2002 Ford F-250 Super Duty at 150,000 mi

1FTNW21F12E123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 Lariat Crew Cab 7.3 Power Stroke 4x4	Ford 7.3L Power Stroke V8 turbodiesel (Navistar T444E)	150,000 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 '2' = 2002, 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	0	4
job recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **07V-553** · Engine · camshaft position sensor (7.3L diesel): The camshaft position sensor can work on and off and stall the engine without warning. Dealers fit an improved sensor.
- **09V-399** · Speed control · deactivation switch: The speed control deactivation switch can overheat and start a fire, with or without the engine running.

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 07V-553. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Camshaft position sensor (sudden stall, no start) — Free if open

Recall 07V-553 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 162,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 180,000 mi

Nothing else enters its reported range in this window.

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

Fuel injectors and injector driver module — **No published price**
Any mileage (High-mileage 7.3L engines) · Inspect at each service; fix at the first sign

High-pressure oil pump leaks (hard start, no start) — **No published price**
Any mileage (1999–2003 7.3L diesel) · Inspect at each service; fix at the first sign

Oil leak at the turbo pedestal (EBP actuator) — **No published price**
Any mileage (7.3L diesel) · Inspect at each service; fix at the first sign

Low fuel pressure (fuel bowl, tank liner) — **No published price**
Any mileage (7.3L diesel Super Duty) · Inspect at each service; fix at the first sign

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 180,000 mi

Free recall check

Nothing else on the list before 180,000 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 150K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft position sensor (sudden stall, no start)	19,000–63,000 mi (middle half of 22 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
2	Fuel injectors and injector driver module	High-mileage 7.3L engines FORUM/BLOG	Any mileage
3	High-pressure oil pump leaks (hard start, no start)	1999–2003 7.3L diesel OFFICIAL	Any mileage
4	Oil leak at the turbo pedestal (EBP actuator)	7.3L diesel OFFICIAL	Any mileage
5	Low fuel pressure (fuel bowl, tank liner)	7.3L diesel Super Duty 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 2002 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 1FTNW21F12E123456.
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 POWER STROKE RECALLS WE TRACK

07V-553 · Camshaft position sensor can cause a stall (2000–2003 7.3L diesel)

NHTSA lists this model and year: check by VIN

The camshaft position sensor may work intermittently and stall the engine. Dealers replace it with an improved sensor free. OFFICIAL [2]

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

EVERY RECALL NHTSA LISTS FOR THE 2002 FORD F-250 SUPER DUTY (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
07V-553 7.3L Power Stroke tracked	Engine · camshaft position sensor (7.3L diesel)	The camshaft position sensor can work on and off and stall the engine without warning. Dealers fit an improved sensor. Details
09V-399	Speed control · deactivation switch	The speed control deactivation switch can overheat and start a fire, with or without the engine running. 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): Three listings are left out of this 7.3L Power Stroke sample: 11V-352 (replacement multi-function switches sold as service parts, not the truck as built), 07E-106 (aftermarket wheel hubs) and 06E-026 (aftermarket lamps). A VIN check would show them if they applied.

Left out of this list (F-250): NHTSA also files 2002 Super Duty recalls under F-250. 06V-286 (speed control deactivation switch, gasoline and natural-gas engines only) is left out of this 7.3L diesel sample; 11V-352 is covered above under F-250 SD; the 06E-/07E-/09E- listings are aftermarket parts.

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

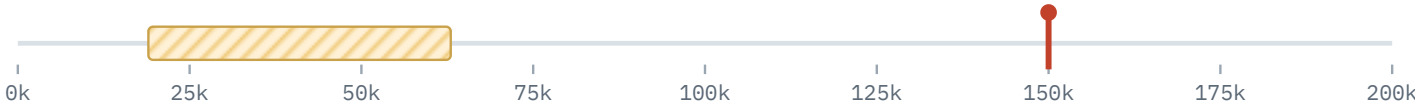
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (P131).

