2010 Ford Escape at 105,000 mi

1FMCU0DGXAK123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Escape · Escape XLT 3.0 V6 FWD	Ford / Mazda 3.0L Duratec 30 DOHC V6	105,000 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 'A' = 2010, 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.

2
jobs recommended now

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

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **16V-777** · Fuel system · fuel delivery module (3.0L): The fuel delivery module on top of the tank can crack and leak fuel. A fuel leak near an ignition source can start a fire.
- **14V-284** · Steering · electric power steering torque sensor: The steering torque sensor may fail and the system may turn off power steering assist. Steering then takes more effort at low speed, raising the crash risk.
- **10V-222** · Transmission · park rod guide pin: On some cars built in early 2010, a pin in the park mechanism may not be installed correctly, so the car may not stay in Park and can roll away if the parking brake is not set.

A model-year list, not a VIN check. Repairs are free at a Ford dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 16V-777. 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

Electronic throttle body (idle surge, limp mode): Past the range (47,000–88,000 mi, the middle half of 216 owner reports) · if it fails: $476–$571

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Fuel delivery module can crack and leak fuel (2010–2012)

`Free if open`

Recall 16V-777 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 117,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 135,000 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

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 135,000 mi

$100–$160

No other repairs on the list before 135,000 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 105,000 mi to 135,000 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 Guide normal schedule lists spark plug replacement at the 90,000-mile service.	every 90,000 mi	**Was due at 90,000 mi (check records)** [M8][M9][M10]
Engine coolant First change at 6 years or 105,000 mi, then every 3 years or 45,000 mi.	first at 105,000 mi, then every 45,000 mi or 3 years	**Due by age: every 3 years (check records)** [M8][M9][M10]
Automatic transmission fluid Change automatic transaxle fluid at 150,000 mi (not on the guide's short-interval list).	every 150,000 mi	Next at 150,000 mi [M1][M2][M3][M4][M5][M6][M7][M8][M9][M10]

M1. 2001 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/01nmgmg5e.pdf

M2. 2002 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/02nmgmg3e.pdf

M3. 2003 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/03frdmg6e.pdf

M4. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

M5. 2005 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/05frdmg4e.pdf

M6. 2006 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/06frdmg3e.pdf

M7. 2007 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/07frdmg1e.pdf

M8. 2008 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/08frdmg3e.pdf

M9. 2009 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/09frdmg2e.pdf

M10. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M11. 2011 Ford Transit Connect Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11trcog2e.pdf

M12. 2012 Ford Expedition Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/12exdog3e.pdf

M13. 2011 Ford Expedition Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11exdog1e.pdf

M14. 2011 Ford Taurus Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11tauog3e.pdf

M15. 2011 Ford Edge Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11edgog3e.pdf

M16. 2000 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/00nmgmg3e.pdf

WHERE 105K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Electronic throttle body (idle surge, limp mode)	47,000–88,000 mi (middle half of 216 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Fuel delivery module can crack and leak fuel (2010–2012)	2010–2012 Escape, 2010–2011 Mariner and Tribute with the 3.0L (recalls 16V-777, 16V-788) 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 2010 Ford Escape

Safety recall repairs are free at Ford dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 1FMCU0DGXAK123456.
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.

3.0L DURATEC V6 RECALLS WE TRACK

16V-777 · Fuel delivery module can crack and leak fuel (2010–2012 Escape, 2010–2011 Mariner 3.0L)

NHTSA lists this model and year: check by VIN

Dealers replace the module flange with a redesigned part. OFFICIAL [12]

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

16V-788 · Fuel delivery module can crack and leak fuel (2010–2011 Tribute 3.0L) Not listed for MY2010

Dealers replace the module flange with a redesigned part. OFFICIAL [12]

Other 3.0L Duratec V6 recalls we track, not listed by NHTSA for this model and year: 04V-165 (engine can stall on deceleration (2001–2003 Escape 3.0L)), 04V-175 (engine can stall on deceleration (2001–2003 Tribute 3.0L)), 04V-105 (air filter can smolder or burn (certain 2003 Taurus and Sable)).

EVERY RECALL NHTSA LISTS FOR THE 2010 FORD ESCAPE (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-777 3.0L Duratec V6 tracked	Fuel system · fuel delivery module (3.0L)	The fuel delivery module on top of the tank can crack and leak fuel. A fuel leak near an ignition source can start a fire. Details
14V-284	Steering · electric power steering torque sensor	The steering torque sensor may fail and the system may turn off power steering assist. Steering then takes more effort at low speed, raising the crash risk. Details
10V-222	Transmission · park rod guide pin	On some cars built in early 2010, a pin in the park mechanism may not be installed correctly, so the car may not stay in Park and can roll away if the parking brake is not set. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: ESCAPE. 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 (ESCAPE): 15E-045 (aftermarket Timken wheel bearings) and 10E-043 (aftermarket seat covers) cover equipment only and are left out of this sample. 10V-222 covers Escapes built Feb. 27 to Mar. 26, 2010; a VIN check shows whether it 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 2 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 (CD2). Left out because they apply to other models, years, engine sizes or body codes: Throttle held open by the speed control or accelerator cable; Ignition coil-on-plug damage (P0351–P0356); Automatic transaxle (CD4E in Escape; CVT in Freestyle / Five Hundred); Ignition coil failures, often in wet weather (MPV, Mazda6 V6).

