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## 2008 bmw 650i problems

07-03-2018, 12:22 AM #1 Private Drives: 650i Join Date: Mar 2018 Location: Houston 650is with more than 60,000 miles above it. For 4 years of possession, the car has been huge so far. Only two problems so far, 1, it is an engine error caused by nail failure. 2nd, soft automatic doors are not traded on multiple occasions when driving, and the trader sets it under warranty. Moreover, the car is an animal. My wife loved it so much and wanted to keep it for a few more years. But I am worried about future reliability issues, and want to get rid of it before a big fix bill comes in. So, I ask anyone who has 650i with over 60,000 miles to comment here on any maintenance issues, or especially large cost items. Please enter your complaint and problem here. Cheers, 07-03-2018, 11:33 AM #2 Private First Class Drive: F06 650 Join Date: Jan 2015 Location: Orange County i'm on 43k miles and regrets this car. it is in the store more than 10 times (overnight at least) for oil leakage, drivetrain damage, high pressure hose, and drowning mode. When it works, I love it, but every time I fire, I have to wonder how it will behave, and how much it will cost me in the future on my regular income. Mine quite modified, so I can't just cut the bait either 07-03-2018, 01:41 PM #3 Private Drive: 2013 650iX vert, 2017 Corvette Join Date: Apr 2016 Location: Carmel, Indiana, USA my 2013 was from CPO in August and I planned to buy an extended service deal for \$3350 to get another 20K and 2yr miles. I now have 30K noodles and have been in the store for 4 days now with check engine light (I don't think they've seen it anymore, but oh well, at least they gave me a new X3 loan) BTW, until now, never had a problem. Check the engine light comes after hitting a very nasty chuck hole. 07-03-2018, 04:15 PM #4 Private Drive: 650i Join Date: Mar 2018 Location: Houston Quote: Originally Posted by bravo261 i'm at 43k miles and regrets this car. it is in the store more than 10 times (overnight at least) for oil leakage, drivetrain damage, high pressure hose, and drowning mode. When it works, I like it, but every time I fire, I have to wonder how it will behave, and how much it will be I in the future on my regular income. I was a little modified, so I can't just cut the bait either Omg, a terrible story. What mode have you added to your car? Too much pressure for the engine I guess? 07-03-2018, 04:16 PM #5 Lieutenant Drives: '20 M340i Join Date: Jan 2011 Location: USA Mine is at 52k with only minor issues by the previous owner (CA doors handle issues, and each other I don't remember). Thankfully I had an unlimited rock guarantee through 2020 07-05-2018, 06:20 PM #6 Post Advisor Drives: Many BMWs and SRTs Join Dates: Feb 2010 Location: Illinois All BMWs, including series 6 (even on it's crazy high MSR), When they miss, they miss out, There's no way of knowing what percentage of 6'ers problems are out there. They are great cars when they work and there are some cars out there that even come close the package amount. But is the headache worth it? Do you compromise on the pleasure of driving to improve reliability? That is a question you should answer. I think overall, it is safe to assume that there is a modest probability you will have a problem at some point. 07-06-2018, 11:27 PM #7 Kraut Driver Quote: Originally Posted by previous owners (ca doors handle issues, and another I don't remember). Thankfully I have unlimited rock guarantee through 2020 who is guaranteed through? 07-07-2018, 09:14 PM #8 Enlisted Member Drives: 640i GC Join Date: Dec 2011 Location: Belgium 640i, Left-head lights out on manually. Traders say replace the entire flashlight for EUR + VAT 2000 for flashlights only. Currently, something is draining the battery when the car is not in use. Increased battery discharge when painters 07-08-2018, 05:56 PM #9 Lieutenant Drives: '20 M340i Join Date: Mary battery when the car is not in use. Increased battery discharge when painters 07-08-2018, 05:56 PM #9 Lieutenant Drives: '20 M340i Join Date: Mary battery when the car is not in use. Increased battery discharge when painters 07-08-2018, 05:56 PM #9 Lieutenant Drives: '20 M340i Join Date: Mary battery when the car is not in use. Increased battery discharge when painters 07-08-2018, 05:56 PM #9 Lieutenant Drives: '20 M340i Join Date: Mary battery when the car is not in use. 