2016 Ford F-250 Super Duty at 118,000 mi

1FT7W2BT6GE123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 Lariat Crew Cab 6.7 Power Stroke 4x4	Ford 6.7L Power Stroke V8 turbodiesel	118,000 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 'G' = 2016, 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 (2 of 3)

- **22V-337** · Air bags · driver clockspring: Dust can build up in the steering-wheel clockspring and disconnect the driver air bag, so it may not deploy in a crash.
- **16V-246** · Tires · inner sidewall damage (built April 5–11, 2016): Tires fitted on the assembly line may have inner-sidewall damage and can lose air quickly or burst.

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 — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

High-pressure fuel pump (CP4.2) failure: Past the range (23,000–117,000 mi, the middle half of 24 owner reports) · likely not covered (software update free under recalls 24V-957 / 26V-158 (2020–2022); it covers 2020–2022 models, and this is a 2016) · if it fails: $10,780–$15,000

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

Next 12 months up to about 130,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 148,000 mi

Nothing else enters its reported range in this window.

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

Primary coolant pump leak (2015–2017) — $310–$500

labor only, parts extra

Any mileage (2015–2017 Super Duty 6.7L built on or before June 1, 2017) · Inspect at each service; fix at the first sign

Diesel particulate filter (P2002), 2015–2016 — No published price

Past the range (15,000–59,000 mi, the middle half of 15 owner reports) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 148,000 mi

$100–$160

Nothing else on the list before 148,000 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 118K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-pressure fuel pump (CP4.2) failure	23,000–117,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Primary coolant pump leak (2015–2017)	2015–2017 Super Duty 6.7L built on or before June 1, 2017 OFFICIAL	Any mileage
3	Diesel particulate filter (P2002), 2015–2016	15,000–59,000 mi (middle half of 15 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 2016 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 1FT7W2BT6GE123456.
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.

6.7L POWER STROKE RECALLS WE TRACK

24V-957 · High-pressure fuel pump can fail (2020–2022 Super Duty) Not listed for MY2016

Biodiesel deposits can form on the pump drivetrain roller parts and lead to high-pressure fuel pump failure and loss of drive power. Free PCM/TCM software update. OFFICIAL [2]

26V-158 · Fuel pump recall repaired incorrectly (2020–2022 Super Duty) Not listed for MY2016

Trucks repaired incorrectly under 24V-957. Free PCM software update. OFFICIAL [2]

Other 6.7L Power Stroke recalls we track, not listed by NHTSA for this model and year: 22V-013 (secondary fuel filter cap can leak (2021 Super Duty 6.7L)), 16V-778 (fuel conditioning module shield can come off (2017 Super Duty)).

EVERY RECALL NHTSA LISTS FOR THE 2016 FORD F-250 SUPER DUTY (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-337	Air bags · driver clockspring	Dust can build up in the steering-wheel clockspring and disconnect the driver air bag, so it may not deploy in a crash. Details
16V-246	Tires · inner sidewall damage (built April 5–11, 2016)	Tires fitted on the assembly line may have inner-sidewall damage and can lose air quickly or burst. Details
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

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: EGR cooler (2011–2014); Broken exhaust manifold studs (2011–2014); NOx sensor failure (2020–2022 Super Duty 6.7L diesel).

1 High-pressure fuel pump (CP4.2) failure

Past the range

Severity: Critical: rare, but can badly damage the engine · 230 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (23,000–117,000 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: 23,000–117,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; Ford recalled 2020–2022 trucks (24V-957) for pump wear from biodiesel deposits

WHAT FAILS OFFICIAL [2][8]

The high-pressure fuel pump can wear inside and shed metal into the fuel system. Ford's recall for 2020–2022 trucks says biodiesel deposits can form on the pump's roller parts and lead to pump failure and loss of power. When metal or contaminated fuel is found, Ford's service kit replaces the whole high-pressure fuel system.

SYMPTOMS

- Hard start or no start
- Sudden loss of power or stall
- Low rail pressure codes (P0087, P0088, P0093)
- Metal in the fuel filter

IF IT'S LEFT TOO LONG

Once metal spreads to the injectors and lines, the repair becomes a full fuel-system replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use clean, quality fuel, change both fuel filters on time and drain the water separator. Check the VIN for recalls 24V-957 / 26V-158.

ESTIMATED REPAIR COST

Software update free under recalls 24V-957 / 26V-158 (2020–2022)	**Likely not covered** OFFICIAL [2] it covers 2020–2022 models, and this is a 2016; check the VIN with the dealer
Owner-reported repair bills in NHTSA complaints (n=14)	**$10,780–$15,000** 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 14 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $13,500). Examples: ODI 11646200, 11669541, 11566178, 11443761. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR SD GEN 3

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

WHAT TO ASK YOUR SHOP

- Any fuel-system or pump replacement?
- Recalls 24V-957 / 26V-158 done?
- Fuel filter service history?

