

BMW X2 sDrive18i F39

2018-2022 · 1.5L B38 3-cylinder turbocharged petrol (136-140 hp)

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Est. annual maintenance cost: €750-1,400

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The timing chain sits at the rear of the engine and is expensive to replace. A cold start is the best way to spot tensioner wear before it becomes serious.

BEFORE THE VIEWING

Service records and oil changes

Ask for the full service book. The B38 engine needs oil changes every 15,000 km or annually with BMW-approved specification oil. Gaps or generic oil brands can accelerate timing chain wear.

DKG recall status (automatic only)

BMW issued a software recall for the 7-speed dual-clutch gearbox on UKL2 models. Contact a BMW dealer with the VIN to confirm this and other recalls have been completed.

MOT and mileage history

Request past MOT certificates or inspection records. Check mileage progression between tests for consistency. Cars used mainly for short urban trips tend to develop more issues with the B38.

AT THE CAR

Tyres and exterior condition

Standard size is 225/55 R17, often run-flats. Check tread depth on all four corners and look for uneven inner-edge wear, which can point to worn front suspension bushings on this model.

Cold-start engine listen

Start the engine completely cold. Listen for a rattling or slapping noise in the first 1 to 30 seconds. This is the key sign of timing chain tensioner wear on the B38. If it fades once warmed, the tensioner is losing pressure.

Coolant level and condition

With the engine cold, check the expansion tank (right side of the engine bay). Low coolant or discoloured fluid can point to a failing water pump or thermostat housing, common on the B38 after 80,000 km.

Oil leaks around the valve cover

Look along the top edge of the engine for oil residue or a faint burning smell. The valve cover gasket tends to degrade after 80,000 km from heat cycling, allowing oil to seep onto hot components.

DURING THE DRIVE

Turbo wastegate rattle at low RPM

Drive gently in a higher gear at around 1,500 to 2,000 RPM. Listen for a metallic rattling from the engine bay, most noticeable in Eco Pro or Comfort mode. This points to a worn wastegate actuator.

DKG gearbox smoothness (automatic)

Spend at least 15 minutes in stop-and-go traffic. Feel for jerky shifts at low speed, hesitation pulling away, or clunking between gears. The dual-clutch can be rough when cold but should smooth out once warm.

Engine response and idle quality

Check for hesitation or rough idle, which can point to carbon buildup on the intake valves. The B38's direct injection makes it prone to deposits, especially on cars with mostly short-trip use.

NOTES

THIS CAR AT A GLANCE

Compact crossover-coupe, built 2018-2022. The B38 three-cylinder is efficient and mostly solid, but the timing chain tensioner and turbo wastegate need attention at higher mileage.

KNOWN WEAK POINTS

Timing chain tensioner

Cold-start rattle, 80,000-130,000 km
€1,200-2,500

Turbo wastegate rattle

Metallic rattle at low RPM
€300-1,500

Cooling system failure

Water pump or thermostat, 80k+ km
€500-1,000

DKG clutch wear

Jerky shifts, heavy urban use
€200-2,000

Carbon buildup

Intake valve deposits, short trips
€400-700