---

1 Electronic throttle body (idle surge, limp mode)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 2025 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is past the reported range (47,000–88,000 mi (middle half of 216 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 47,000–88,000 mi (middle half of 216 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2005–2007 Freestyle/Five Hundred/Montego (program 12N03); 2006–2008 Fusion/Milan and 2006 Zephyr (TSB 12-8-1); 2009–2012 Escape/Mariner/Fusion/Milan V6 (programs 13B17, 13N03)

WHAT FAILS OFFICIAL [4][5][6][7]

Deposits from the crankcase ventilation can build up in the electronic throttle body. On the Freestyle, Five Hundred and Montego this causes a sudden idle surge when stopped or parking; Ford cleaned the throttle body and reprogrammed the PCM. On 2009–2012 Escape, Mariner, Fusion and Milan V6s, contamination on the throttle motor contacts can set the wrench light and put the car in a reduced-power mode; Ford updated the PCM and extended throttle body coverage, which has now ended.

SYMPTOMS

- Idle surges when stopped, parking or shifting into gear
- Wrench light or reduced power
- Codes P0505, P0506, P061B, P2111 or P2112
- Hard start

IF IT'S LEFT TOO LONG

An idle surge in a parking lot or a sudden loss of power in traffic is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean the throttle body and check the PCM calibration at the first surge; replace the throttle body if the motor contacts are bad.

ESTIMATED REPAIR COST

Labor only, 0.7 h Ford warranty time	**$70–$110** OUR ESTIMATE [4][13] labor only, parts extra
Throttle body replacement, Fusion (RepairPal)	**$476–$571** SHOP/RETAILER [8] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Ford warranty labor time of 0.7 h (bulletin [4]) × $100–$160/h independent-shop labor rate [13]. Parts are extra unless stated; check the VIN for open warranty coverage first. Owner-reported bills: Computed from 125 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $800). Examples: ODI 10514340, 10536432, 10499987, 10479399. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR CD2

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

WHAT TO ASK YOUR SHOP

- Throttle body cleaned or replaced?
- Programs 12N03 / 13B17 done?
- Any surging or wrench light?

---

2 Fuel delivery module can crack and leak fuel (2010–2012)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 7 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2010–2012 Escape, 2010–2011 Mariner and Tribute with the 3.0L (recalls 16V-777, 16V-788)), so mileage doesn't say much here. Range: 2010–2012 Escape, 2010–2011 Mariner and Tribute with the 3.0L (recalls 16V-777, 16V-788) OFFICIAL [12]

WHAT FAILS OFFICIAL [12]

On these V6 SUVs the fuel delivery module on top of the tank can crack at the fuel supply port and leak fuel. Ford and Mazda recalled them and replace the flange with a redesigned part.

SYMPTOMS

- Fuel smell near the rear of the vehicle
- Wet fuel on top of the tank

IF IT'S LEFT TOO LONG

A fuel leak near an ignition source is a fire risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for recall 16V-777 (Ford) or 16V-788 (Mazda).

ESTIMATED REPAIR COST

Free under the recalls	**Free if covered** OFFICIAL [12] 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 CD2

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

WHAT TO ASK YOUR SHOP

- Fuel module recall done?
- Any fuel smell?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L Duratec V6 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
Brakes	1,865	Brake complaints on the cars and SUVs; not engine faults.
Stall	939	Mixed causes; 2001–2003 Escape and Tribute V6 had a stall-on-deceleration recall (04V-165 / 04V-175).
Camshaft tick	15	Ford bulletin 04208 covers a camshaft tick noise on the 3.0L 4V; usually noise only.

