

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The S58 fixes the F80's crank hub weakness and is proving reliable early on. Focus on recall status (brake module and bearing campaign) and cooling system health.

BEFORE THE VIEWING

- Recall status (brake + bearing)**
Contact BMW with the VIN to confirm all recalls are completed. The IBS brake system recall (21V-062) is safety-critical on 2021 models. Early 2021 cars may also be on the S58 main bearing shell campaign list.
- Service records and oil intervals**
Look for complete dealer or M specialist history with oil changes every 10,000 km or less using BMW Longlife-01 FE oil. The S58 holds about 7 litres. Short intervals matter on high-performance turbo engines.
- MOT and damage history**
Review MOT/inspection reports for any suspension or brake advisories. On a car with this much power, previous accident damage or track use can be hard to spot without documentation.

AT THE CAR

- Tyres and exterior condition**
Staggered setup: 275/35R19 front, 285/30R20 rear. Rears wear faster, especially on rear-wheel-drive models. Check date codes and look for uneven inner-edge wear, which can point to alignment issues.
- Cold start and engine sound**
Start the engine fully cold and listen for the first 30 seconds. Metallic rattling can point to wastegate play. A whining noise from the front of the engine bay may suggest a water pump bearing starting to wear.
- Coolant level and water pump**
Check the coolant expansion tank with the engine cold. Low coolant with no visible external leak is worth investigating. Ask the seller whether the electric water pump has been replaced (often done around 80,000 km).
- Oil level and underbody leaks**
Check the oil level via iDrive (no traditional dipstick). If you can look underneath, check for oil seepage around valve covers, turbo oil feed lines, and the engine-to-transmission junction.

DURING THE DRIVE

- Turbo response and boost delivery**
During firm acceleration, the power should build smoothly without hesitation or surging. At steady 2,000-3,000 rpm under light throttle, listen for a metallic rattle from the engine bay, which can point to wastegate wear.
- Brake feel and warnings**
The brake-by-wire system should feel consistent through the pedal. Any pulsing, unusual resistance, or dashboard warnings related to braking can point to an issue with the integrated brake system (IBS) module.
- iDrive and infotainment stability**
During the drive, watch for screen blackouts, Bluetooth dropping, or audio cutting out. Early 2021 cars are most affected. These issues are not safety-related but can be annoying. A software update often helps.

NOTES

THIS CAR AT A GLANCE

High-performance M sedan, built from 2021. The S58 engine is proving dependable. Main concerns are cooling system wear and the brake-by-wire module.

KNOWN WEAK POINTS

Carbon buildup on valves

Walnut blasting needed every 60-80k km
€800-1,500

Electric water pump

Plastic impeller degrades over time
€1,200-1,800

IBS brake module

Brake-by-wire unit, multiple recalls
€2,500-4,000

Oil consumption

Some cars need top-ups between services
€0-500

Turbo wastegate wear

Rattle at partial throttle, 100k+ km
€1,500-4,000