1 Camshaft position sensor (sudden stall, no start)

Long past the range

Severity: Critical: rare, but can badly damage the engine · 103 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 150,000 mi this car is long past the reported range (19,000–63,000 mi (middle half of 22 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 19,000–63,000 mi (middle half of 22 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; Ford recalled 2000–2003 heavy-duty 7.3L trucks (07V-553)

WHAT FAILS FORUM/BLOG [2][3][9]

The camshaft position sensor can work on and off and stall the engine without warning. Ford recalled heavy-duty 7.3L trucks and fitted an improved sensor. Owner guides call the sensor the most common failure on this engine; a dead tachometer while cranking is a typical sign.

SYMPTOMS

- Sudden stall while driving or at idle
- Cranks but will not start
- Tachometer does not move while cranking

IF IT'S LEFT TOO LONG

A stall at speed removes power steering and brake assist.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Cheap part; carry a spare or replace it if the truck has ever stalled. Check recall 07V-553.

ESTIMATED REPAIR COST

Camshaft position sensor replacement, 2003 F-250 Super Duty (RepairPal)	**$165–$248** SHOP/RETAILER [4] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$200–$380** 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 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $260). Examples: ODI 10188153, 10164722, 10193551, 10187298. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR P131

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

WHAT TO ASK YOUR SHOP

- Recall 07V-553 done?
- Any stalls or no-starts?

2 Fuel injectors and injector driver module

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 73 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (High-mileage 7.3L engines), so mileage doesn't say much here. Range: High-mileage 7.3L engines FORUM/BLOG [9]

WHAT FAILS FORUM/BLOG [3][9]

The oil-fired injectors wear and their seals can leak, and the injector driver module (IDM) on the fender can take in moisture. Owner guides name water in the fuel as a common cause of injector trouble.

SYMPTOMS

- Rough running or misfire, worse cold
- Loss of power
- White or black smoke
- Hard start

IF IT'S LEFT TOO LONG

A failed injector or IDM can leave the truck in limp mode or stranded.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change both fuel filters on time and drain water; test injector balance before replacing a full set.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=8)	**$1,140–$2,250** 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 8 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,520). Examples: ODI 10520498, 10243963, 10228590, 10104678. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR P131

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

WHAT TO ASK YOUR SHOP

- Injectors or IDM replaced?
- Fuel filter history?

3 High-pressure oil pump leaks (hard start, no start)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 18 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (1999–2003 7.3L diesel), so mileage doesn't say much here. Range: 1999–2003 7.3L diesel OFFICIAL [5][6]

WHAT FAILS OFFICIAL [5][6]

The high-pressure oil pump that fires the injectors can leak at its fittings and plugs. Ford issued bulletins for these leaks. A leak in this system lowers injection pressure.

SYMPTOMS

- Hard start or no start when hot

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

- Oil in the valley under the turbo
- Low injection control pressure

IF IT'S LEFT TOO LONG

Low injection pressure can stop the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix leaks at the pump fittings early; check injection control pressure on a hard-start truck.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR P131

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

WHAT TO ASK YOUR SHOP

- Any hot no-start?
- Oil in the engine valley?

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4 Oil leak at the turbo pedestal (EBP actuator)

Any mileage

Severity: Medium: leaks and wear · 37 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (7.3L diesel), so mileage doesn't say much here. Range: 7.3L diesel OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

The turbocharger pedestal can leak oil around the exhaust back pressure (EBP) actuator. Ford issued a bulletin for this leak.

SYMPTOMS

- Oil on the back of the engine and transmission bellhousing
- Oil smell

IF IT'S LEFT TOO LONG

Oil leaks onto hot parts and the leak grows.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Reseal the pedestal when the leak is found.

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 P131

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

WHAT TO ASK YOUR SHOP

- Any oil leaks at the back of the engine?

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5 Low fuel pressure (fuel bowl, tank liner)

Any mileage

Severity: Medium: leaks and wear · 110 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (7.3L diesel Super Duty), so mileage doesn't say much here. Range: 7.3L diesel Super Duty OFFICIAL [8]

WHAT FAILS FORUM/BLOG [8][9]

ESTIMATED REPAIR COST

Ford found lack of power from low fuel pressure when the fuel tank liner separates. Owner guides add that the fuel filter housing (fuel bowl) can crack or leak at its O-rings, and its heater can short and blow a fuse.

