2018 Ford F-150 at 86,000 mi

1FTEW1EG6JFA12345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-150 · F-150 SuperCrew 4x4, 10-speed	3.5L twin-turbo V6 (EcoBoost)	86,000 mi	4x4
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'J' = 2018, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
inspection recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (12 of 15)

- **22V-150** · Brakes · power assist: Brake fluid can leak into the booster and reduce front braking, lengthening stopping distance.
- **18V-392** · Fuel system · fuel pump: A fuel leak near an ignition source increases the risk of a fire.
- **17V-672** · Engine: Cylinder heads machined without lubrication holes can cause engine failure and a stall, increasing the risk of a crash.
- **25V-236** · Brakes · master cylinder: Brake fluid leaking from the master cylinder reduces braking. Expands 22V-150.
- **21V-983** · Tailgate · latch: The tailgate can open unexpectedly and drop cargo on the road.
- **21V-155** · Tires: On trucks with certain Continental tires, a tire can lose air suddenly or separate.
- **19V-633** · Seats · recliner: A seatback with a missing recliner pawl may not restrain an occupant well in a crash.
- **19V-278** · Engine · block heater: A block heater cable damaged during the 18V-894 repair can short and start a fire.
- **18V-894** · Engine · block heater: On trucks with a block heater, a corroded heater cable can overheat and start a fire.
- **18V-568** · Seat belts · pretensioner: Sparks from a deploying pretensioner can ignite nearby materials.
- **18V-214** · Automatic transmission · gear indicator: The transmission can be in a different gear than displayed, so the truck may roll.
- **18V-213** · Automatic transmission: On 10-speed trucks a missing roll pin can let the truck roll away in Park if the parking brake is not set.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Ford dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout, including 17V-672, 18V-392, 22V-150. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Timing chains and cam phasers: Inside the range (59,000–103,000 mi, the middle half of 565 owner reports) · if it fails: $3,000

Water pump: Inside the range (Pumps reported to last about 80k–150k) · if it fails: $800–$2,000

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 99,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 116,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Turbo wastegates — **$150–$700**
Any mileage (no reliable figure) · Inspect at each service; fix at the first sign
independent shop, installed

Fuel injectors — **$650–$1,500**
Any mileage (no reliable figure) · Inspect at each service; fix at the first sign
independent shop, installed

Oil pan leak — **$400–$1,200**
Any mileage (2015-on trucks; no mileage figure) · Inspect at each service; fix at the first sign
independent shop, installed

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 116,000 mi

$100–$160

No other repairs on the list before 116,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 86,000 mi to 116,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Replace spark plugs every 100,000 mi.	every 100,000 mi	**Due at 100,000 mi** [M1][M2][M3][M4][M5]
Engine coolant First change at 6 years or 100,000 mi, then every 3 years or 50,000 mi.	first at 100,000 mi, then every 50,000 mi or 3 years	**Due by age: 6-year limit passed (check records)** [M1][M2][M3][M4][M5]
Automatic transmission fluid Change automatic transmission fluid (and filter where fitted) every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M2][M4][M5]

M1. 2011 Ford F-150 Owner's Guide, Scheduled Maintenance (manualsdir.com copy) SHOP/RETAILER
https://www.manualsdir.com/manuals/602142/ford-2011-f-150-v2.html?page=434

M2. 2013 Ford F-150 Owner's Manual, Scheduled Maintenance (manualsdir.com copy) SHOP/RETAILER
https://www.manualsdir.com/manuals/602060/ford-2013-f-150-v3.html?page=422

M3. 2016 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-F150-Owner-Manual-version-3_om_EN-US_02_2017.pdf

M4. 2018 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-F-150-Owners-Manual-version-5_om_EN-US_09_2018.pdf

M5. 2019 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-F-150-Owners-Manual-version-1_om-EN-US_09_2018.pdf

M6. 2020 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-F-150-Owners-Manual-version3_om_EN-US_04_2020.pdf

M7. 2023 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_F-150_Owners_Manual_version_1_om_EN-US.pdf

M8. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M9. 2011 Ford Explorer Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11expog4e.pdf

M10. 2016 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Explorer-Owners-Manual-version-3_OM_EN-US_02_2016.pdf

