2014 Ford Fiesta at 126,000 mi

3FADP4BJ8EM234567

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Fiesta · Fiesta SE sedan 1.6 Ti-VCT PowerShift automatic	Ford 1.6L Ti-VCT four-cylinder (Sigma) with DPS6 PowerShift	126,000 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 'E' = 2014, 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

1
to plan in the next 30,000 miles

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (6)

- **20V-331** · Latches/locks/linkages · doors · latch: Some cars repaired under the earlier door latch recalls may not have been fixed properly, so a door may still fail to latch and could open while driving. Dealers check the latch date codes and replace latches if needed.
- **20V-177** · Latches/locks/linkages · doors · latch: In cars sold or registered in hot-climate states, a part inside the side door latches can break, so a door may seem closed when it is not and could open while driving. Dealers replace the side door latches.
- **17V-210** · Latches/locks/linkages · doors · latch: A part inside the door latches can break, making doors hard to latch or letting a door open while driving. Dealers replace the side door latches.
- **15V-246** · Latches/locks/linkages · doors · latch: A part inside the door latches can break, making doors hard to latch or letting a door open while driving. Dealers replace the side door latches.
- **15V-005** · Fuel system, gasoline · delivery · fuel pump: On cars built from April 10 to June 17, 2014, poorly plated parts inside the fuel pump can make it fail, and the engine may stall without warning. Dealers replace the fuel pump.
- **14V-402** · Fuel system, gasoline · storage: On cars built from October 25, 2013 to February 27, 2014, a manufacturing error can make the fuel tank leak, which is a fire risk. Dealers inspect and replace the tank if needed.

A model-year list, not a VIN check. 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. 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

DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only): Past the range (12,000–66,000 mi, the middle half of 218 owner reports) · if it fails: $2,000–$4,700

DPS6 transmission control module failure (no drive, no start; automatic only): Past the range (17,000–100,000 mi, the middle half of 37 owner reports) · if it fails: $410–$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 136,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 156,000 mi — $1,351–$2,138

Timing belt and tensioner (interference engine) — $1,351–$2,138

independent shop, installed

Below the range (150,000 mi scheduled replacement (blog citing the owner manual; confirm for this VIN))

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

Variable cam timing (VCT) solenoid sticking from debris (P0011–P0025) — No published price

Any mileage (Ford bulletins: 2011 Fiesta and later Ford engines) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 156,000 mi

$1,451–$2,298

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 126K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only)	12,000–66,000 mi (middle half of 218 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	DPS6 transmission control module failure (no drive, no start; automatic only)	17,000–100,000 mi (middle half of 37 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Timing belt and tensioner (interference engine)	150,000 mi scheduled replacement (blog citing the owner manual; confirm for this VIN) FORUM/BLOG	Below the range
4	Variable cam timing (VCT) solenoid sticking from debris (P0011–P0025)	Ford bulletins: 2011 Fiesta and later Ford engines OFFICIAL	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 2014 Ford Fiesta

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 3FADP4BJ8EM234567.
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.

1.6L TI-VCT I4 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 1.6L Ti-VCT I4 as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2014 FORD FIESTA (6)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-331	Latches/locks/linkages · doors · latch	Some cars repaired under the earlier door latch recalls may not have been fixed properly, so a door may still fail to latch and could open while driving. Dealers check the latch date codes and replace latches if needed. Details
20V-177	Latches/locks/linkages · doors · latch	In cars sold or registered in hot-climate states, a part inside the side door latches can break, so a door may seem closed when it is not and could open while driving. Dealers replace the side door latches. Details
17V-210	Latches/locks/linkages · doors · latch	A part inside the door latches can break, making doors hard to latch or letting a door open while driving. Dealers replace the side door latches. Details
15V-246	Latches/locks/linkages · doors · latch	A part inside the door latches can break, making doors hard to latch or letting a door open while driving. Dealers replace the side door latches. Details
15V-005	Fuel system, gasoline · delivery · fuel pump	On cars built from April 10 to June 17, 2014, poorly plated parts inside the fuel pump can make it fail, and the engine may stall without warning. Dealers replace the fuel pump. Details
14V-402	Fuel system, gasoline · storage	On cars built from October 25, 2013 to February 27, 2014, a manufacturing error can make the fuel tank leak, which is a fire risk. Dealers inspect and replace the tank if needed. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: FIESTA. 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 (FIESTA): 17V-209 (cylinder head crack on the 1.6L GTDI turbo engine) covers the Fiesta ST only and is left out of this 1.6L Ti-VCT sample. 15V-005 and 14V-402 cover narrow build-date ranges, and 20V-177 covers cars sold or registered in hot-climate states. A VIN check would show any recall that applies.

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 4 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 (B299).

1 DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 1453 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 126,000 mi this car is past the reported range (12,000–66,000 mi (middle half of 218 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 12,000–66,000 mi (middle half of 218 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: cars with the 6-speed PowerShift automatic (not the 5-speed manual)

WHAT FAILS OFFICIAL [2][3][4]

The PowerShift is a dry dual-clutch automatic. Leaking input shaft seals let transmission fluid reach the clutches, which then shudder on light acceleration from a stop. Ford's bulletin replaces the clutch and both input shaft seals and reprograms the modules. Ford extended coverage of the seals, clutch and software to 7 years / 100,000 miles on 2011–2014 Fiestas (program 14M01); that coverage has now ended by age.

