2015 Ford F-250 Super Duty at 110,000 mi

1FT7W2B65FE123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 XLT Crew Cab 6.2 V8 4x4	Ford 6.2L SOHC 2-valve V8 ("Boss")	110,000 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 'F' = 2015, 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	0	3
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

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 6.2L 2V V8 watch list is due at this mileage. Worth a fresh look at about 120,000 mi.

Next 12 months up to about 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Broken valve springs (misfire, rough idle) — **No published price**
Any mileage (reported on F-150 Raptor and Super Duty 6.2L) · Inspect at each service; fix at the first sign

Oil consumption — **No published price**
Any mileage (Reported on high-mileage and long-idle trucks) · Ask for this check at every service

Fuel pump control codes (P0627/P025A), 2012–2016 — **No published price**
Any mileage (2012–2016 F-Super Duty 6.2L built on or before April 6, 2016) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

No repairs planned

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 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Broken valve springs (misfire, rough idle)	Any mileage; reported on F-150 Raptor and Super Duty 6.2L FORUM/BLOG	Any mileage
2	Oil consumption	Reported on high-mileage and long-idle trucks FORUM/BLOG	Any mileage
3	Fuel pump control codes (P0627/P025A), 2012–2016	2012–2016 F-Super Duty 6.2L built on or before April 6, 2016 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 2015 Ford F-250 Super Duty

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 1FT7W2B65FE123456.
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.

6.2L 2V V8 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 6.2L 2V V8 as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2015 FORD F-250 SUPER DUTY (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-572	Rearview camera · distorted or blank image	A rearview camera that displays an inverted, distorted, or blank image can reduce the driver’s view behind the vehicle, increasing the risk of a crash. Details
14V-204	Transmission · 6R140 shift software (6.2L / 6.7L)	Shifting from Park to Drive, the truck may show Drive but engage Reverse for a moment, so it can move the wrong way. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-250 SD. 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): 20E-090 (an aftermarket steering stabilizer kit) is left out of this sample; it applies only if that kit was fitted.

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 3 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 3). Left out because they apply to other models, years, engine sizes or body codes: Crankshaft position sensor (P0339, runs rough), 2020–2022; Intake manifold vacuum hoses (P2004/P2005), 2017–2019.

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1 Broken valve springs (misfire, rough idle)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; reported on F-150 Raptor and Super Duty 6.2L), so mileage doesn't say much here. Range: Any mileage; reported on F-150 Raptor and Super Duty 6.2L FORUM/BLOG [2]

WHAT FAILS FORUM/BLOG [2]

A valve spring can break, causing a rough idle, misfire and loss of power. The parts are cheap, but the labor is high because the valve train is hard to reach.

SYMPTOMS

- Misfire on one cylinder
- Rough idle
- Loss of power

IF IT'S LEFT TOO LONG

A broken spring can let a valve drop and damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any steady single-cylinder misfire promptly.

ESTIMATED REPAIR COST

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

PARTS FOR SD GEN 3

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

WHAT TO ASK YOUR SHOP

- Any misfire history?
- Valve springs ever replaced?

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2 Oil consumption

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Reported on high-mileage and long-idle trucks), so mileage doesn't say much here. Range: Reported on high-mileage and long-idle trucks FORUM/BLOG [2]

WHAT FAILS FORUM/BLOG [2]

Owners report higher-than-normal oil use on some 6.2L engines.

ESTIMATED REPAIR COST

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

SYMPTOMS

- Oil level low between changes
- Blue smoke

IF IT'S LEFT TOO LONG

Running low on oil can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level between changes; inspect the PCV system.

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

PARTS FOR SD GEN 3

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

WHAT TO ASK YOUR SHOP

- How much oil does it use between changes?

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3 Fuel pump control codes (P0627/P025A), 2012–2016

Any mileage

Severity: Medium: leaks and wear · 6 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2012–2016 F-Super Duty 6.2L built on or before April 6, 2016), so mileage doesn't say much here. Range: 2012–2016 F-Super Duty 6.2L built on or before April 6, 2016 OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

Ford's bulletin covers a check-engine light with fuel pump control codes P0627, P025A, P025B and/or U0109 on 2012–2016 Super Duty trucks with the 6.2L, and gives a service procedure.

SYMPTOMS

- Check-engine light with P0627 or P025A
- Possible stall or no start

IF IT'S LEFT TOO LONG

A fuel pump control fault can stall the truck.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Follow the bulletin procedure when these codes appear.

ESTIMATED REPAIR COST

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

PARTS FOR SD GEN 3

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

WHAT TO ASK YOUR SHOP

- Any fuel pump codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.2L 2V V8 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
Transmission	20	Counts every transmission complaint; not an engine 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

- Misfire counters by cylinder
- Oil level and consumption
- Intake vacuum hoses (2017–2019)

Ask the seller

- Any valve springs replaced?
- How much oil between changes?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Broken valve springs (misfire, rough idle): symptoms or fault codes present	No published price
Oil consumption: fault found on inspection	No published price
Fuel pump control codes (P0627/P025A), 2012–2016: symptoms or fault codes present	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

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 (2010–2014) complaints that mention the 6.2L, Raptor, SVT or Harley-Davidson, and F-250/F-350 (2011–2022) complaints that mention the 6.2L. The sample is small (about 55 complaints): 55 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. Small complaint sample; few owners name the engine in their complaint.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Transmission	20	Also reported
Stalling / rough running	7	Other years or engine sizes
Fuel pump	6	Item 3
Misfire / valvetrain	3	Item 1
Oil consumption	0	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 2010–2014 F-150 complaints that mention the 6.2L, Raptor, SVT or Harley-Davidson, and 2011–2022 F-250/F-350 complaints that mention the 6.2L, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. 8020 Automotive: The 4 most common Ford Boss 6.2L V8 engine problems `FORUM/BLOG`
https://8020automotive.com/the-4-most-common-ford-boss-6-2l-v8-engine-problems/

3. Ford SSM 51078: 2020–2022 F-Super Duty 6.2L/7.3L: MIL with P0339 and/or runs rough, crankshaft position sensor (2022-09-14), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2022/MC-10220325-0001.pdf

4. RepairPal: 2022 Ford F-350 Super Duty crankshaft position sensor replacement estimate, via search extract Oct 27, 2026 `SHOP/RETAILER`
https://repairpal.com/estimator/ford/f-350-super-duty/2022/crankshaft-position-sensor-replacement-cost

5. Ford SSM 48869: 2017–2019 F-Super Duty 6.2L: MIL with P2004/P2005 from torn or cracked intake manifold vacuum hoses (2020-06-04), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2020/MC-10176937-0001.pdf

6. Ford TSB 16-0060: 2012–2016 F-Super Duty 6.2L/6.8L built on or before 4/6/2016: MIL with P0627, P025A, P025B and/or U0109 (2016-04-13), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10183761-9999.pdf

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD62-123456-20261027 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.