2005 Ford F-250 Super Duty at 125,000 mi

1FTSW21P15E123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 XLT Crew Cab 6.0 Power Stroke 4x4	Ford 6.0L and 6.4L Power Stroke V8 turbodiesels	125,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '5' = 2005, 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

0
to plan in the next 30,000 miles

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **05V-270** · Engine · 6.0L diesel wiring (stalling): The 6.0L diesel can stall without warning while driving and may not restart, which raises the risk of a crash.

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 05V-270. 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

Clogged engine oil cooler (6.0L): Past the range (30,000–89,000 mi, the middle half of 24 owner reports) · if it fails: $1,950–$4,500

Head gaskets (torque-to-yield head bolts, 6.0L): Past the range (65,000–91,000 mi, the middle half of 12 owner reports) · if it fails: $1,950–$4,500

EGR cooler and EGR valve: Past the range (40,000–89,000 mi, the middle half of 34 owner reports) · if it fails: $1,950–$3,200

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 137,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

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

Fuel injection control module (FICM) — $1,120–$1,800

independent shop, installed

Past the range (41,000–63,000 mi, the middle half of 10 owner reports) · Inspect at each service; fix at the first sign

Fuel injectors (hard start, rough running) — $1,340–$3,280

independent shop, installed

Past the range (34,000–96,000 mi, the middle half of 42 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 155,000 mi

$100–$160

Nothing else on the list before 155,000 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 125K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Clogged engine oil cooler (6.0L)	30,000–89,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	EGR cooler and EGR valve	40,000–89,000 mi (middle half of 34 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Head gaskets (torque-to-yield head bolts, 6.0L)	65,000–91,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Fuel injection control module (FICM)	41,000–63,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
5	Fuel injectors (hard start, rough running)	34,000–96,000 mi (middle half of 42 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past 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 2005 Ford F-250 Super Duty

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 1FTSW21P15E123456.
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.

6.0L / 6.4L Power Stroke recalls we track

05V-270 · 6.0L diesel can stall while driving (wiring)

NHTSA lists this model and year: check by VIN

Certain pickups, SUVs and vans with the 6.0L diesel may stall without warning while driving and may not restart. Free repair at a Ford dealer. OFFICIAL [12]

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

Every recall NHTSA lists for the 2005 Ford F-250 Super Duty (1)

Recall	Component	What can happen (NHTSA, shortened)
05V-270 6.0L / 6.4L Power Stroke tracked	Engine · 6.0L diesel wiring (stalling)	The 6.0L diesel can stall without warning while driving and may not restart, which raises the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-250 SD, F-250. 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-250 SD): Five listings are left out of this 6.0L diesel sample: 05V-266 (5.4L and 6.8L gas engines only), 20E-090 and 08E-026 (aftermarket steering stabilizer and lift blocks), 06E-087 (aftermarket wheel kits) and 11V-352 (replacement multi-function switches sold as service parts). A VIN check would show the factory ones if they 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 (SD Gen 1).

1 Clogged engine oil cooler (6.0L)

Past the range

Severity: Critical: rare, but can badly damage the engine · 140 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (30,000–89,000 mi (middle half of 24 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 30,000–89,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 6.0L engines; watch the gap between coolant and oil temperature

WHAT FAILS SHOP/RETAILER [2][9]

The 6.0L oil cooler has small coolant passages that clog. A trade magazine calls it the biggest failure point on the engine and estimates that most EGR cooler failures follow a plugged oil cooler, because the EGR cooler is starved of coolant. On 6.4L trucks Ford notes oil coolers being replaced because of cooling-system contamination.

SYMPTOMS

- Engine oil temperature running well above coolant temperature when warm
- EGR cooler failure
- Coolant loss

IF IT'S LEFT TOO LONG

A clogged cooler overheats the oil and leads to EGR cooler and head gasket failures.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the oil-to-coolant temperature gap with a scan tool before buying, and replace a clogged cooler early.

