

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

**What matters most:** Is it an M47TU2 (pre-March 2007) or N47? The N47 has a rear-mounted timing chain that can cause engine failure. Check the build date on the door jamb.

### BEFORE THE VIEWING

#### Identify the engine variant

Check the build date on the door jamb sticker. Pre-March 2007 is the M47TU2 (163 hp), post-March 2007 is the N47 (177 hp). The N47 has the timing chain risk.

#### Recall status (N47 models)

Contact BMW with the VIN to check if the EGR cooler recall (fire risk) and timing chain tensioner enhancement have been completed. Both are safety-critical.

#### Service records and oil intervals

Ask for full service history. Oil changes should be every 10,000-15,000 km, not BMW's extended 25,000 km interval. Short intervals are especially important on the N47.

### AT THE CAR

#### Tyres and exterior condition

Check tread depth and sidewall date codes on all four tyres. Rear tyres wear faster on this rear-wheel-drive car. Common sizes are 205/55R16 or 225/45R17.

#### Cold-start engine sound

Start the engine fully cold and listen for a metallic rattle from the rear of the engine bay in the first 5-30 seconds. This can point to timing chain wear on the N47.

#### Oil leaks under the engine

Look underneath for oil drips around the valve cover, oil filter housing, and oil pan. A burning smell from the engine bay can point to oil seeping onto the exhaust.

#### Oil and coolant levels

Check the oil dipstick (yellow handle, right side of engine bay). Oil should be dark but not gritty. Coolant should be at the max mark with no oily residue on the cap.

### DURING THE DRIVE

#### Turbo response under load

Accelerate firmly from low revs in a high gear. Any hesitation, sudden power drop, or limp mode can point to a sticking turbo actuator, a common issue on this model.

#### DPF and engine temperature

Watch the coolant temperature gauge. If it stays below 75 degrees, the thermostat may be stuck open, which stops the diesel particulate filter (DPF) from regenerating.

#### Dashboard warnings

After 20-30 minutes of driving, check for warning lights. Glow plug and engine management lights can point to EGR, swirl flap, or DPF faults on this model.

### NOTES

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### THIS CAR AT A GLANCE

Diesel 3 Series, 2005-2011. Reliability hinges on the engine: the M47TU2 is solid, the N47 has a timing chain risk.

### KNOWN WEAK POINTS

#### N47 timing chain

Rear-mounted, stretches with age

€1,500-3,500

#### Turbo actuator

Sticks, causes power loss and limp

€500-1,800

#### Swirl flap failure

Can break apart, risk of engine damage

€150-4,000

#### Oil leak gaskets

Valve cover and filter housing seep

€400-1,000

#### DPF clogging

Blocks on short-trip city driving

€300-2,000

