2021 Ford F-250 Super Duty at 60,000 mi

1FT7W2BNXME123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 XLT Crew Cab 7.3 V8 4x4	Ford 7.3L pushrod gas V8 ("Godzilla")	60,000 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 'M' = 2021, 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

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (3 of 8)

- **25V-455** · Fuel pump · low-pressure pump: The low-pressure fuel pump can fail and stall the engine while driving. Dealers replace the pump.
- **25V-626** · Steering · column upper shaft: The upper steering shaft can come apart from the column, causing a loss of steering control.
- **22V-087** · Driveshaft · underbody insulators (gas engines): Loose underbody heat and noise insulators can rub the aluminum driveshaft until it fractures, causing loss of drive power or loss of control.

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, including 25V-455. 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

Camshaft and valve tappet wear (tick, misfire): Inside the range (47,000–109,000 mi, the middle half of 11 owner reports) · if it fails: $2,090–$3,340 labor only, parts extra

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

Low-pressure fuel pump can fail (stall) — Free if open

Recall 25V-455 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 72,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 90,000 mi

Nothing else enters its reported range in this window.

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

Ignition misfire (spark plug wires, coils) — $227–$335

independent shop, installed

Any mileage (2020–2025 7.3L; Ford notes wrong-cylinder ignition codes on 2023–2025 engines) · Inspect at each service; fix at the first sign

Starter drive gear stays engaged (rattle at start-up) — No published price

Any mileage (2021–2025 7.3L (SSM 54338)) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 90,000 mi

$100–$160

Nothing else on the list before 90,000 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 60K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft and valve tappet wear (tick, misfire)	47,000–109,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Low-pressure fuel pump can fail (stall)	2021–2023 F-250 to F-550 Super Duty (recall 25V-455) OFFICIAL	Any mileage
3	Ignition misfire (spark plug wires, coils)	2020–2025 7.3L; Ford notes wrong-cylinder ignition codes on 2023–2025 engines OFFICIAL	Any mileage
4	Starter drive gear stays engaged (rattle at start-up)	2021–2025 7.3L (SSM 54338) 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 2021 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 1FT7W2BNXME123456.
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.

7.3L GODZILLA V8 RECALLS WE TRACK

25V-455 · Low-pressure fuel pump may fail (2021–2023 Super Duty)

NHTSA lists this model and year: check by VIN

The low-pressure fuel pump may fail and stall the engine while driving. Dealers replace the pump on Super Duty trucks free. OFFICIAL [5]

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

Other 7.3L Godzilla V8 recalls we track, not listed by NHTSA for this model and year: 20V-795 (engine cover can get too hot (2021 E-350/E-450)), 25V-793 (incomplete engine cover recall software (2021 E-350/E-450)).

EVERY RECALL NHTSA LISTS FOR THE 2021 FORD F-250 SUPER DUTY (8)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-455 7.3L Godzilla V8 tracked	Fuel pump · low-pressure pump	The low-pressure fuel pump can fail and stall the engine while driving. Dealers replace the pump. Details
25V-626	Steering · column upper shaft	The upper steering shaft can come apart from the column, causing a loss of steering control. Details
22V-087	Driveshaft · underbody insulators (gas engines)	Loose underbody heat and noise insulators can rub the aluminum driveshaft until it fractures, causing loss of drive power or loss of control. Details
25V-686	Rear camera · 360-degree view display	In some light the 360-degree camera system may not show a proper rear view. Details
25V-442	Rear camera · software	A software error can leave the rear camera image blank. Details
25V-048	Rear camera · image	The rear camera can show a blank or distorted image. Details
22V-250	Windshield wipers · arms	The wiper arms can break and the wipers stop working, cutting visibility. Details
21V-090	Windshield · bonding	The windshield may not be bonded properly and could come out in 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): Five listings are left out of this 7.3L gas Crew Cab sample: 24V-957, 26V-158 and 22V-013 (6.7L diesel fuel pump and fuel filter), 23V-420 (SuperCab head restraints) and 20E-090 (an aftermarket steering stabilizer kit). A VIN check would show them 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 4 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 (P558).