M11. 2018 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-Explorer-Owners-Manual-version-3_om_EN-US-EN-CA_04_2018.pdf

M12. 2016 Ford Flex Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Flex-Owners-Manual-version-1_om_EN-US_11_2015.pdf

M13. 2011 Ford Taurus Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11tauog3e.pdf

M14. 2023 Ford Expedition Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_Expedition_Owners_Manual_version_1_om_EN-US.pdf

M15. 2019 Ford Transit Owner's Manual (Scheduled Maintenance)
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Transit-Owners-Manual-version-2_om_EN-US_01_2019.pdf

M16. 2024 Ford Transit Owner's Manual (Scheduled Maintenance)
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_Transit_Owners_Manual_version_1_om_EN-US.pdf

WHERE 86K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chains and cam phasers	59,000–103,000 mi (middle half of 565 owner complaints about the timing chains or cam phasers that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Water pump	Pumps reported to last about 80k–150k FORUM/BLOG	Inside the range
3	Turbo wastegates	Any mileage; no reliable figure FORUM/BLOG	Any mileage
4	Fuel injectors	Any mileage; no reliable figure FORUM/BLOG	Any mileage
5	Oil pan leak	2015-on trucks; no mileage figure FORUM/BLOG	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2018 Ford F-150

Safety recall repairs are free at Ford dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1FTEW1EG6JFA12345.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

3.5L ECOBOOST RECALLS WE TRACK

17V-672 · Cylinder heads machined without oil holes (2018 3.5L)

NHTSA lists this model and year: check by VIN

Certain 2018 F-150s with the 3.5L: cylinder heads may lack lubrication holes, which can cause engine failure and a stall. Free repair. OFFICIAL [1]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

18V-392 · Fuel leak at the fuel pump (fire risk)

NHTSA lists this model and year: check by VIN

2018 F-150, Expedition and Navigator with the 3.5L: a fuel leak near an ignition source can cause a fire. Free repair. OFFICIAL [1]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

22V-150 · Brake fluid leak into the booster

NHTSA lists this model and year: check by VIN

2016–2018 F-150 with the 3.5L EcoBoost and 2016–2017 Expedition/Navigator: brake fluid can leak from the master cylinder into the booster and reduce front braking. Expanded by 25V-236 to more 2017–2018 trucks. Free repair. OFFICIAL [1]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 3.5L EcoBoost recalls we track, not listed by NHTSA for this model and year: 25V-455 (low-pressure fuel pump can fail (2021–2022 F-150 and Navigator, 2022 Expedition)), 22V-346 (engine compartment fire from the battery junction box (2021 Expedition and Navigator)).

EVERY RECALL NHTSA LISTS FOR THE 2018 FORD F-150 (15)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-150 3.5L EcoBoost tracked	Brakes · power assist	Brake fluid can leak into the booster and reduce front braking, lengthening stopping distance. Details
18V-392 3.5L EcoBoost tracked	Fuel system · fuel pump	A fuel leak near an ignition source increases the risk of a fire. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-672 3.5L EcoBoost tracked	Engine	Cylinder heads machined without lubrication holes can cause engine failure and a stall, increasing the risk of a crash. Details
25V-236	Brakes · master cylinder	Brake fluid leaking from the master cylinder reduces braking. Expands 22V-150. Details
21V-983	Tailgate · latch	The tailgate can open unexpectedly and drop cargo on the road. Details
21V-155	Tires	On trucks with certain Continental tires, a tire can lose air suddenly or separate. Details
19V-633	Seats · recliner	A seatback with a missing recliner pawl may not restrain an occupant well in a crash. Details
19V-278	Engine · block heater	A block heater cable damaged during the 18V-894 repair can short and start a fire. Details
18V-894	Engine · block heater	On trucks with a block heater, a corroded heater cable can overheat and start a fire. Details
18V-568	Seat belts · pretensioner	Sparks from a deploying pretensioner can ignite nearby materials. Details
18V-214	Automatic transmission · gear indicator	The transmission can be in a different gear than displayed, so the truck may roll. Details
18V-213	Automatic transmission	On 10-speed trucks a missing roll pin can let the truck roll away in Park if the parking brake is not set. Details
26V-373	Headlights	Corrects trucks repaired incorrectly under 20V-097. Details
24V-852	Labels · air bag warning	A missing air bag warning label can increase the risk of injury. Details
20V-097	Headlights	On trucks with LED headlamps, daytime running lights that do not dim can dazzle other drivers. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-150. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (F-150): Four listings are left out of this 3.5L EcoBoost SuperCrew sample: 17V-669 and 26V-375 (3.3L with column shifter), 17V-598 (Raptor SuperCab) and 21E-027 (an aftermarket ball joint). A VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Timing chain bulletins (first generation)	Ford issued TSB 17-0026 (2014) and 17-0027 (2018) for 2011–2015 F-150 timing-chain noise; the later one replaces both chains, both cam phasers and the main tensioner. FORUM/BLOG [2]	Owner's cost out of warranty
Cam phaser program (second generation)	Ford program 21N03 (July 2021) covers 3.5L EcoBoost cam-phaser rattle at cold start or knock at warm idle. The fix is the PCM calibration from program 21B10; trucks that got that update before Dec 21, 2021 and still have the noise get an extended	Extended warranty (check VIN)

