2019 Ford EcoSport at 60,000 mi

MAJ3S2GE4KC123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
EcoSport · EcoSport SE 1.0L EcoBoost FWD	Ford 1.0L EcoBoost turbo three-cylinder (Fox)	60,000 mi	FWD
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 'K' = 2019, 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.

3	0	0
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 2)

- **23V-905** · Engine · oil pump belt and tensioner: The oil pump belt or its tensioner can fail. The engine loses oil pressure and can stall, which also cuts power brake assist.

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 23V-905. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,100–$1,660

Timing belt runs in oil and wears early — $1,000–$1,500

Inside the range (15,000–73,000 mi, the middle half of 12 owner reports)

independent shop, installed

`If it fails: $6,000–$8,000 · 5.6×`

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

Coolant loss and white smoke (exhaust manifold area crack): Inside the range (10,000–60,000 mi, the middle half of 12 owner reports)
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Oil pump belt or tensioner failure (recall) — Free if open

Recall 23V-905 is listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

Next 12 months up to about 72,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 90,000 mi

Nothing else enters its reported range in this window.

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

Nothing scheduled here.

Recommended now

$1,100–$1,660

Independent shop, installed. Dealers often charge more.

Planned through 90,000 mi

$1,100–$1,660

Nothing else on the list before 90,000 mi. Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 60K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil pump belt or tensioner failure (recall)	52,000–72,000 mi (middle half of 97 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Timing belt runs in oil and wears early	15,000–73,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	Coolant loss and white smoke (exhaust manifold area crack)	10,000–60,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range

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 2019 Ford EcoSport

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 MAJ3S2GE4KC123456.
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.

1.0L ECOBOOST I3 (FOX) RECALLS WE TRACK

23V-905 · Oil pump drive belt or tensioner may fail (2016–2018 Focus, 2018–2022 EcoSport)

NHTSA lists this model and year: check by VIN

Loss of oil pressure can stall the engine and cut power brake assist. Dealers replace the oil pump belt and tensioner, or the engine if damaged, free. OFFICIAL [3]

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

Other 1.0L EcoBoost I3 (Fox) recalls we track, not listed by NHTSA for this model and year: 14V-402 (fuel tank may leak (2014 Fiesta)), 15V-005 (fuel pump may fail (2014–2015 Fiesta)).

EVERY RECALL NHTSA LISTS FOR THE 2019 FORD ECOSPORT (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-905 1.0L EcoBoost I3 (Fox) tracked	Engine · oil pump belt and tensioner	The oil pump belt or its tensioner can fail. The engine loses oil pressure and can stall, which also cuts power brake assist. Details
19V-023	Seats · front seat frames	Front seat frames may be poorly welded, so the seat back may not hold in a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: ECOSPORT. 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

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 3 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 (B515). Left out because they apply to other models, years, engine sizes or body codes: Clutch can fracture (manual Focus, recall).

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1 Oil pump belt or tensioner failure (recall)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 834 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (52,000–72,000 mi (middle half of 97 owner complaints that state a mileage)), 8,000 miles past where reports start. Range: 52,000–72,000 mi (middle half of 97 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2016–2018 Focus and 2018–2022 EcoSport in recall 23V-905

WHAT FAILS OFFICIAL [3][4]

The oil pump on this engine is driven by a belt inside the engine. Ford recalled 2016–2018 Focus and 2018–2022 EcoSport models because the oil pump belt or its tensioner can fail and the engine loses oil pressure. Ford had earlier told dealers that a failed tensioner on some automatic cars means a new engine. Dealers replace the belt and tensioner, or the engine if it is already damaged.

SYMPTOMS

- Oil pressure warning light
- Engine noise or knock
- Stall and loss of power braking assist

IF IT'S LEFT TOO LONG

Loss of oil pressure can seize the engine and cause a stall.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the VIN for recall 23V-905 and have it done.

ESTIMATED REPAIR COST

Free under recall 23V-905	**Free if covered** OFFICIAL [3] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=11)	**$6,050–$7,650** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 11 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $6,500). Examples: ODI 11565634, 11555418, 11549880, 11473126. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR B515

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

WHAT TO ASK YOUR SHOP

- Recall 23V-905 done?
- Any oil pressure warnings?

2 Timing belt runs in oil and wears early

Inside the range

Severity: Critical: rare, but can badly damage the engine · 45 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (15,000–73,000 mi (middle half of 12 owner complaints that state a mileage)), 45,000 miles past where reports start. Range: 15,000–73,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Ford now says 100,000 miles or 6 years, whichever comes first

WHAT FAILS OFFICIAL [2]

The timing belt runs in engine oil. Ford says poor oil, contaminants, acidic oil and skipped maintenance can wear it early; belt material can then clog the oil pump pick-up screen, the engine loses oil pressure and can seize. Ford shortened the replacement interval to 100,000 miles or 6 years and will reimburse some earlier engine repairs under program 26L02 if the oil changes were done on time.

SYMPTOMS

- Oil pressure warning light
- Cam/crank timing codes (P0016–P0019, P033F)
- Belt debris on the oil pick-up screen

IF IT'S LEFT TOO LONG

A worn belt can starve the engine of oil and ruin it.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Replace the timing belt and oil pump belt by 100,000 miles or 6 years, and use the specified oil.