1 Camshaft and valve tappet wear (tick, misfire)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 20 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (47,000–109,000 mi (middle half of 11 owner complaints that state a mileage)), 13,000 miles past where reports start. Range: 47,000–109,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2020–2025 7.3L; worst with long idling (Ford program 24B27, TSB 26-2256)

WHAT FAILS OFFICIAL [2][3]

Ford says the variable displacement oil pump gives low oil pressure at idle. Long idle time can wear the camshaft lobes and valve tappets. The engine then ticks at idle, misfires and sets P0301–P0308. Ford released a PCM update (program 24B27) and a bulletin that inspects the camshaft and tappets and replaces them, or the long block, when worn.

SYMPTOMS

- Ticking or tapping from the top of the engine at idle
- Rough running or misfire
- Check-engine light with P0301–P0308

IF IT'S LEFT TOO LONG

Worn lobes and tappets get worse and can lead to a long-block replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Get the 24B27 PCM update if it is missing, limit long idling, and diagnose any tick or misfire early.

ESTIMATED REPAIR COST

Labor only, 0.3 h Ford warranty time	**$30–$50** OUR ESTIMATE [3][4] labor only, parts extra
Labor only, 20.9 h Ford warranty time plus the camshaft and tappet kit	**$2,090–$3,340** OUR ESTIMATE [2] [4] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Ford warranty labor time of 0.3 h (bulletin [3]) × $100–$160/h independent-shop labor rate [4]. Parts are extra unless stated; check the VIN for open warranty coverage first. If worn: Estimate: Ford warranty labor time of 20.9 h (bulletin [2]) × $100–$160/h independent-shop labor rate [4]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR P558

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

WHAT TO ASK YOUR SHOP

- PCM update 24B27 done?
- Long idle hours (work truck, ambulance, RV)?
- Any tick or misfire?

2 Low-pressure fuel pump can fail (stall)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 29 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021–2023 F-250 to F-550 Super Duty (recall 25V-455)), so mileage doesn't say much here. Range: 2021–2023 F-250 to F-550 Super Duty (recall 25V-455) OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

The low-pressure fuel pump may fail and stall the engine while driving. On Super Duty trucks Ford replaces the pump free under recall 25V-455.

SYMPTOMS

- Stall while driving
- Hard start or long crank
- Hesitation when pulling away

IF IT'S LEFT TOO LONG

A stall in traffic is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for recall 25V-455 and get the pump replaced.

ESTIMATED REPAIR COST

Free under recall 25V-455	**Free if covered** OFFICIAL [5] 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 P558

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

WHAT TO ASK YOUR SHOP

- Recall 25V-455 done?
- Any stalls or hard starts?

3 Ignition misfire (spark plug wires, coils)

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2025 7.3L; Ford notes wrong-cylinder ignition codes on 2023–2025 engines), so mileage doesn't say much here. Range: 2020–2025 7.3L; Ford notes wrong-cylinder ignition codes on 2023–2025 engines OFFICIAL [7]

WHAT FAILS FORUM/BLOG [7][9]

Ford says ignition codes on 2023–2025 gas trucks can set against the wrong cylinder, but that a real ignition fault is present and must be found with a cylinder balance test. Owner reports and trade write-ups point to spark plug wires as a common cause of misfire on the 7.3L.

ESTIMATED REPAIR COST

Ignition coil replacement (RepairPal, all vehicles)	**$227–$335** SHOP/RETAILER [10] independent shop, installed

SYMPTOMS

- Misfire or shaking
- Check-engine light with ignition codes
- Loss of power when towing

IF IT'S LEFT TOO LONG

A steady misfire can damage the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Find the real cylinder with a balance test before replacing parts.

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 P558

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

WHAT TO ASK YOUR SHOP

- Any misfire codes?
- Plug wires or coils replaced?

---

4 Starter drive gear stays engaged (rattle at start-up)

Any mileage

Severity: Medium: leaks and wear · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021–2025 7.3L (SSM 54338)), so mileage doesn't say much here. Range: 2021–2025 7.3L (SSM 54338) OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

A rattle or scraping noise at start-up, which can stay while the engine runs, can come from the starter drive gear not retracting. Ford says to inspect the gear and shaft and replace the starter if the gear slides by hand or is scored.

