2017 Ford Escape at 86,000 mi

1FMCU9GD4HU123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Escape · Escape SE 1.5 EcoBoost 4WD	Ford EcoBoost four- and three-cylinder engines (1.5L, 1.6L, 2.0L)	86,000 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 'H' = 2017, 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 · plus 2 factory maintenance items

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 3)

- **22V-413** · Transmission · shift cable bushing: A damaged or missing bushing may prevent the vehicle from shifting into the intended gear, and cause the vehicle to move in an unexpected direction.

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**

Coolant intrusion into the cylinders (1.5L, 2014–2019): Inside the range (50,000–90,000 mi, the middle half of 803 owner reports) · if it fails: $7,000–$10,400
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 98,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 116,000 mi

Nothing else enters its reported range in this window.

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

Nothing scheduled here.

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 116,000 mi

$100–$160

No other repairs on the list before 116,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “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

Scheduled maintenance from 86,000 mi to 116,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Replace spark plugs every 100,000 mi.	every 100,000 mi	**Due at 100,000 mi** [M1]
Engine coolant First change at 6 years or 100,000 mi, then every 3 years or 50,000 mi.	first at 100,000 mi, then every 50,000 mi or 3 years	**Due by age: every 3 years (check records)** [M1]
Automatic transmission fluid Change automatic transmission fluid (and filter where fitted) every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M1]

M1. 2018 Ford Escape Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-Escape-Owners-Manual-version-4a_OM_EN-US_07_2018.pdf

M2. 2020 Ford Escape (Gas/HEV/PHEV) Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Escape-Gas-HEV-PHEV-Owners-Manual-version_1_om_EN-US_07_2019.pdf

M3. 2024 Ford Escape Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_Escape_Owners_Manual_version_1_om_EN-US.pdf

M4. 2019 Ford Fusion Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Fusion-Owners-Manual-version-1_om_EN-US_06_2018.pdf

M5. 2020 Ford Fusion Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Fusion-Owners-Manual-version-1_om-EN-US_05_2019.pdf

M6. 2019 Ford Edge Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Edge-Owners-Manual-version-1_om_EN-US_07_2018.pdf

M7. 2011 Ford Edge Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11edgog3e.pdf

M8. 2020 Ford Edge Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Edge-Owner-Manual-version-1_om_EN-US_08_2019.pdf

M9. 2016 Ford Transit Connect Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Transit-Connect-Owners-Manual-version-1_om_EN-US_06_2015.pdf

M10. 2011 Ford Explorer Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11expog4e.pdf

M11. 2016 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Explorer-Owners-Manual-version-3_OM_EN-US_02_2016.pdf

M12. 2011 Ford Taurus Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11tauog3e.pdf

M13. 2016 Ford Focus Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-Focus-Owners-Manual-version-1_om_EN-US_08_2015.pdf

WHERE 86K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant intrusion into the cylinders (1.5L, 2014–2019)	50,000–90,000 mi (middle half of 803 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Inside 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 2017 Ford Escape

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 1FMCU9GD4HU123456.
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.

1.5L / 1.6L / 2.0L EcoBoost recalls we track

Other 1.5L / 1.6L / 2.0L EcoBoost recalls we track, not listed by NHTSA for this model and year: 25V-372 (cylinder head ball plugs can fail (2023–2025 Escape, 2025 Bronco Sport)), 12V-336 (engine-bay fuel line can split (2013 Escape 1.6L)), 14V-002 (fuel line pulse damper can crack (2012–2013 Edge 2.0L)).

Every recall NHTSA lists for the 2017 Ford Escape (4)

Recall	Component	What can happen (NHTSA, shortened)
22V-413	Transmission · shift cable bushing	A damaged or missing bushing may prevent the vehicle from shifting into the intended gear, and cause the vehicle to move in an unexpected direction. Details
26V-374	Power windows · auto-reverse	A closing window that does not reverse direction as expected can pinch a driver or passenger before retracting, increasing the risk of injury. Details
16V-617	Power windows · auto-reverse	If a window closes on a body part, it can increase the risk of injury. Details
26V-011	Engine block heater (accessory) · electrical	An electrical short circuit can increase the risk of a fire. *NHTSA's description names 2.0L engines, not this car's 1.5L: likely doesn't apply; the VIN check confirms.* Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: ESCAPE. 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

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 1 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 (CX482). Left out because they apply to other models, years, engine sizes or body codes: Coolant intrusion into the cylinders (2.0L, 2015–2019); 1.6L overheating and cracked cylinder head (fire recalls); Cracked fuel injectors (1.5L three-cylinder, 2020 on); Water pump leak (1.5L Bronco Sport); Upstream catalytic converter leak or P0420 (1.5L, 2020 on).

