2019 Ford F-150 at 70,000 mi

1FTFW1E12KF123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-150 · F-150 Lariat SuperCrew 3.0 Power Stroke 4x4	Ford 3.0L Power Stroke turbo-diesel V6 ("Lion")	70,000 mi	4WD
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.

0
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

5
to watch or check at each service

Safety recalls NHTSA lists for this model year (4 of 8)

- **24V-852** · Labels · air bag warning: The air bag warning label may be missing from the dashboard.
- **19V-805** · Electrical · battery cable fastener: The fastener at the positive battery terminal can loosen, which can cut power to displays and to brake or steering assist, stall the engine, or cause a short that can start a fire.
- **19V-278** · Engine · block heater cable (repeat repair): Trucks with a block heater that had recall 18V-894 done may have a damaged cable connector; it can short and, while plugged in, cause a fire.
- **18V-894** · Engine · block heater cable: On trucks with a block heater, water can get into the cable connector and corrode it; while plugged in, it can short and cause a fire.

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

Recommended now at the next service

Good news: nothing on the 3.0L Power Stroke V6 diesel watch list is due at this mileage. Worth a fresh look at about 80,000 mi.

Next 12 months up to about 82,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 100,000 mi

Nothing else enters its reported range in this window.

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

High-pressure fuel pump and fuel contamination — **No published price**
Any mileage (worst with poor fuel or water in the fuel) · Ask for this check at every service

Particulate filter and NOx sensor — **No published price**
Any mileage (All years; Ford programs cover 2021 trucks) · Ask for this check at every service

EGR bypass module and EGR cooler — **No published price**
Any mileage (2018–2019 trucks built on or before Oct. 19, 2018 (bypass screws); EGR cooler failures reported on all years) · Inspect at each service; fix at the first sign

DEF harness connectors (water intrusion) — **$60–$220** labor only, parts extra
Any mileage (2018–2021 F-150 3.0L diesel) · Inspect at each service; fix at the first sign

Low oil pressure at idle after an oil change — **$30–$50** labor only, parts extra
Any mileage (2018–2021 F-150 3.0L diesel) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 100,000 mi

No repairs planned

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 70,000 mi to 100,000 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
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]
Automatic transmission fluid Change automatic transmission fluid (and filter where fitted) every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M1][M2][M3]

M1. 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

M2. 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

M3. 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

WHERE 70K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-pressure fuel pump and fuel contamination	Any mileage; worst with poor fuel or water in the fuel OFFICIAL	Any mileage
2	Particulate filter and NOx sensor	All years; Ford programs cover 2021 trucks OFFICIAL	Any mileage
3	EGR bypass module and EGR cooler	2018–2019 trucks built on or before Oct. 19, 2018 (bypass screws); EGR cooler failures reported on all years OFFICIAL	Any mileage
4	DEF harness connectors (water intrusion)	2018–2021 F-150 3.0L diesel OFFICIAL	Any mileage
5	Low oil pressure at idle after an oil change	2018–2021 F-150 3.0L diesel 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 2019 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 1FTFW1E12KF123456.
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 POWER STROKE V6 DIESEL RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 3.0L Power Stroke V6 diesel as of 2026-11-10. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2019 FORD F-150 (8)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-852	Labels · air bag warning	The air bag warning label may be missing from the dashboard. Details
19V-805	Electrical · battery cable fastener	The fastener at the positive battery terminal can loosen, which can cut power to displays and to brake or steering assist, stall the engine, or cause a short that can start a fire. Details
19V-278	Engine · block heater cable (repeat repair)	Trucks with a block heater that had recall 18V-894 done may have a damaged cable connector; it can short and, while plugged in, cause a fire. Details
18V-894	Engine · block heater cable	On trucks with a block heater, water can get into the cable connector and corrode it; while plugged in, it can short and cause a fire. Details
26V-373	Exterior lighting · daytime running lamps	Trucks repaired incorrectly under 20V-097: the daytime running lamps may stay fully bright with the headlamps on, which can dazzle other drivers. Details
25V-442	Rearview camera · software	The rearview camera may show a blank image, reducing the view behind the truck when reversing. Details
22V-252	Rearview camera · wiring	A poor electrical connection can make the rearview camera show a blank or distorted image. Details
20V-097	Exterior lighting · daytime running lamps	On trucks with high-series LED headlamps, the daytime running lamps may stay fully bright with the headlamps on, which can dazzle other drivers. Details

Source: NHTSA recalls API, fetched 2026-10-28 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): 19V-633 (manual seat-back recliners) is left out of this F-150 Lariat sample, which has power front seats; a VIN check would show it if it applied.

