SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 1.0L ECOBOOST I3 (FOX)
RA-F10EB-123456-20261028

2019 Ford EcoSport · EcoSport SE 1.0L EcoBoost FWD · FWD

MAJ3S2GE4KC123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
60,000			

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

23V-905 · Oil pump drive belt or tensioner may fail (2016–2018 Focus, 2018–2022 EcoSport) ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Timing belt runs in oil and wears early

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

Check the belt service history and age ☐ OK ☐ Watch ☐ Fix
Scan for P0016–P0019 and P033F ☐ OK ☐ Watch ☐ Fix
Check oil condition ☐ OK ☐ Watch ☐ Fix
Belt age: ___ years / ___ miles
Scan for: P0016, P0017, P0018, P0019, P033F
Parts (B515): Ask your parts supplier for the OE part number for this VIN.

2. Oil pump belt or tensioner failure (recall)

Check now · Inside the range (52,000–72,000 mi, the middle half of 97 owner reports)

Check the VIN for open recalls ☐ OK ☐ Watch ☐ Fix
Check oil pressure with a gauge ☐ OK ☐ Watch ☐ Fix
Look for metal in the oil ☐ OK ☐ Watch ☐ Fix
Oil pressure at idle: ___ psi
Scan for: P0520, P0521, P0524
Parts (B515): Ask your parts supplier for the OE part number for this VIN.

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

Check now · Inside the range (10,000–60,000 mi, the middle half of 12 owner reports)

Cooling-system pressure test ☐ OK ☐ Watch ☐ Fix
Combustion gas test ☐ OK ☐ Watch ☐ Fix
Inspect the head and manifold area for cracks ☐ OK ☐ Watch ☐ Fix
Coolant loss over a week: none / some
Scan for: P0217, P0300
Parts (B515): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE

Not on this report for this car. Check the service records and the maker's schedule (brake fluid, spark plugs, coolant, transmission fluid). ☐ Records checked ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 1.0L ECOBOOST I3 (FOX), QUICK CHECKS

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

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Timing belt runs in oil and wears early

The timing belt runs in engine oil. At 60,000 mi your car is in the mileage range where owners report it. Our price is $1,150, before tax and shop supplies. Left until it fails, published repair bills run $6,000–$8,000.

Ask: have you noticed oil pressure warning light, or cam/crank timing codes (P0016–P0019, P033F)?

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2. Oil pump belt or tensioner failure (recall)

The oil pump on this engine is driven by a belt inside the engine. At 60,000 mi your car is in the mileage range where owners report it. A recall or warranty extension may pay for it: we check the VIN.

Ask: have you noticed oil pressure warning light, or engine noise or knock?

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

Ford told dealers that some 1.0L engines use coolant, blow white smoke or run rough. At 60,000 mi your car is in the mileage range where owners report it.

Ask: have you noticed coolant level dropping with no visible leak, or white exhaust smoke?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.