CAMPAIGN	WHAT IT SAYS	THIS CAR
	warranty on the phasers. Ask a Ford dealer to check the VIN. The program covers 2017–2020 F-150 and 2018–2020 Expedition and Navigator only. OFFICIAL [4]	

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (P552). Left out because they apply to other models, years, engine sizes or body codes: Turbo oil drain and engine programs (2022–2023 builds); Engine cup plug oil leak recall (2024–2025); Thermostat housing coolant leak (2021–2022); PowerBoost exhaust heat recovery coolant spigot (2021–2023).

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1 Timing chains and cam phasers

Inside the range

Severity: Critical: rare, but can badly damage the engine · 353 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 86,000 mi this car is inside the reported range (59,000–103,000 mi (middle half of 565 owner complaints about the timing chains or cam phasers that state a mileage)), 27,000 miles past where reports start. Range: 59,000–103,000 mi (middle half of 565 owner complaints about the timing chains or cam phasers that state a mileage) COMPUTED FROM NHTSA DATA [12]



Half of the 565 timing-chain and cam-phaser complaints to NHTSA on these engines that state a mileage came before about 76,000 miles. 2017–2020 phaser complaints run a little earlier (half before about 73,000) than 2011–2016 chain complaints (about 83,000). Forums say rattle can start from about 30k.

WHAT FAILS FORUM/BLOG [2][10]

On 2011–2016 engines the timing chains stretch; on 2017–2020 engines the cam phasers rattle on cold starts. Both show up as a rattle after the truck has sat for several hours. Ford's phaser program 21N03 covers 2017–2020 F-150 and 2018–2020 Expedition and Navigator only; 2021-on trucks are outside it.

SYMPTOMS

- Rattle for a few seconds at a cold start
- Loss of low-end power
- Check-engine light with P0016
- Limp mode

IF IT'S LEFT TOO LONG

A stretched chain or failing phaser can upset cam timing, cut power and, left long enough, damage the engine.

GOOD TO KNOW

Many owners shorten oil changes to 5,000 miles or less; dirty oil is one suspected cause.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Cam phaser repair, 2017–2020 (reported range)	**$800–$3,600** FORUM/BLOG [3] independent shop, installed
Average full chain and phaser job (19–20 hours of labor)	**$3,000** FORUM/BLOG [2] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.4× The failure-bill midpoint ($3,000) is about 1.4× the early-fix midpoint ($2,200). A cost ratio, not a probability.

PARTS FOR P552

- Ask your parts supplier for the OE part number for this VIN.

Fix as soon as the start-up rattle or a P0016 appears; ask about Ford programs for the VIN first.

WHAT TO ASK YOUR SHOP

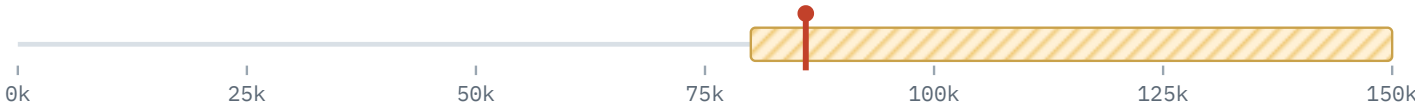
- Any rattle at start-up? P0016?
- Has the timing set or phasers been replaced? Any Ford program work?