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 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: NOx sensor failure (2021 F-150 3.0L diesel).

1 High-pressure fuel pump and fuel contamination

Any mileage

Severity: Critical: rare, but can badly damage the engine · 5 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; worst with poor fuel or water in the fuel), so mileage doesn't say much here. Range: Any mileage; worst with poor fuel or water in the fuel OFFICIAL [2]

WHAT FAILS FORUM/BLOG [1][2][3]

Ford says fuel that does not meet lubrication and anti-corrosion needs can damage the high-pressure fuel pump and injectors. Trade writers say the CP4.2 pump can shed metal through the whole fuel system, and owners report pump failures that strand the truck.

SYMPTOMS

- Crank but no start or long crank
- Rough running or loss of power
- Knocking or smoke
- Sudden stall

IF IT'S LEFT TOO LONG

Metal from a failed pump spreads to the rails and injectors; the repair can reach $10,000.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Drain the water separator and change the fuel filters on time; buy fuel from busy stations.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No firm price; reported up to $10,000	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR P552

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

WHAT TO ASK YOUR SHOP

- Fuel filters changed on time?
- Any fuel pump or injector work?

2 Particulate filter and NOx sensor

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All years; Ford programs cover 2021 trucks), so mileage doesn't say much here.

Range: All years; Ford programs cover 2021 trucks OFFICIAL [4][5]

WHAT FAILS FORUM/BLOG [3][4][5]

Trade writers say clogged particulate filters are common, mostly on trucks used for short trips. On 2021 trucks, wrong injector settings from the factory could raise soot and ruin the filter; Ford offers a one-time free filter replacement and free NOx sensor replacement within 15 years or 150,000 miles.

SYMPTOMS

- Check-engine light
- Frequent regeneration or "exhaust filter" messages
- Reduced power

IF IT'S LEFT TOO LONG

A failed filter or sensor can limit power and fail an emissions test.

IS IT WORTH DOING EARLY? OUR ESTIMATE

On a 2021 truck, check the VIN for programs 24N02 and 25M01; let regenerations finish.

ESTIMATED REPAIR COST

No published price; free on 2021 trucks under programs 24N02/25M01	**No published price** 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 P552

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

WHAT TO ASK YOUR SHOP

- Emission recalls and programs 24N02/25M01 done (2021)?
- Mostly short trips?

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3 EGR bypass module and EGR cooler

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2018–2019 trucks built on or before Oct. 19, 2018 (bypass screws); EGR cooler failures reported on all years), so mileage doesn't say much here. Range: 2018–2019 trucks built on or before Oct. 19, 2018 (bypass screws); EGR cooler failures reported on all years OFFICIAL [6]

WHAT FAILS FORUM/BLOG [3][6]

Ford says screws in the EGR bypass module can be missing or loose on early trucks, setting P2457. Trade writers list EGR cooler failures among the recurring complaints on this engine.

SYMPTOMS

- Check-engine light with P2457 or EGR codes
- Coolant loss with no leak
- "See dealer" warning

IF IT'S LEFT TOO LONG

A leaking EGR cooler can let coolant into the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

No published price	**No published price** 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 P552

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

Check bypass module screws first when P2457 sets; pressure-test the cooling system if coolant drops.

WHAT TO ASK YOUR SHOP

- Any EGR codes or coolant loss?

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4 DEF harness connectors (water intrusion)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2018–2021 F-150 3.0L diesel), so mileage doesn't say much here. Range: 2018–2021 F-150 3.0L diesel OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

Ford says water can get into the connectors on the DEF pump/heater and level sensor harness, or the harness can rub and fret its terminals. That sets DEF-system codes; the fix replaces the harness and, if needed, the pump/heater or tank.

SYMPTOMS

- Check-engine light with DEF codes
- DEF warning messages
- Speed-limit countdown

IF IT'S LEFT TOO LONG

Unfixed DEF faults can limit the truck to low speed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect the connectors before replacing the pump or tank.

ESTIMATED REPAIR COST

Labor only, 0.6–1.4 h Ford warranty time plus the harness or DEF pump/heater	**$60–$220** OUR ESTIMATE [7][9] labor only, parts extra
Labor only, 0.6–1.4 h Ford warranty time plus the harness or DEF pump/heater	**$60–$220** OUR ESTIMATE [7][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($140) is about 1.0× the early-fix midpoint ($140). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 0.6–1.4 h (bulletin [7]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR P552

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

WHAT TO ASK YOUR SHOP

- Any DEF warnings?