ESTIMATED REPAIR COST

Timing belt kit replacement, 1.0 EcoBoost (blog estimate: independent shop to dealer)	**$1,000–$1,500** FORUM/BLOG [8] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=37)	**$6,000–$8,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

5.6× The failure-bill midpoint ($7,000) is about 5.6× the early-fix midpoint ($1,250). A cost ratio, not a probability.

Where the numbers come from: Computed from 37 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $7,000). Examples: ODI 11565292, 11572433, 11626909, 11589465. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR B515

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

WHAT TO ASK YOUR SHOP

- Timing belt and oil pump belt ever replaced?
- Oil changes on time with the right oil (receipts)?

3 Coolant loss and white smoke (exhaust manifold area crack)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 75 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (10,000–60,000 mi (middle half of 12 owner complaints that state a mileage)), 50,000 miles past where reports start. Range: 10,000–60,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2017 Fiesta, 2015–2018 Focus, 2018–2019 EcoSport in the Ford message

WHAT FAILS OFFICIAL [5]

Ford told dealers that some 1.0L engines use coolant, blow white smoke or run rough. If no outside leak is found, technicians inspect the integrated exhaust manifold area of the cylinder head for cracks and replace parts.

SYMPTOMS

- Coolant level dropping with no visible leak
- White exhaust smoke
- Rough running
- Overheating

IF IT'S LEFT TOO LONG

Running low on coolant can overheat and crack the head; coolant in the cylinders can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check coolant at every fill-up; have any unexplained loss tested right away.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No owner-reported bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR B515

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

WHAT TO ASK YOUR SHOP

- Any coolant top-ups or overheating?
- White smoke at start-up?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.0L EcoBoost I3 (Fox) 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
Stalling / loss of power	322	Mostly engine failures from oil pump belt and timing belt problems, plus fuel and sensor faults.
Transmission	119	Counts every transmission complaint (6F15 automatic and manual); not an engine fault.
Turbo	102	Many mention the turbo when the engine failed from oil starvation; Ford also says a wastegate rod rattle is normal (SSM 46282).

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

- Oil pressure and oil condition
- Belt service records and age
- Coolant level and white smoke
- Open recalls

Ask the seller

- Timing belt and oil pump belt replaced?
- Oil changes on time with the right oil?
- Recalls 23V-905 and clutch recalls done?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot
- Oil change receipts (needed for program 26L02 claims)

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Oil pump belt or tensioner failure (recall): fault found on inspection	$6,050–$7,650
●	Timing belt runs in oil and wears early: original, no replacement invoice	$1,000–$1,500
	Coolant loss and white smoke (exhaust manifold area crack): symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$1,000–$1,500**

● = 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

7 · METHOD AND SOURCES

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 Fiesta (non-ST) and Focus (non-ST, RS, Electric) complaints that name the 1.0L, EcoBoost or three cylinders, plus EcoSport complaints that do not mention the 2.0L or 4WD: 1,918 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
Oil pump belt / oil pressure	834	Item 1
Stalling / loss of power	322	Also reported
Transmission	119	Also reported
Turbo	102	Also reported
Coolant loss / overheating	75	Item 3
Timing belt	45	Item 2
Clutch	6	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 owner complaints for 2014–2019 Fiesta and 2015–2018 Focus complaints that point to the 1.0L EcoBoost (ST excluded), plus 2018–2022 EcoSport complaints that do not mention the 2.0L or 4WD, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford Customer Satisfaction Program 26L02: 2014–2021 Fiesta, Focus and EcoSport 1.0L Fox engine: timing belt and oil pump belt interval changed to 100,000 miles or 6 years; reimbursement for some earlier belt-related engine repairs (2026-08-25), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11036546-0001.pdf

3. NHTSA recall records: 23V-905 (2016–2018 Focus and 2018–2022 EcoSport: oil pump drive belt or tensioner may fail, loss of oil pressure), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=23V905000

4. Ford SSM 49726: 2016–2018 Focus and 2018–2019 EcoSport 1.0L with 6F15 automatic built on or before July 3, 2019: loss of engine oil pressure from a failed oil pump belt tensioner (2021-04-08), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2021/MC-10191089-0001.pdf

5. Ford SSM 47587: 2014–2017 Fiesta, 2015–2018 Focus, 2018–2019 EcoSport 1.0L: coolant consumption, white smoke or rough running; inspect the integrated exhaust manifold area for cracks (2018-10-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10148728-9999.pdf

6. NHTSA recall records: 18V-169, 18V-845 and 26V-376 (2015–2018 Focus 1.0L with 6-speed manual: clutch may fracture), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=18V845000

7. NHTSA recall records: 14V-402 (2014 Fiesta fuel tank leak) and 15V-005 (2014–2015 Fiesta fuel pump), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V005000

8. Cararac: 1.0 EcoBoost timing belt interval explained (belt kit about $1,000 at an independent shop, $1,300–$1,500 at a dealer), via search extract Oct 28, 2026 FORUM/BLOG
https://cararac.com/blog/1-0-ecoboost-timing-belt-interval-explained.html

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-F10EB-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.