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Mines drink quarks about every 1,250 miles. BMW called this a common use, and I have come to accept it. I think because I put so much oil into it, I'll just start changing the filter every 10,000 miles (3) Turbos-in-the-VEE makes this thing run very HOT and wear components quickly - so far I have a line of crankcase ventilation replaced, 2 fuel injectors, and 1 washing geil - all under warranty. I intend to do a Full and splashing the plug refreshed myself at 35,000 miles, and again after another 35,000 miles caused that about how long they seemed to survive before you started getting messages and the Drivetrain Damage code. This generally implied from failings that park the cars in drowning mode, then kind of correct themselves, but continue recurring until replaced. (4) These cars come with RUN-FLAT tires, which (a) are very expensive (~\$500.00 each) to replace and (b) no spare tyres. I can't wait for my 2nd set tilt (c -they only last about 25k miles) wearing so I can get a normal tire and add a replacement in a trunk. Besides, cars are dreams and I love it. There is nothing else in class on the IMHO road. Don't let this matter scare you - it's all kinds of normal maintenance for the high ends of this vehicle. If you can't accept it, then buy something else - is how I feel about it. Many people complain about it, but BMW built these cars to lease for 2-3 years and survive their bail. If you have a little sense of cars at 4 years and 50000 miles. Last edited by Jerinoid; 07-16-2018 at 03:38 PM.. 07-17-2018, 09:48 AM #11 Main Driver: 2014 650xi Gran Coupe Msport Join Date: May 2013 Location: Hinterlands Upstate NY iTrader: (3) Garage List 2014 BMW 650xi GC ... [0.00] 2014 650xi GC here. Only pass 91,000 miles. Contrary to posts immediately above the mine, it doesn't drink a drag of oil, it never requires a new injector or nail (not getting a new plug as part of the recommended BMW maintenance). It has already had the vent line of the crank case replaced, as part of the recommended BMW maintenance. Only items that fail so far have been back camera housing sticking as a result of corrosion, side view cameras failing, one of the colours of rear window power sticks (not sure what the issue is), and the grab handle at the front door of the driver cracked too, so some kind of design defect there. I'm on the original battery, so the poster issue above I reported is not a general problem. I drive my car every day, sometimes hard, and it seems to love it. It is a trader maintained every 10,000 miles. Cars drive like dreams. \_\_\_\_\_ 2014 BMW 650xi Gran Coupe Msport Black Sapphire Metallic on full black merino skin. 20 Wheeler M5 343M for summer, 20 373 wheels for winter with Snow Tires Nokian Hakkapeliitta 8. M6 CP exhaust with M6 Diffuser and//M Performance fiber termination carbon fibers. Mission Performance Stage 1.5 and delivery songs. 07-17-2018, 10:44 AM #12 Private Drive: 2013 650iX vert, 2017 Corvette Join Apr 2016 Location: Carmel, Indiana, USA To follow up on my inspection engine lights on '13 650 with 30K miles. I might not say this quite rightly, but it's a failure of fuel tank steam pumps, along with some replaced vent lines. All emissions items around the tank and fuel caps. I was also on my original battery but but Always lock the car in the garage, thinking I was reading somewhere this made a lot of sleeping drain systems plus I kept them on a trick charger if I thought it wouldn't be driven for over a week. And this isn't driven much. I've been driving 7K miles in two years so I suspect the old 5yr bat is probably due even though it's Chev Malibu!! 07-17-2018, 03:58 PM #13 Private Drive: 650i Join Date: Mar 2018 Location: Houston Thank you man. So much useful advice, I really appreciate it. It seems like the owners of 2013 and 2014 have completely different experiences. Maybe it all depends on luck?! Lol 07-18-2018, 09:15 AM #14 New Member Driver: 2013 BMW 650i X-Drive Join Date: Mar 2017 Location: North Carolina, U.S.A. Quote: Originally Posted by V8LIFE Thank you man. So much useful advice, I really appreciate it. It seems like the owners of 2013 and 2014 have completely different experiences. Maybe it all depends on luck?! Lol I kind of knew this happened when I bought my 2013. It seems like a dice roll on common issues brought from the N63 model (pre-2013). Mine is the beginning of building 2013, so perhaps all the repairs haven't been vet. I think the use of oils is a dace roll and somehow related to valve-breaking period seats and piston rings. I also have a 2010 Audi Turbo that had the problem. They pulled the engine and replaced the goat at a distance of 34,000 miles below the guarantee. The car never used another drop in oil afterwards. Service technology said they were confused by the problem because some cars did, and others did not. It's as if BMW prefers to fight its owner in court on the issue (I still get an application letter from a lawyer on this). 07-20-2018, 12:32 PM #15 Listed Member Drives: 640i GC Join Date: Dec 2011 Location: Belgium quote: Originally Posted by Jerinoid 2013 650i xDrive. Currently at 31,850 miles (but out of warranty - past dates). What I found: (1) The battery did not survive because the car always lived under the electric load (although parked) and something that drained it - BMW knew this and replaced my battery twice under warranty. Expect to pay ~ \$350.00 every 2-to-3 years for a new battery. (2) Even N63tu still takes oil. Mines drink quarks about every 1,250 miles. BMW called this a common use, and I have come to accept it. I turned out to be damaged comfort access in one of the 4 doors, which continued to drain the battery when the car was parked. 