)

carchecker.pro

Est. annual maintenance cost: €750-1,350

Date	Mileage	Price	Seller
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**What matters most:** The timing chain sits at the rear of the engine, making replacement expensive. Ask for a cold start and listen for rattling in the first 30 seconds.

## BEFORE THE VIEWING

### Recall status (pre-2021 cars)

Call a BMW dealer with the VIN to check four known recalls: DKG gearbox software, sunroof control unit, audio module warning sounds, and rear seatbelt catch. Pre-2021 cars are most affected.

### Service records and oil changes

The B38 three-cylinder needs oil changes every 15,000 km or 12 months. Ask for complete BMW dealer or specialist records. Gaps in service history are a warning sign on this engine.

### Arrange a cold-start viewing

Ask the seller not to start the engine before you arrive. A cold start is the only reliable way to hear timing chain tensioner rattle, which is the biggest risk on this car.

## AT THE CAR

### Tyres and exterior condition

Check tread depth, date codes (four-digit number on sidewall), and wear patterns. Factory sizes are 205/55 R16 or 225/45 R17. Run-flat tyres (if fitted) wear faster and cost roughly 30% more to replace.

### Cold-start engine listen

With the engine completely cold, start it and listen carefully for a rattling or slapping sound from the rear of the engine during the first 1 to 30 seconds. This points to timing chain tensioner wear.

### Coolant level and condition

Open the bonnet and check the coolant expansion tank (right side of the engine bay). The level should be between min and max. Brown discolouration or a sweet smell can point to water pump or thermostat issues.

### Oil leaks around valve cover

Look at the top of the engine for oil residue or wet spots around the valve cover gasket. Minor seepage is common on older B38 engines, but heavy leaks or dripping oil are worth investigating further.

## DURING THE DRIVE

### Turbo wastegate rattle

Drive in Comfort or Eco Pro mode and accelerate gently from low revs. A distinct rattling from the engine bay at low RPM points to a worn wastegate actuator, one of the most common B38 complaints.

### Gearbox behaviour (automatic)

If the car has the 7-speed dual-clutch (DKG) gearbox, drive through slow traffic and parking manoeuvres. Excessive jerkiness or clunking between 1st and 2nd gear can point to clutch pack wear.

### Engine response and idle quality

After 15 to 20 minutes of driving, check for hesitation on acceleration or rough idle at traffic lights. Both can point to carbon buildup on intake valves, which is common on direct-injection engines.

## NOTES

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## THIS CAR AT A GLANCE

Front-wheel-drive premium hatchback with a 1.5L three-cylinder turbo. Generally reliable, but the timing chain and turbo wastegate need monitoring as mileage climbs.

## KNOWN WEAK POINTS

### Timing chain tensioner

Cold-start rattle, rear-mounted chain  
€1,200-2,500

### Turbo wastegate rattle

Rattles at low RPM, common complaint  
€300-1,500

### DKG gearbox (auto only)

Jerky low-speed shifts, clutch wear  
€200-2,000

### Cooling system

Water pump or thermostat failure  
€500-1,000

### Carbon buildup

Intake valve deposits, worse on short trips  
€400-700

