

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it an N47 (pre-2015) or B47 (post-2015)? The B47 moved the timing chain to the front and avoids the biggest reliability risk on this car.

BEFORE THE VIEWING

- Verify EGR cooler recall status**
Call a BMW dealer with the VIN and ask if the EGR cooler recall has been completed. This is a fire safety recall affecting all 320d F30 models. Do not visit without confirmation.
- Check service records and oil intervals**
Ask the seller for full service history. Look for oil changes every 10,000-15,000 km rather than BMW's long-life 25,000 km schedule. Shorter intervals protect the timing chain.
- Identify the engine variant**
Check the build date or ask the seller. Pre-2015 LCI models have the N47 engine (184 hp), post-2015 LCI have the B47 (190 hp). You can also verify via the VIN with BMW.

AT THE CAR

- Tyres and exterior condition**
Check tread depth and sidewall date codes on all four tyres (common size: 225/50 R17). Rear tyres wear faster on this rear-wheel-drive car. Look for uneven wear, which can point to alignment or suspension issues.
- Cold engine start and listen**
Ask to start the engine completely cold. Listen for metallic rattling in the first 30 seconds, especially on N47 (pre-2015) cars. A rattle that fades after a few seconds can point to timing chain stretch.
- Engine oil level and smell**
Check the oil level via the electronic display or dipstick. Oil sitting above the maximum mark, or a fuel smell on the dipstick, can point to failed DPF regeneration cycles diluting the oil with diesel.
- Coolant level and expansion tank**
With the engine cool, check the expansion tank (right side of the engine bay). Low coolant or a brown or milky colour can point to water pump problems or a leaking EGR cooler.

DURING THE DRIVE

- Steering rack over low-speed bumps**
Drive slowly over speed bumps or rough pavement and listen for knocking from the steering column area. This is a very common F30 issue. A repair kit fix costs around 100-250 euros at a specialist.
- Turbo response and power delivery**
Accelerate firmly from low revs in a higher gear. The turbo should build boost smoothly without hesitation or sudden power loss. A sticking wastegate actuator can cause limp mode or uneven power.
- Dashboard warnings after 20 minutes**
Drive for at least 15-20 minutes including some faster roads. Watch for the DPF warning light, engine management light, or coolant temperature warnings that may only appear once the car is fully warm.

NOTES

THIS CAR AT A GLANCE

Diesel 3 Series, built 2012-2019. The engine variant is what matters most: the B47 (post-2015) is solid, while the N47 carries timing chain risk.

KNOWN WEAK POINTS

N47 timing chain stretch

Rear-mounted chain, rattle on cold start
€1,500-5,000

EGR cooler leak (recall)

Coolant leak with fire risk, all models
€0-1,500

Steering rack knock

Clunk over bumps, very common on F30
€50-2,000

DPF clogging

Short-trip driving blocks the filter
€300-1,800

Electric water pump

Fails without warning, 80k-130k km
€500-1,000