SYMPTOMS

- Lack of power under load
- Hard start
- Diesel leak at the fuel bowl

IF IT'S LEFT TOO LONG

Low fuel pressure can damage injectors and stall the truck.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check fuel pressure under load before replacing injectors.

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=14)	**$1,180–$3,580** 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 $2,250). Examples: ODI 10427504, 10520498, 10520505, 10465953. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR P131

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

WHAT TO ASK YOUR SHOP

- Fuel filters changed on time?
- Any fuel leaks?

5 · ALSO REPORTED, NOT RANKED

Other themes in 7.3L 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
Stall / loss of power	176	Mixed causes; many name the camshaft position sensor, injectors or fuel supply.
Brakes / steering	143	Chassis complaints on the heavy trucks; not engine faults.
Transmission	41	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

- Tach movement while cranking
- Oil in the engine valley (HPOP)
- Oil under the turbo
- Fuel bowl leaks

Ask the seller

- Recall 07V-553 done?
- Injectors or IDM replaced?
- Fuel filter history?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Camshaft position sensor (sudden stall, no start): fault found on inspection	$200–$380
Fuel injectors and injector driver module: symptoms or fault codes present	No published price
High-pressure oil pump leaks (hard start, no start): symptoms or fault codes present	No published price
Oil leak at the turbo pedestal (EBP actuator): seeping or leaking	No published price
Low fuel pressure (fuel bowl, tank liner): 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

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 2000–2003 Super Duty, Excursion, E-Series and F-650/F-750 complaints that name the 7.3L, diesel, Power Stroke, ICP, IPR, IDM, glow plugs or Navistar. NHTSA complaint data start in 2000, so earlier trucks are not in the pool: 540 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
Stall / loss of power	176	Also reported
Brakes / steering	143	Also reported
Fuel supply	110	Item 5
Camshaft position sensor	103	Item 1
Injectors / IDM	73	Item 2
Transmission	41	Also reported
Turbo / oil leak	37	Item 4
High-pressure oil / ICP	18	Item 3

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 2000–2003 F-250 to F-550 Super Duty, Excursion, E-Series and F-650/F-750 complaints that name the 7.3L, diesel, Power Stroke, ICP, IPR, IDM, glow plugs or Navistar (NHTSA complaint data start in 2000), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 07V-553 (7.3L diesel camshaft position sensor can work intermittently and stall the engine), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=07V553000

3. Jalopnik: Ford 7.3 Power Stroke owners say these are the most common problems, via search extract Oct 27, 2026 FORUM/BLOG
https://jalopnik.com/1964289/ford-7-3-power-stroke-most-common-problems/

4. RepairPal: 2003 Ford F-250 Super Duty repair costs (camshaft position sensor replacement $165–$248), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/cars/ford/f-250-super-duty/2003

5. Ford Service bulletin 032150: High-pressure oil pump leak on vehicles with the 7.3L diesel engine (2004-03-08), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004861

6. Ford Service bulletin 16515: Oil leak at high-pressure pump fittings and/or plug (includes Super Duty) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10005089

7. Ford Service bulletin 032151: 7.3L diesel turbocharger pedestals may leak oil around the exhaust back pressure (EBP) actuator (2004-10-18), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004862

8. Ford Service bulletin 19728: Lack of power due to low fuel pressure from fuel tank liner separation (2007-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10022243

9. 8020 Automotive: 7.3 Powerstroke common problems (camshaft position sensor, injectors and injector driver module, fuel bowl and heater, up-pipes, under-valve-cover harness), via search extract Oct 27, 2026 FORUM/BLOG
https://8020automotive.com/7-3-powerstroke-engine-problems/

10. Ford Service bulletin 16258: 7.3L engines after serial 0661894: under-valve-cover (UVC) harness retainer clip released for service (2003-10-30), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004879

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-FD73PS-123456-20261028 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.