ESTIMATED REPAIR COST

Labor only, about 8 h (shop-reported) at $100–$160/h; oil cooler parts extra	**$800–$1,280** OUR ESTIMATE [3] [10] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=11)	**$1,950–$4,500** 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: Estimate: about 8 hours of labor to replace the oil cooler as reported by a diesel shop [3] × $100–$160/h independent-shop labor rate [10]. Parts extra. Computed from 11 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,580). Examples: ODI 11242558, 10508006, 10434013, 10367025. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 1

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

WHAT TO ASK YOUR SHOP

- Oil cooler ever replaced?
- Coolant type and flush history?

2 EGR cooler and EGR valve

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 171 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (40,000–89,000 mi (middle half of 34 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 40,000–89,000 mi (middle half of 34 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 6.0L (2003–2007) and 6.4L (2008–2010)

WHAT FAILS SHOP/RETAILER [2][4][11]

The EGR cooler can rupture and let coolant into the intake. Ford bulletins cover EGR codes (P0401/P0402) with lack of power on the 6.0L, and EGR valve codes from turbo up-pipe weld debris on early 6.4L engines.

SYMPTOMS

- White smoke with a sweet smell
- Coolant loss with no outside leak
- EGR codes P0401/P0402/P0404

IF IT'S LEFT TOO LONG

Coolant entering the cylinders can blow the head gaskets.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a leaking EGR cooler at once.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=9)	**$1,950–$3,200** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=9)	**$1,950–$3,200** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,575) is about 1.0× the early-fix midpoint ($2,575). A cost ratio, not a probability.

Where the numbers come from: Computed from 9 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,580). Examples: ODI 11242558, 10508006, 10434013, 10367025. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 1

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

WHAT TO ASK YOUR SHOP

- EGR cooler ever replaced?
- Any white smoke or coolant loss?

3 Head gaskets (torque-to-yield head bolts, 6.0L)

Past the range

Severity: Critical: rare, but can badly damage the engine · 54 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (65,000–91,000 mi (middle half of 12 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 65,000–91,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 6.0L, often after an EGR cooler failure or with performance tuning

WHAT FAILS FORUM/BLOG [2][5]

The factory head bolts are torque-to-yield and the engine has few of them per cylinder. Coolant from a failed EGR cooler, or higher cylinder pressure from tuning, can blow the head gaskets. Shops replace the bolts with head studs.

SYMPTOMS

- Coolant pushed out of the degas bottle
- Pressurized cooling system
- White smoke
- Overheating under load

IF IT'S LEFT TOO LONG

Driving on a blown gasket can overheat and ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Treat the oil cooler and EGR cooler first; ask whether head studs were installed.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=11)	**$1,950–$4,500** 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 $2,580). Examples: ODI 11242558, 10508006, 10434013, 10367025. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 1

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

WHAT TO ASK YOUR SHOP

- Head studs installed?
- Any tuning?

4 Fuel injection control module (FICM)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 80 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (41,000–63,000 mi (middle half of 10 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 41,000–63,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 6.0L, often with weak batteries or in cold weather

WHAT FAILS OFFICIAL [6][7]

The FICM powers the 6.0L's injectors. Ford's bulletins cover no-start, hard start, rough running and constant misfire with FICM code P0611, and give a diagnostic routine for the module.

SYMPTOMS

- Hard start or no start, worse when cold
- Rough running or misfire
- P0611

IF IT'S LEFT TOO LONG

A failing FICM can strand the truck and damage injectors.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Test FICM voltage and batteries at the first hard-start complaints.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=5)	**$1,120–$1,800** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$1,120–$1,800** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,460) is about 1.0× the early-fix midpoint ($1,460). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,300). Examples: ODI 10419752, 10397721, 10319552, 10217320. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 1

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

WHAT TO ASK YOUR SHOP

- FICM ever replaced or repaired?

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5 Fuel injectors (hard start, rough running)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 201 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (34,000–96,000 mi (middle half of 42 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 34,000–96,000 mi (middle half of 42 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 6.0L and 6.4L diesels

WHAT FAILS OFFICIAL [8]

Ford's bulletin covers no start, hard start or rough running when cold with P0611, P1378 and/or injector circuit codes on all eight injectors.

SYMPTOMS

- Rough idle or misfire
- Smoke
- Hard start when cold
- Injector circuit codes

IF IT'S LEFT TOO LONG

A failing injector can wash cylinders and damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose with contribution / balance tests before replacing.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=24)	**$1,340–$3,280** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=24)	**$1,340–$3,280** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,310) is about 1.0× the early-fix midpoint ($2,310). A cost ratio, not a probability.