SYMPTOMS

- Shudder or judder pulling away from a stop
- Hesitation, then a lurch, at low speed
- Grinding or rattling on light throttle
- Fluid at the clutch housing

IF IT'S LEFT TOO LONG

A slipping, oil-soaked clutch keeps wearing and can leave the car without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have shudder diagnosed early; the clutch and seals are replaced together with a software update and clutch relearn.

ESTIMATED REPAIR COST

Labor only: bulletin time 5.1 h (clutch and both input shaft seals) + 0.6 h test × $100–160/h; clutch parts extra	**$570–$910** OUR ESTIMATE [4] labor only, parts extra
Owner-reported clutch repair bills in NHTSA complaints (n=33)	**$2,000–$4,700** 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: Early: ESTIMATE from Ford TSB 16-0109 labor times (5.1 h to replace the clutch and both inner input shaft seals on a 2011–2015 Fiesta, plus 0.6 h pinpoint test) at $100–160/h; parts are not included. Fail: computed from 33 NHTSA owner complaints that name the clutch and quote a bill (middle half; median $3,000). Examples: ODI 11374714, 11366259, 11353467, 11341040. Owner-reported, often dealer prices.

PARTS FOR B299

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

WHAT TO ASK YOUR SHOP

- Clutch replaced? When, and was the newer clutch fitted?
- Any shudder pulling away?

2 DPS6 transmission control module failure (no drive, no start; automatic only)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 241 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 126,000 mi this car is past the reported range (17,000–100,000 mi (middle half of 37 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 17,000–100,000 mi (middle half of 37 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: cars with the 6-speed PowerShift automatic (not the 5-speed manual)

WHAT FAILS OFFICIAL [5][6]

The PowerShift's transmission control module (TCM) can fail electrically. Ford's bulletin lists intermittent loss of drive while moving, no start or loss of power, a flashing gear indicator and codes U0100, U0101, U1013, U3003 or P0606. Ford extended the TCM warranty to 10 years / 150,000 miles on 2011–2015 Fiestas (program 14M02); that limit has now passed for nearly every covered car.

SYMPTOMS

- Sudden loss of drive while moving
- No start, or the car will not shift out of park
- Flashing gear indicator; hill start assist unavailable message
- Check-engine light

IF IT'S LEFT TOO LONG

Losing drive in traffic is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Scan the TCM at the first warning; a new module needs the latest software.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported bills in NHTSA complaints that name the module (n=21)	**$410–$2,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 21 NHTSA owner complaints that name the transmission control module and quote a bill (middle half; median $1,000). Examples: ODI 11374714, 11366259, 11280340, 11232312. Some bills include other transmission work.

PARTS FOR B299

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

WHAT TO ASK YOUR SHOP

- TCM replaced? Which year?
- Any loss of drive or no-start?

3 Timing belt and tensioner (interference engine)

Below the range

Severity: High: overheating, stalls, limp mode or a big bill · 6 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 126,000 mi this car is 24,000 miles before the reported range (150,000 mi scheduled replacement (blog citing the owner manual; confirm for this VIN)) starts. Range: 150,000 mi scheduled replacement (blog citing the owner manual; confirm for this VIN) FORUM/BLOG [8]



WHAT FAILS OFFICIAL [7][8][1]

The 1.6L Ti-VCT has a timing belt; a broken belt on this interference engine bends valves. Ford bulletins cover a buzzing or sawing noise from the timing belt cover between 950 and 1,200 rpm after a cold start on 2012–2014 cars. One owner reported a crank sprocket failure that let the belt run off at 90,000 miles.

SYMPTOMS

- Buzz or sawing noise from the belt cover at 950–1,200 rpm when cold
- Ticking or slapping at the front of the engine

IF IT'S LEFT TOO LONG

A snapped belt usually means bent valves and a cylinder-head repair.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the belt, tensioner and idler at the scheduled interval, sooner if the bulletin noise appears.

ESTIMATED REPAIR COST

Timing belt replacement, 2014 Fiesta 1.6L (YourMechanic estimate to shop/dealer range)	**$1,351–$2,138** SHOP/RETAILER [9] independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR B299

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

WHAT TO ASK YOUR SHOP

- Timing belt replaced? At what mileage?

4 Variable cam timing (VCT) solenoid sticking from debris (P0011–P0025)

Any mileage

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

Reports cover a wide mileage span (Ford bulletins: 2011 Fiesta and later Ford engines), so mileage doesn't say much here. Range: Ford bulletins: 2011 Fiesta and later Ford engines OFFICIAL [10][11]

WHAT FAILS OFFICIAL [10][11]

Small debris can make a variable cam timing solenoid stick and set cam timing codes. Ford tells technicians to run a specific test before replacing the solenoid, and an

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed

early 2011 Fiesta bulletin found debris restricting the cam timing.