SYMPTOMS

- Rattle or scraping from the bellhousing at start-up
- Noise continues at idle

IF IT'S LEFT TOO LONG

A dragging starter gear can damage the starter and flexplate teeth.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect the starter when the noise appears.

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 P558

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

WHAT TO ASK YOUR SHOP

- Any rattle at start-up?

5 · ALSO REPORTED, NOT RANKED

Other themes in 7.3L Godzilla 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
Brakes / steering	68	Chassis complaints, common on the heavy trucks and motorhome chassis; not engine faults.
Stall / loss of power	24	Mixed causes; many cite the low-pressure fuel pump recall 25V-455.
Transmission	21	Mostly 10-speed automatic complaints; not engine faults.

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

- Upper-engine tick at warm idle
- Misfire counters / balance test
- Start-up rattle
- Recall and program status

Ask the seller

- 24B27 PCM update done?
- Recall 25V-455 done (2021–2023 Super Duty)?
- How many idle hours?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Camshaft and valve tappet wear (tick, misfire): fault found on inspection	$2,090–$3,340 + parts
Low-pressure fuel pump can fail (stall): fault found on inspection	No published price
Ignition misfire (spark plug wires, coils): symptoms or fault codes present	$227–$335
Starter drive gear stays engaged (rattle at start-up): 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 Super Duty, F-600 and F-650/F-750 complaints that name the 7.3L, Godzilla or gas engine (not 6.7L diesel); all 2021–2025 E-350/E-450 and F-53/F-59 complaints: 192 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. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Brakes / steering	68	Also reported
Fuel pump	29	Item 2
Stall / loss of power	24	Also reported
Transmission	21	Also reported
Tick / lifter / camshaft	20	Item 1
Misfire / plug wires / coils	9	Item 3
Starter noise	3	Item 4

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 2020–2025 F-250 to F-600 Super Duty and F-650/F-750 complaints that name the 7.3L, Godzilla or gas engine; all 2021–2025 E-350/E-450 and F-53/F-59 chassis complaints, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 26-2256: 2020–2025 Super Duty, F-53/F-59, E-Series and F-650/F-750 7.3L (also 2023–2025 6.8L): upper engine ticking, misfire or MIL with P0301–P0308 from camshaft and valve tappet wear (2026-06-19), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11034010-0001.pdf

3. Ford Customer Satisfaction Program 24B27 (Supplement 4): 2020–2024 Super Duty and 2021–2025 Econoline 6.8L/7.3L: PCM software update; variable displacement oil pump gives low oil pressure at idle, which can wear camshaft lobes and tappets (program ran through Nov. 30, 2025) (2024-11-12), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2024/MC-11011019-0001.pdf

4. 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

5. NHTSA recall records: 25V-455 (low-pressure fuel pump, 2021–2023 F-250 to F-550 Super Duty and other models), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=25V455000

6. Ford SSM 54338: 2021–2025 Super Duty/F-53/F-59 6.8L/7.3L and E-Series/F-650/F-750 7.3L: rattle or scraping noise at start-up from a starter drive gear that does not retract (2025-10-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11024900-0001.pdf

7. Ford SSM 52455: 2023–2025 gas Super Duty, F-53/F-59, E-Series and F-650/F-750: ignition DTCs set against the wrong cylinder; a real ignition fault is present and needs diagnosis (2024-04-18), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10254127-0001.pdf

8. NHTSA recall records: 20V-795 and 25V-793 (2021 E-350/E-450 engine cover can get too hot), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=20V795000

9. Jerry: Ford 7.3 gas problems (spark plug wire misfires; lifter and cam failures reported), via search extract Oct 27, 2026 FORUM/BLOG
https://web.archive.org/web/20240225080508/https://getjerry.com/insights/ford-7-3-gas-problems-other-issues

10. RepairPal: ignition coil replacement cost estimate, all vehicles ($227–$335), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/ignition-coil-replacement-cost

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-FD73G-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.