07-20-2018, PM #16 Driver Checked: 2014 650i GranCoupe Join Date: Location June 2018: Houston My 2014 650 GC sits at 48K miles. My quarantee ends on Jan 19'. Here's a list of issues I experienced: -Drive Moderately. Increased steering effort required (do not remember what causes Issues. Occurred in 2016) -Vibrations departing the aisle in the steering wheel began to make more poise rather than generate vibrations. (the vibration generator was replaced) -The steering wheel that made the sound click as the wheels turned a double handle pull, taking a few more pulls or had to push the unlock button (the door lock mover replaced) -Drivetrain Damage (high pressure fuel pump replaced) -The driver's side window will not roll over Go up and stop about halfway then roll back down. Take 2-3 trying to get it to wind it all the way. (window sensors are replaced) -Windshield liquid iets are not sprayed as usual. (not vet taken him into the distributor vet) -Ongoing issues, on oil (2 quarters) each ~2500 miles. 07-21-2018, 07:37 PM #17 Private First Class Drive: 650i xDrive Gran Coupe, 335xi Join Date: Mar 2015 Location: WNY'14 650GC is not a problem, not one. No burning of oil, leaking or otherwise; great car and totally free of trouble. I couldn't be happier. 2004 350Z Roadster, 2011 335i 6spd. 2014 650i xDrive, 2018 Mazda CX-9 07-25-2018, 04:25 AM #18 Trouble Solver Drives: 650i Gran Coupe Join Date: Jan 2018 Location: TX Quote: Originally Posted by Tfzen 640i, Left flashlight comes out on auto mode, but lights up without issue if turned on manually. Traders say replace the entire flashlight for EUR + VAT 2000 for flashlights only. Currently, something is draining the battery when the car is not in use. Increased battery discharge when stationery I had that, I found it was my cell phone charger that I left installed in ... and also I replaced all the inland lights with my LED noticing both front map lights did not go all the way so I put the bulbs fixed back and didn't see that since 09-04-2018, 08:27 PM #19 New Member Driver; 2012 650i Change 6sp Join Date; Sep 2018 Location; Rancho Belago, CA I have 650i 2012 with N63 engine and manual transmission, Bought is used with 38k stone, and now it has 58k miles. Completed the recall steps at 29k before my possession, I have a guarantee after the market is in effect now (crossing the finger), another warranty expires. In the past 20k miles, I have completed the following non-maintenance things. Oil - about 6 oil guartities in total. A few months it will be 2 guartets, then I'll go 5 months without the oil it needs. I changed the oil every 8k. The coin- has a failed ceiling temple at 49k. Indy repair shop was diagnosed and recommended I replace the other 7+ quails \$880. I did it myself in less than 1 hour for the cost < \$300 CEL- Had an intermittent CEL light for 1000 miles ago which did not give an effect to the operation. The light will come for a few minutes and usually come out within a few stone distance. OBDII reads saying it is bank 1 release related. It has appeared twice. Dropping on on indie store this weekend to look closer. Driver Window in a 2-inch segment. It was annoying but I was get used to it. This issue existed since the beginning in my possession, so far so good. Hope I keep being one of the lucky ones because I love this car. 09-05-2018, 11:26 AM #20 Colonel Drives; F06 650ix GC /F15 X5 50i Join Date; Oct 2016 Location; Indiana, U.S.A. Ouote; Originally Posted by BadForYourHeart Window Driver - Side window driver activates anti-pinch about 60% of the time when I put it. So I have to roll the window in a 2-inch segment. It was annoying but I was get used to it. This issue existed since the beginning in my possession. Window drive. See #4 in the diagram below. 2014 F15 X5 50i MSport BMW CCA F06 650ix Gran 2013 #191509 09-12-2018, 06:57 PM #21 Second Lieutenant Drive: f06 650i, Audi S7, e93 335i Join Date: Oct 2006 Location: CT Will probably get rid of my 650 with 65000 miles soon due to mechanical problems recently. Was sailing along the highway around 75 and went on to pass someone, the car hesitates and cancelled a drivetrain damage code. The car was shaking like crazy though it was said I could keep driving. Pulled up, turn it off, let it sit for a minute and start its backup. The shake was gone, but drivetrain damage warnings are still on screen. Finally have to replace all my shrimp plugs, 2 packs of cocktails, vacuum lines from the EPGW pump (I think that's the name at least) and a pressure converter. The trader runs me a nice \$2800 bill. The \$3k repair bill at 65k seems not very reasonable to me. Under warranty I also had a battery discharge issue while being placed, which required the battery to be replaced. THE HUD display also starts cursing (hard to illustrate) that requires them to change the whole lizard or whatever it is called. While that's covered under warranty, the invoice price is something like \$6k. Has my E550 for 120k and never had any problems. Maybe go back to Benz again because I previously had a serious problem with Audi (although my S7 has been 09-12-2018, 09:21 PM #22 Enlisted Member Drives: M5 E60 Join Date: Mar 2014 Location: Saudi Arabia's endless issue, I have m5 e60 and I think that 650i will be more reliable, but it seems not. at this point I am convinced that bmw with V8'S or higher is a car that requires. Car.

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