Where the numbers come from: Computed from 24 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,100). Examples: ODI 10419752, 10319552, 10260240, 10480688. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 1

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

WHAT TO ASK YOUR SHOP

- Any injectors replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.0L / 6.4L Power Stroke 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	334	Mixed causes: FICM, injectors, turbo and fuel supply.
Turbo	122	Ford issued turbocharger carbon-deposit service tips for the 6.0L (TSB 08-2-11); owners report sticking vanes and lost power.
Radiator (6.4L)	38	Ford added a cooling-system venturi tee to some 2008 6.4L trucks because the radiator could crack (program 08B06); check the VIN.

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 vs. coolant temperature gap (EOT–ECT)
- Coolant level and degas bottle
- FICM voltage while cranking
- White smoke

Ask the seller

- Head studs, oil cooler or EGR cooler replaced?
- FICM replaced?
- Coolant service history?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Clogged engine oil cooler (6.0L): fault found on inspection	$1,950–$4,500
EGR cooler and EGR valve: symptoms or fault codes present	$1,950–$3,200
Head gaskets (torque-to-yield head bolts, 6.0L): seeping or leaking	No published price
Fuel injection control module (FICM): symptoms or fault codes present	$1,120–$1,800
Fuel injectors (hard start, rough running): symptoms or fault codes present	$1,340–$3,280
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 Super Duty (2003–2010) and Excursion (2003–2005) complaints that mention the 6.0L/6.4L, diesel, Power Stroke, FICM, EGR cooler, head studs or oil cooler; E-Series complaints that mention the 6.0L or diesel: 1,022 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Stalling / loss of power	334	Also reported
Injectors	201	Item 5
EGR	171	Item 2
Oil cooler / EGR cooler / coolant loss	140	Item 1
Turbo	122	Also reported
FICM	80	Item 4
Head gasket / head studs	54	Item 3
Radiator (6.4L)	38	Also reported

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 2003–2010 F-250 to F-550 Super Duty and 2003–2005 Excursion complaints that mention the 6.0L/6.4L, diesel, Power Stroke, FICM, EGR cooler, head studs or oil cooler; E-Series complaints that mention the 6.0L or diesel, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Diesel World: 6.0L Power Stroke (oil cooler, EGR cooler and head gasket failures) SHOP/RETAILER
https://www.dieselworldmag.com/diesel-engines/6-0l-power-stroke

3. Bulletproof Diesel: Cost of changing the oil cooler on a 6.0 Powerstroke (about 8 hours labor), via search extract Oct 27, 2026 SHOP/RETAILER
https://bulletproofdiesel.com/blogs/diesel-tips-info/cost-to-change-the-oil-cooler-on-a-6-0-powerstroke

4. Ford TSB 09-15-6: 6.0L: P006A, P0401 or P0402 with lack of power, surge or turbo flutter after FSA 06E17 (2009-12-09), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10030848

5. DieselHub: Common problems with the 6.0 Power Stroke (torque-to-yield head bolts) FORUM/BLOG
https://www.dieselhub.com/powerstroke/6.0-power-stroke-problems.html

6. Ford TSB 04-11-5: No start or constant engine misfire: fuel injection control module (FICM) diagnosis, 6.0L diesel (2004-06-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008255

7. Ford TSB 10-12-6: 6.0L: runs rough, lacks power, hard start or no start with or without DTC P0611 (2010-06-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10034571

8. Ford TSB 08-26-3: Diesel engines: no start, hard start or rough running when cold with P0611, P1378 and/or all eight injector circuit codes (2009-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10028826

9. Ford ASI-44716: 2008–2010 F-Super Duty diesel: oil coolers replaced because of cooling-system contamination (2014-09-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/SB-10057870-9563.pdf

10. 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

11. Ford Service bulletin SB-21066: 6.4L under 5,000 miles: P0404/P1335 from turbo up-pipe weld debris stuck in the EGR valve (2009-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10033139

12. NHTSA recall 05V-270: 6.0L diesel stall (wiring), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=05V270000

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-FD60PS-123456-20261027 and we'll correct and reissue it.