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1 Coolant intrusion into the cylinders (1.5L, 2014–2019)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 4201 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 86,000 mi this car is inside the reported range (50,000–90,000 mi (middle half of 803 owner complaints that state a mileage)), 36,000 miles past where reports start. Range: 50,000–90,000 mi (middle half of 803 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2019 Fusion and 2017–2019 Escape 1.5L built before mid-2019; program 21N12 covered 7 years / 84,000 miles

WHAT FAILS OFFICIAL [2][3]

Coolant can leak into the cylinder bores. Owners see low coolant, white exhaust smoke and rough running. Ford diagnoses it with a 5-hour cooling-system pressure test and a borescope through the plug holes; the fix is a new short block (the cylinder head is reused). Program 21N12 paid for one repair within 7 years or 84,000 miles of the warranty start date.

SYMPTOMS

- Coolant level keeps dropping with no outside leak
- White exhaust smoke
- Misfire / rough running
- Overheating warning

IF IT'S LEFT TOO LONG

Driving on it can hydrolock or overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the coolant level often; ask a Ford dealer whether the VIN is still inside the 21N12 window before paying.

ESTIMATED REPAIR COST

Labor only, 19.2–21.2 h Ford warranty time plus a short block	**$1,920–$3,390** OUR ESTIMATE [2] [8] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=93)	**$7,000–$10,400** 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: Ford warranty labor time of 19.2–21.2 h (bulletin [2]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. Computed from 93 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $8,900). Examples: ODI 11372664, 11366961, 11341793, 11193749. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR CX482

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

WHAT TO ASK YOUR SHOP

- Coolant topped up between services?
- Short block replaced under 21N12?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.5L / 1.6L / 2.0L EcoBoost 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	2,822	Counts every transmission complaint; not an engine fault.
Stalling / loss of power	2,333	Mixed causes: coolant intrusion misfires, injector-recall software, transmission.

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

- Coolant level and white smoke
- Recall status (1.6L fire recalls, 1.5L injector recalls)
- Water pump drips

Ask the seller

- Short or long block replaced for coolant intrusion?
- Program 21N12 or recall work done?
- How often is coolant topped up?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant intrusion into the cylinders (1.5L, 2014–2019): fault found on inspection	$7,000–$10,400
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 Escape complaints that do not mention the 2.5L or a hybrid, Fusion/Edge/MKZ complaints that mention EcoBoost or a 1.5/1.6/2.0 engine, MKC complaints not about the 2.3L, all Bronco Sport and gas Maverick complaints, Transit Connect complaints that mention the 1.6L or EcoBoost, 2012–2015 Explorer and 2013–2019 Taurus complaints that name the 2.0L or four-cylinder, Focus ST and Fiesta ST complaints (2013–2018 / 2014–2019), and Corsair (2020–2025) and Nautilus (2019–2025) complaints that do not name the other engines. On shared nameplates the counts under-count: 18,625 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Coolant loss / white smoke	4,201	Item 1
Overheating / engine fire	3,342	Other years or engine sizes
Transmission	2,822	Also reported
Stalling / loss of power	2,333	Also reported
Fuel injector / fuel leak	260	Other years or engine sizes
Water pump	207	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 2013–2025 Escape (non-hybrid, not 2.5L), EcoBoost Fusion, 2.0L Edge, MKC (2.0L), EcoBoost MKZ (2013–2020), Bronco Sport, Maverick (gas), 1.6L Transit Connect, 2.0L Explorer and Taurus, Focus ST, Fiesta ST, Corsair and Nautilus 2.0L, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 19-2375: 1.5L EcoBoost: low coolant, white exhaust smoke and/or MIL (coolant intrusion), 2014–2019 Fusion and 2017–2019 Escape (2019-12-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10169884-0001.pdf

3. Ford Customer Satisfaction Program 21N12: 2017–2019 Fusion and Escape 1.5L: no-cost one-time short block replacement after coolant intrusion, 7 years / 84,000 miles (2022-06-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10213732-0001.pdf

4. Ford TSB 19-2346: 2.0L EcoBoost: coolant in cylinders, white exhaust smoke and/or MIL, 2015–2018 Edge and 2017–2019 Escape/Fusion/MKC/MKZ (2019-12-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10169807-0001.pdf

5. NHTSA recall records: 12V-431, 12V-551, 13V-583 and 17V-209 (1.6L overheating, cylinder head cracks, fire risk), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=17V209000

6. NHTSA recall records: 22V-859, 24V-187 and 25V-467 (1.5L cracked fuel injectors), 22V-191 (1.5L oil separator), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V859000

7. Ford SSM 52357: 2021–2024 Bronco Sport 1.5L EcoBoost: water pump leaks from cooling-system contamination (2024-03-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10252626-0001.pdf

8. 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

9. NHTSA recall records: 25V-372 (2023–2025 Escape, 2025 Bronco Sport cylinder head ball plugs), 12V-336/13V-584 and 14V-002 (fuel line leaks), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V372000

10. Ford Customer Satisfaction Program 25M02: Upstream catalytic converter replacement if failed, 2020–2022 Escape and 2021–2024 Bronco Sport with the 1.5L and 8F35 transmission: 15 years / 150,000 miles from the warranty start date (2025-12-12), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11026929-0001.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-FDEB15-123456-20261028 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.