SYMPTOMS

- Check-engine light with P0011–P0025
- Rough idle or poor performance

IF IT'S LEFT TOO LONG

Usually a drivability fault; regular oil changes help keep debris out.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Follow the Ford test before replacing the solenoid; keep oil changes on time.

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

PARTS FOR B299

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

WHAT TO ASK YOUR SHOP

- Any cam timing codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.6L Ti-VCT I4 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
Door latch	562	Door latches that fail to latch; Ford recalled 2011–2016 Fiestas for this. A body fault, not an engine one.
Stalling / loss of power	500	Most stalling and loss-of-power reports on this car describe the PowerShift losing engagement or a failing transmission module (see those items); diagnose case by case.
Brakes	223	Brake complaints; not engine faults.
Rolling back on hills	169	Dual-clutch cars can roll back on hills when hill-start assist is off or the clutch slips; part of the PowerShift complaints.
Air bags	123	Air bag complaints, mostly about recalled Takata-type inflators and warning lights; not engine faults.
Steering	116	Electric power steering complaints; not engine faults.
Headlights	59	Headlight failures; an electrical body fault.

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

- Road test from a stop for PowerShift shudder (automatic)
- Scan the TCM for stored codes
- Timing belt history and cold-start belt noise
- Door latch recall status

Ask the seller

- Clutch or TCM replaced?
- Timing belt replaced?
- Recalls done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
DPS6 PowerShift: clutch shudder and input shaft seal leaks (automatic only): seeping or leaking	$570–$910 + parts
DPS6 transmission control module failure (no drive, no start; automatic only): symptoms or fault codes present	No published price
Timing belt and tensioner (interference engine): original, no replacement invoice	$1,351–$2,138
Variable cam timing (VCT) solenoid sticking from debris (P0011–P0025): fault found on inspection	No published price
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

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 28, 2026 from NHTSA's complaints API for All 2011–2019 Fiesta complaints except those that name the ST, the EcoBoost, the 1.0L, a turbo or a three-cylinder. The 1.0L EcoBoost (2014–2019) and the ST (2014–2019) were less common, so most remaining complaints are 1.6L cars, but some unnamed 1.0L and ST complaints remain in the pool: 3,124 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
PowerShift transmission	1,453	Item 1
Door latch	562	Also reported
Stalling / loss of power	500	Also reported
Transmission control module	241	Item 2
Brakes	223	Also reported
Rolling back on hills	169	Also reported
Air bags	123	Also reported
Steering	116	Also reported
Headlights	59	Also reported
Timing belt	6	Item 3
Cam timing (VCT) codes	0	Item 4

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 2011–2019 Ford Fiesta, excluding complaints that name the ST, EcoBoost, 1.0L, turbo or three-cylinder, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford bulletin 14M01 (supplement 6): DPS6 automatic transmission: clutch shudder / input shaft seal warranty extension to 7 years or 100,000 miles, 2011–2014 Fiesta and Focus (2016-08-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10092575

3. Ford bulletin 15-0120: 2011–2015 Fiesta and 2012–2015 Focus DPS6: transmission fluid leakage and excessive clutch shudder on light acceleration (2015-08-04), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10058673

4. Ford bulletin 16-0109: DPS6: excessive transmission clutch shudder on light acceleration, with or without fluid leaking from the clutch housing (2011–2015 Fiesta built on or before 10/15/2014); labor times included (2016-08-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10092372

5. Ford bulletin 16-0044: DPS6: no start and/or loss of transmission engagement or power with DTCs U0100, U0101, U1013, U3003 and/or P0606 (2011–2016 Fiesta) (2016-03-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10075274

6. Ford bulletin 14M02 (supplement 2): DPS6 transmission control module extended warranty coverage to 10 years or 150,000 miles, 2011–2015 Fiesta and 2012–2015 Focus (2016-06-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10091154

7. Ford bulletin 14-0101: Engine whirring, buzz or saw noise from the timing belt cover between 950 and 1,200 rpm after a cold start (2012–2014 Fiesta) (2014-05-08), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10056210

8. CarsCounsel: Ford Fiesta timing belt or chain (1.6L Ti-VCT timing belt, 150,000 mi interval per the owner manual), via search extract Oct 28, 2026 FORUM/BLOG
https://carscounsel.com/ford-fiesta-timing-belt-or-chain/

9. YourMechanic: Ford Fiesta timing belt replacement estimate (2011–2017 L4-1.6L: $1,283–$1,494; shop/dealer $1,472–$2,304; 2014 car $1,351, shop/dealer $1,556–$2,138), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/ford/fiesta/timing-belt-replacement

10. Ford bulletin SSM 49821: DTCs P0011–P0025 may be due to small debris causing the VCT solenoid to stick; run pinpoint test HK11 before replacing (2015–2021 Ford and Lincoln, including Fiesta) (2021-05-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10194428

11. Ford bulletin AS-21825: Check-engine or traction control light with two possible codes; debris may have restricted the camshaft timing (2011 Fiesta) (2011-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10039055

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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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.