2 Water pump

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 41 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 86,000 mi this car is inside the reported range (Pumps reported to last about 80k–150k), 6,000 miles past where reports start. Range: Pumps reported to last about 80k–150k FORUM/BLOG [2]



WHAT FAILS FORUM/BLOG [2]

The water pump sits behind the timing cover and is driven by the timing chain, so a replacement is a big job.

SYMPTOMS

- Coolant loss with no visible leak
- Overheating warning
- Sweet smell

IF IT'S LEFT TOO LONG

Overheating can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace it if the timing chains are being done anyway.

ESTIMATED REPAIR COST

Water pump replacement (reported range)	**$800–$2,000** FORUM/BLOG [3] independent shop, installed
Same job; overheating damage costs more	**$800–$2,000** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,400) is about 1.0× the early-fix midpoint ($1,400). A cost ratio, not a probability.

PARTS FOR P552

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any unexplained coolant loss?
- Was the water pump replaced with the chains?

3 Turbo wastegates

Any mileage

Severity: Medium: leaks and wear · 485 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure FORUM/BLOG [3]

WHAT FAILS FORUM/BLOG [3][9]

The wastegate actuator linkage wears and rattles; a stuck wastegate cuts boost or overboosts. On 2021–2025 F-150, Expedition and Navigator, Ford says a P0299 code with turbo rattle can mean the wastegate actuator rod has come off.

SYMPTOMS

- Rattle from the turbos
- Reduced engine power
- Boost codes

IF IT'S LEFT TOO LONG

Lost power and limp mode; a failed turbo is a large bill.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it rattles or sets codes.

ESTIMATED REPAIR COST

Wastegate actuator or linkage repair (reported range)	**$150–$700** FORUM/BLOG [3] independent shop, installed
Stuck wastegate / turbo replacement (reported range)	**$1,800–$5,000** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

8.0× The failure-bill midpoint ($3,400) is about 8.0× the early-fix midpoint ($425). A cost ratio, not a probability.

PARTS FOR P552

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any turbo rattle or reduced-power events?

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4 Fuel injectors

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure FORUM/BLOG [3]

WHAT FAILS FORUM/BLOG [3]

Direct injectors can leak or stick, causing misfires at start-up.

SYMPTOMS

- Misfire at start-up
- Rough idle
- Misfire codes

IF IT'S LEFT TOO LONG

Misfires can damage the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix on failure.

ESTIMATED REPAIR COST

Injector replacement (reported range)	**$650–$1,500** FORUM/BLOG [3] independent shop, installed
Same job	**$650–$1,500** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,075) is about 1.0× the early-fix midpoint ($1,075). A cost ratio, not a probability.

PARTS FOR P552

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any start-up misfires?

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5 Oil pan leak

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2015-on trucks; no mileage figure), so mileage doesn't say much here. Range: 2015-on trucks; no mileage figure FORUM/BLOG [3]

WHAT FAILS FORUM/BLOG [3]

The oil pan or its seal can leak.

SYMPTOMS

- Oil spots under the truck
- Oil level dropping

IF IT'S LEFT TOO LONG

A big leak lowers the oil level.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it leaks.

ESTIMATED REPAIR COST

Oil pan repair (reported range)	**$400–$1,200** FORUM/BLOG [3] independent shop, installed
Same job	**$400–$1,200** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($800) is about 1.0× the early-fix midpoint ($800). A cost ratio, not a probability.

