

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it an M47 (pre-Sep 2007) or N47 (post-Sep 2007)? The N47's rear-mounted timing chain can destroy the engine. The M47 avoids that risk entirely.

BEFORE THE VIEWING

- Identify the engine variant**
Use the VIN or production date to confirm the engine. Cars built before September 2007 have the M47 (150 hp), after that the N47 (177 hp). Each has different weak points.
- Request service records**
Look for oil changes every 10,000-15,000 km, not BMW's extended 25,000 km interval. On N47 cars, ask specifically whether the timing chain has been replaced.
- Check recall status with BMW**
Contact a BMW dealer with the VIN. The EGR cooler recall addresses a potential fire risk on diesel models and has been expanded multiple times, so verify even if previously checked.

AT THE CAR

- Tyres and exterior condition**
The E60 wears 225/55 R16 or 245/40 R18 depending on spec. Check for uneven inner-edge wear on the front tyres, which can point to worn thrust arm bushings in the front suspension.
- Cold start and engine sound**
Start the engine completely cold. On N47 models, listen for a metallic rattle from the rear of the engine during the first 30 seconds. This can point to timing chain stretch.
- Boot lid lights and wiring**
Have someone press the brakes while you check all tail lights, indicators, and reverse lights. Flickering or dead lights can point to broken wires in the trunk lid hinge area.
- Trunk floor and electronics**
Lift the trunk floor carpet and feel for dampness or water stains. The iDrive computer (CCC) sits in the trunk and moisture from worn seals can cause screen blackouts and system reboots.

DURING THE DRIVE

- Steering feel over bumps**
Drive over some speed bumps or rough surfaces and pay attention to knocking or clunking from the front. Vague or loose steering feel can point to worn thrust arm bushings, a common E60 issue.
- Turbo and engine response**
Accelerate firmly from low revs in a higher gear. The turbo should build boost smoothly without hesitation, smoke, or whining noises. Poor response can point to turbo wear or a clogged DPF.
- Clutch and flywheel (manual)**
On manual cars, drive slowly in traffic and feel for vibration or judder when engaging the clutch. A rattle at idle that stops when you press the clutch pedal can point to a worn dual mass flywheel.

NOTES

THIS CAR AT A GLANCE

Diesel 5 Series, built 2005-2010. Ownership experience depends heavily on the engine: the M47 (pre-2007) is more predictable, while the N47 carries a serious timing chain risk.

KNOWN WEAK POINTS

N47 timing chain

Rear-mounted chain stretches, engine risk

€2,000-6,000

Boot lid wiring loom

Wires break at trunk hinge, lights fail

€150-600

DPF clogging

Blocks from short trips, needs regen

€500-1,800

Swirl flaps (M47)

Flaps can break and damage engine

€500-4,000

iDrive / CCC failure

Screen blackouts, constant rebooting

€250-1,000