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

- Throttle return to idle (cable cars)
- Throttle bore deposits and idle surge (2005–2012)
- Coil codes P0351–P0356 (2006–2008 Fusion/Milan)
- Transmission shift quality and fluid
- Fuel module recall (2010–2012 SUVs)
- Misfire or coil codes (MPV, Mazda6 V6)

Ask the seller

- Throttle cable and fuel module recalls done?
- Throttle body cleaned or replaced?
- Transmission rebuilt?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Electronic throttle body (idle surge, limp mode): symptoms or fault codes present	$70–$110 + parts
Fuel delivery module can crack and leak fuel (2010–2012): 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 27, 2026 from NHTSA's complaints API for All Freestyle, Five Hundred, Montego, 2006 Zephyr and 2002–2006 MPV complaints; Escape, Mariner, Tribute, Fusion, Milan and Mazda6 complaints that name the 3.0L or V6 (not the four-cylinder or hybrid); Taurus and Sable complaints that name the Duratec, DOHC or 24-valve engine. Most of the pool is Freestyle and Five Hundred: 5,859 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Throttle surge / throttle body	2,025	Item 1
Brakes	1,865	Also reported
Transmission / CVT	1,042	Other years or engine sizes
Stall	939	Also reported
Ignition coils (MPV / Mazda6 V6)	60	Other years or engine sizes
Coil / misfire	33	Other years or engine sizes
Stuck throttle / cable	16	Other years or engine sizes
Camshaft tick	15	Also reported
Fuel leak	7	Item 2

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 2005–2007 Freestyle, Five Hundred and Montego, 2006 Zephyr and 2002–2006 Mazda MPV (all complaints); Escape, Mariner, Tribute, Fusion, Milan and Mazda6 complaints that name the 3.0L or V6; 2000–2005 Taurus and Sable complaints that name the Duratec, DOHC or 24-valve engine, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 12V-353 and 12V-357 (2001–2004 Escape and 2001–2006 and 2008 Tribute 3.0L speed control cable can hold the throttle open) and 04V-574 / 04V-583 (2002–2004 Escape and Tribute accelerator cable), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V353000

3. Ford Customer Satisfaction Program 13B04: Certain 2000–2003 Taurus and Sable with the 3.0L 4V engine: speed control cable can be damaged and keep the throttle from returning to idle (program ended Aug. 31, 2014; labor 0.2–0.5 h) (2013-06-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/CSC-10052600-5386.pdf

4. Ford Customer Satisfaction Program 12N03: 2005–2007 Freestyle, Five Hundred and Montego: engine idle rpm surge from throttle body deposits; remove and clean the throttle body and reprogram the PCM (0.7 h; coverage ended May 31, 2013 for most vehicles) (2012-11-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/CSC-10051815-2038.pdf

5. Ford Customer Satisfaction Program 13B17: 2009–2012 Escape/Mariner and 2010–2012 Fusion/Milan 3.0L: throttle body PCM calibration update for contaminated throttle body motor contacts (0.3 h; program ended July 31, 2015) (2014-06-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/CSC-10056183-3464.pdf

6. Ford Program 13N03: 2009–2013 Fusion, Milan, Escape and Mariner: throttle body extended coverage (2015-03-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10057873

7. Ford TSB 12-8-1: DTCs P0505/P0506 and engine idle rpm fluctuation or hard start from sludge in the throttle body (includes 2006–2008 Fusion/Milan 3.0L and 2006 Zephyr); clean the throttle body (2012-08-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10048099-9805.pdf

8. RepairPal: Ford Fusion throttle body replacement cost estimate ($476–$571), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/fusion/throttle-body-replacement-cost

9. Ford TSB 13-4-17: 2006–2008 Fusion/Milan and 2006 Zephyr 3.0L built on or before 3/1/2008: MIL with P0351–P0356 and damaged coil-on-plugs; replace all coils, spark plugs and the PCM (2.4 h) (2013-04-24), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/SB-10052190-6886.pdf

10. Ford TSB 12-4-8: 2007–2008 Escape and Mariner CD4E: loss of 2nd and 4th gear; replace the intermediate/overdrive band (3.0L: 6.3–7.6 h) (2012-04-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10044907-5335.pdf

11. Ford bulletin 06114: Continuously variable transaxle (CVT) noise diagnosis (2005–2006 Five Hundred, Freestyle, Montego) (2006-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020134

12. NHTSA recall records: 16V-777 and 16V-788 (2010–2012 Escape, 2010–2011 Mariner and Tribute 3.0L fuel delivery module can crack and leak fuel), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=16V777000

13. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

14. NHTSA recall records: 04V-165 and 04V-175 (2001–2003 Escape and Tribute 3.0L can stall on deceleration) and 04V-105 (2003 Taurus and Sable air filter can smolder), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V165000

15. Ford bulletin 04208: Camshaft tick noise, 3.0L 4V engine only (2006-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019382

16. Samarins.com (mechanic's used-car guide): 2003–2008 Mazda6 problems: V6 misfire can come from bad ignition coils; a rear coil takes about 2 hours of labor because the intake manifold has to come off, accessed Oct 28, 2026 FORUM/BLOG
https://www.samarins.com/reviews/mazda6.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

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with Ford Motor Company. Ford and model names are trademarks of Ford Motor Company, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD30-123456-20261028 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.