PARTS FOR P552

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any oil drips?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.5L EcoBoost owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Brake fluid leak (recall)	197	Covered by recalls 22V-150 and 25V-236; check they are done.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Cold-start rattle after an overnight sit
- Coolant level history
- Turbo rattle and boost codes
- Oil pan seep
- Recalls 17V-672, 18V-392, 22V-150 / 25V-236
- Open Ford programs and recalls for 2021-on trucks (turbo oil drain, cup plug, PowerBoost coolant spigot)

Ask the seller

- Timing chain or phaser work? Ford program work?
- Oil change interval?
- Water pump replaced?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chains and cam phasers: symptoms or fault codes present	$800–$3,600
Water pump: symptoms or fault codes present	$800–$2,000
Turbo wastegates: symptoms or fault codes present	$150–$700
Fuel injectors: symptoms or fault codes present	$650–$1,500
Oil pan leak: seeping or leaking	$400–$1,200
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Ford documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for F-150 complaints that mention the EcoBoost or 3.5L and do not name another engine (2011–2025; all 2021–2025 F-150 hybrid complaints, which are PowerBoost); Explorer, Flex, Taurus, MKS and MKT complaints that mention the EcoBoost, a turbo or the SHO; Transit complaints that mention the EcoBoost or a turbo (2015–2019 also the 3.5L) and not the diesel; all 2015–2025 Expedition and Navigator complaints (3.5 EcoBoost only). Complaints that do not name the engine are left out, so counts under-count: 4,707 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Turbo / loss of power	485	Item 3
Timing chain / cam phasers	353	Item 1
Brake fluid leak (recall)	197	Also reported
Water pump / coolant loss	41	Item 2
Smoke / oil from tailpipe	12	Other years or engine sizes
Thermostat housing	3	Other years or engine sizes
Rapid oil leak / cup plug	2	Other years or engine sizes

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA recall list for the 2018 Ford F-150 (19 recalls incl. 17V-672, 18V-392, 22V-150, 25V-236), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=17V672000

2. 8020 Automotive: 3.5L EcoBoost timing chain rattle (updated Jan 16, 2024) `FORUM/BLOG`
https://8020automotive.com/3-5l-ecoboost-timing-chain-rattle/

3. Au7o known issues: Ford F-150 2018 (reported cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/ford-f-150?year=2018

4. Ford customer satisfaction program 21N03, 3.5L GTDI cam phaser noise extended warranty (NHTSA manufacturer communication 10201090, July 2021) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10201090-0001.pdf

5. Ford programs 22U08 (2022 3.5L GTDI Expedition, F-150, Navigator: heavy grey/blue smoke or oil from the tailpipe; left-hand turbo oil drain hole may be incompletely drilled), 23B62 (certain 2023 F-150, Expedition, Navigator 3.5L: engine long block replacement) and 23B65 (certain 2023 F-150, Expedition, Navigator 3.5L: right-hand turbocharger replacement), filed with NHTSA (10213735, 10246077, 10248069) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10213735

6. NHTSA recall records 24V-851 and 25V-198: 2024–2025 F-150, 2024–2025 Expedition and 2024 Navigator 3.5L GTDI engines may have a misaligned engine cup plug that can cause a rapid oil leak (Ford 24S70 / 25S30), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V851000

7. Ford SSM 50835: some 2021–2022 F-150 (built to Mar 8, 2022) and 2021–2022 Expedition/Navigator (built to Mar 14, 2022) 3.5L EcoBoost may have a coolant leak at the thermostat housing from an incomplete weld, filed with NHTSA (10214162) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10214162

8. Ford program 25N05: certain 2021–2023 F-150 HEV (PowerBoost): exhaust gas heat recovery (EGHR) coolant spigot may crack and leak coolant; replace the spigot (2025-07-18), filed with NHTSA (11021209) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=11021209

9. Ford SSM 54392: some 2021–2025 F-150, Expedition and Navigator 3.5L EcoBoost may set P0299 and rattle from the turbocharger because the wastegate actuator rod has come off, filed with NHTSA (11025816) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=11025816

10. Ford program 21N03 supplement: covers certain 2017–2020 F-150 and 2018–2020 Expedition and Navigator with the 3.5L GTDI (cam phaser replacement), filed with NHTSA (10204046) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10204046

11. NHTSA recall records 25V-455 (2021–2022 F-150 and Navigator, 2022 Expedition and others: low-pressure fuel pump may fail and stall the engine) and 22V-346 (2021 Expedition and Navigator: engine compartment fire from the battery junction box), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V455000

12. NHTSA complaint flat file (complaints received through Oct 31, 2026), VIN prefixes decoded with vPIC and matched to this engine with the report matcher; complaints that mention the timing chain or cam phasers, read Nov 2, 2026 OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

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