5 Low oil pressure at idle after an oil change

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2018–2021 F-150 3.0L diesel), so mileage doesn't say much here. Range: 2018–2021 F-150 3.0L diesel OFFICIAL [8]

WHAT FAILS OFFICIAL [8]

Ford says a broken anti-drain-back plug inside the oil filter adapter can cause low oil pressure at idle after an oil change. The plug is now sold separately and is replaced through the filter housing.

SYMPTOMS

- Low oil pressure warning at idle after an oil change

IF IT'S LEFT TOO LONG

Running with low oil pressure can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the plug at the next filter change if the warning appears.

ESTIMATED REPAIR COST

Labor only, 0.3 h Ford warranty time plus the plug and oil top-up	**$30–$50** OUR ESTIMATE [8][9] labor only, parts extra
Labor only, 0.3 h Ford warranty time plus the plug and oil top-up	**$30–$50** OUR ESTIMATE [8][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($40) is about 1.0× the early-fix midpoint ($40). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 0.3 h (bulletin [8]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR P552

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

WHAT TO ASK YOUR SHOP

- Any oil pressure warnings since the last oil change?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L Power Stroke V6 diesel 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

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

- Fuel filter for water or metal
- Soot load and regeneration history
- EGR and DEF codes
- Oil pressure at idle

Ask the seller

- Fuel filters changed on time?
- Programs 24N02/25M01 done (2021)?
- Any fuel pump or injector work?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-pressure fuel pump and fuel contamination: fault found on inspection	No published price
Particulate filter and NOx sensor: fault found on inspection	No published price
EGR bypass module and EGR cooler: symptoms or fault codes present	No published price
DEF harness connectors (water intrusion): symptoms or fault codes present	$60–$220 + parts
Low oil pressure at idle after an oil change: symptoms or fault codes present	$30–$50 + parts
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 F-150 complaints from 2018–2021 that mention the diesel or Power Stroke, leaving out ones that name a gas engine or only say it "sounds like a diesel": 9 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. Only 9 complaints clearly about the diesel: NHTSA files them with all F-150s. Block heater cable recalls 18V-894 / 19V-278 cover F-150s with a block heater; check the VIN.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Fuel pump / fuel system	5	Item 1
Stalling / loss of power	2	—
EGR	1	Item 3
Fuel filler	1	—
DPF / NOx	0	Item 2
DEF	0	Item 4
Oil pressure	0	Item 5

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 2018–2021 F-150 complaints that mention the diesel or Power Stroke (leaving out ones that name a gas engine or say "sounds like a diesel"), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford SSM 47562: 2018 F-150 3.0L diesel: fuel system contamination can damage the high-pressure fuel pump and injectors (crank no start, rough running, low power, knocking, smoke) (2018-10-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10148719-9999.pdf

3. Jalopnik: Why Ford's 3.0L Power Stroke diesel died an ignoble death (CP4.2 pump can shed metal through the fuel system, fix up to $10,000; clogged particulate filters and EGR cooler failures; oil dilution during regeneration), via search extract Oct 28, 2026 FORUM/BLOG
https://www.jalopnik.com/2202475/why-fords-3-0l-power-stroke-engine-was-failure/

4. Ford Customer Satisfaction Program 24N02: 2021 F-150 3.0L diesel: wrong injector values could raise soot and cause DPF failure; one-time free DPF replacement within 15 years or 150,000 miles (2024-08-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11007081-0001.pdf

5. Ford Customer Satisfaction Program 25M01: 2021 F-150 3.0L diesel (and 2020–2022 Super Duty 6.7L): NOx sensor replaced free if needed, pickups 15 years or 150,000 miles (2026-07-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11035635-0001.pdf

6. Ford SSM 47663: 2018–2019 F-150 3.0L diesel built on or before Oct. 19, 2018: MIL with P2457 from missing or loose screws in the EGR bypass module (2018-11-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10152474-9999.pdf

7. Ford TSB 23-2161: 2018–2021 F-150 3.0L diesel: MIL with reductant (DEF) system DTCs from water in the reductant harness connectors; replace harness, pump/heater or tank (0.6–1.4 h) (2023-05-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10236685-0001.pdf

8. Ford TSB 22-2386: 2018–2021 F-150 3.0L diesel: low oil pressure at idle after an oil change from a broken anti-drain-back plug in the oil filter adapter (0.3 h) (2022-10-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10225451-0001.pdf

9. 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

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.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD30PS-123456-20261028 and we'll correct and reissue it.