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2 Primary coolant pump leak (2015–2017)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2015–2017 Super Duty 6.7L built on or before June 1, 2017), so mileage doesn't say much here. Range: 2015–2017 Super Duty 6.7L built on or before June 1, 2017 OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

The primary coolant pump can leak. Ford replaces the pump with an updated part.

SYMPTOMS

- Coolant drips at the front of the engine
- Coolant level dropping
- Sweet smell

IF IT'S LEFT TOO LONG

Low coolant can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace at the first active leak.

ESTIMATED REPAIR COST

Labor only, 3.1 h Ford warranty time plus the coolant pump	**$310–$500** OUR ESTIMATE [4][7] labor only, parts extra
Labor only, 3.1 h Ford warranty time plus the coolant pump	**$310–$500** OUR ESTIMATE [4][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($405) is about 1.0× the early-fix midpoint ($405). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 3.1 h (bulletin [4]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR SD GEN 3

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

WHAT TO ASK YOUR SHOP

- Coolant pump ever replaced?

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3 Diesel particulate filter (P2002), 2015–2016

Past the range

Severity: Medium: leaks and wear · 141 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (15,000–59,000 mi (middle half of 15 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 15,000–59,000 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2015–2016 Super Duty 6.7L under Ford program 20M06

WHAT FAILS OFFICIAL [6]

The diesel particulate filter can set DTC P2002 (filter efficiency). Ford extended the warranty on the filter for affected trucks.

SYMPTOMS

- Check-engine light with P2002
- Frequent regenerations
- "Exhaust filter" messages

IF IT'S LEFT TOO LONG

A failed filter fails emissions and can force reduced power.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for program 20M06 before paying for a filter.

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 DPF or regeneration problems?
- Program 20M06 work done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.7L 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	134	Many describe fuel-pump failures (see the fuel pump weak point); others are emissions-system limp modes.

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 filters for metal or water
- EGR cooler codes and coolant level
- Exhaust manifold studs (2011–2014)
- Coolant pump weep area

Ask the seller

- Any fuel pump or fuel-system replacement?
- Recalls 24V-957 / 26V-158 done?
- EGR cooler and DPF program 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 (CP4.2) failure: fault found on inspection	$10,780–$15,000
Primary coolant pump leak (2015–2017): seeping or leaking	$310–$500 + parts
Diesel particulate filter (P2002), 2015–2016: 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 2011–2025 F-250, F-350, F-450 and F-550 Super Duty complaints (all cab names) that mention the 6.7L, diesel, Power Stroke, CP4, DPF, DEF or SCR: 737 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
Fuel pump / fuel system	230	Item 1
DPF / DEF / emissions	141	Item 3
Stalling / loss of power	134	Also reported
EGR	6	Other years or engine sizes
Coolant leak / overheating	6	Item 2
Exhaust leak / manifold	3	Other years or engine sizes

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 2011–2025 F-250/F-350/F-450/F-550 Super Duty complaints that mention the 6.7L, diesel or Power Stroke, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 24V-957 and 26V-158 (high-pressure fuel pump, 2020–2022 Super Duty), 22V-013 and 16V-778 (diesel fuel leaks), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V957000

3. Ford Customer Satisfaction Program 21M04 (Supplement 1): 2011–2014 Super Duty 6.7L diesel: EGR cooler with DTCs P0401/P2457, coverage 11 years or 120,000 miles (2022-05-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10211955-0001.pdf

4. Ford TSB 18-2325: 6.7L primary coolant pump leak, 2015–2017 F-Super Duty built on or before 1-Jun-2017 (2018-10-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10148714-9999.pdf

5. Ford SSM 50330: 2011–2014 F-Super Duty 6.7L: exhaust leak from broken exhaust manifold studs (2021-12-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10205475-0001.pdf

6. Ford Program 20M06 (Supplement 2): 2015–2016 Super Duty 6.7L: diesel particulate filter warranty extension with DTC P2002 (2021-10-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10202716-0001.pdf

7. 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

8. Ford ASI-44543: 2011–2014 F-Super Duty diesel: high-pressure fuel system kit when metal, DEF or gasoline contamination is found (2014-05-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/SB-10056154-7213.pdf

9. Ford Customer Satisfaction Program 25M01: Nitrogen oxide (NOx) sensor replacement if required, 2021 F-150 3.0L diesel and 2020–2022 Super Duty 6.7L diesel: pickups 15 years / 150,000 miles, F-350–F-550 chassis cabs 10 years / 110,000 miles, from the warranty start date (2026-07-28), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11035635-0001.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.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD67PS-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.