2023 Ford Explorer at 48,000 mi

1FMSK8DH4PG123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Explorer · Explorer XLT 2.3 EcoBoost 4WD	Ford 2.3L EcoBoost turbo four	48,000 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 'P' = 2023, 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
job recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (8 of 15)

- **23V-597** · Engine · turbo oil supply line (2.3L): A damaged turbo oil supply line can leak oil onto hot engine or exhaust parts, a fire risk.
- **26V-451** · Seats · second-row easy-entry latch (repeat of 25V-393): A seat that moves unexpectedly may not properly restrain an occupant during a crash, increasing the risk of injury.
- **26V-159** · Seat belts · second-row anchor bolts: A loose seat belt buckle may not properly restrain an occupant during a crash, increasing the risk of injury.
- **25V-685** · Engine block heater · coolant leak and short: A cracked block heater can leak coolant and short when plugged in, a fire risk.
- **25V-455** · Fuel system · low-pressure fuel pump: An engine stall increases the risk of a crash.
- **25V-393** · Seats · second-row easy-entry latch: A seat that moves unexpectedly may not properly restrain an occupant during a crash, increasing their risk of injury.
- **24V-091** · Suspension · right front strut-to-knuckle bolt: A loose or missing connection between the knuckle and strut can cause improper tire alignment, resulting in a steering pull or require increased steering effort.
- **23V-070** · Transmission · park gear bolt: A loose transmission bolt can keep the park gear from engaging even though the shifter shows Park, so the vehicle can roll away.

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 23V-597. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Turbo wastegate and oil supply line

`Free if open`

Recall 23V-597 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 60,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 78,000 mi

Nothing else enters its reported range in this window.

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

Cracked engine block, coolant in oil (2023 builds)

No published price

Any mileage (2023 Bronco, Ranger and Explorer 2.3L built Mar 27–May 18, 2023) · Ask for this check at every service

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 78,000 mi

Free recall check

No other repairs on the list before 78,000 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 48,000 mi to 78,000 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	Next at 100,000 mi [M10] [M11]
Engine coolant First change at 10 years or 200,000 mi, then every 5 years or 100,000 mi.	first at 200,000 mi, then every 100,000 mi or 5 years	Next at 200,000 mi [M10] [M11]
Automatic transmission fluid Change automatic transmission fluid (and filter where fitted) every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M10] [M11]
Brake fluid Replace brake fluid every 3 years regardless of mileage.	every 3 years	**By time: check the records** [M10][M11]

M1. 2019 Ford Mustang Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Mustang-Owners-Manual-version-2_om_EN-US_01_2019.pdf

M2. 2011 Ford Mustang Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11musog3e.pdf

M3. 2020 Ford Mustang Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Mustang-Owners-Manual-version-2_om_EN-US_12_2019.pdf

M4. 2024 Ford Mustang Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_Mustang_Owners_Manual_version_1_om_EN-US.pdf

M5. 2019 Ford Ranger Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-Ranger-Owners-Manual-version-4_om_EN-US_06_2019-1.pdf

M6. 2023 Ford Ranger Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_Ranger_Owners_Manual_version_1_om_EN-US.pdf

M7. 2020 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-F-150-Owners-Manual-version3_om_EN-US_04_2020.pdf

M8. 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

M9. 2018 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-Explorer-Owners-Manual-version-3_om_EN-US-EN-CA_04_2018.pdf

M10. 2020 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2020-Ford-Explorer-Gas-Hev-Owners-Manual-version-3_om_EN-US_03_2020.pdf

M11. 2024 Ford Explorer Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2024_Ford_Explorer_Owners_Manual_version_1_om_EN-US.pdf

M12. 2023 Ford Bronco Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_Bronco_Owners_Manual_version_1_om_EN-US.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 48K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Cracked engine block, coolant in oil (2023 builds)	2023 Bronco, Ranger and Explorer 2.3L built Mar 27–May 18, 2023 OFFICIAL	Any mileage
2	Turbo wastegate and oil supply line	13,000–91,000 mi (middle half of 13 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 2023 Ford Explorer

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 1FMSK8DH4PG123456.
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.

2.3L ECOBOOST RECALLS WE TRACK

23V-597 · Turbo oil supply line can leak (2023 Explorer 2.3L) NHTSA lists this model and year: check by VIN

The turbocharger oil supply line may be damaged and leak oil, a fire and stall risk. Free oil line replacement.

OFFICIAL [6]

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

Other 2.3L EcoBoost recalls we track, not listed by NHTSA for this model and year: 22V-685 (fuel line may be loose (2022 Explorer and Ranger 2.3L)), 24V-220 (low-pressure fuel line can be damaged (2024 Mustang 2.3L)), 24V-634 (fuel injectors missing O-ring support discs (2024 Mustang, 2025 Explorer and others)), 25V-597 (high-pressure fuel pump bolts may be loose (2024 Bronco and Ranger)), 16V-183 (block heater can overheat (2015–2016 MKC, 2016 Explorer 2.3L)).

EVERY RECALL NHTSA LISTS FOR THE 2023 FORD EXPLORER (15)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-597 2.3L EcoBoost tracked	Engine · turbo oil supply line (2.3L)	A damaged turbo oil supply line can leak oil onto hot engine or exhaust parts, a fire risk. Details
26V-451	Seats · second-row easy-entry latch (repeat of 25V-393)	A seat that moves unexpectedly may not properly restrain an occupant during a crash, increasing the risk of injury. Details
26V-159	Seat belts · second-row anchor bolts	A loose seat belt buckle may not properly restrain an occupant during a crash, increasing the risk of injury. Details
25V-685	Engine block heater · coolant leak and short	A cracked block heater can leak coolant and short when plugged in, a fire risk. Details
25V-455	Fuel system · low-pressure fuel pump	An engine stall increases the risk of a crash. Details
25V-393	Seats · second-row easy-entry latch	A seat that moves unexpectedly may not properly restrain an occupant during a crash, increasing their risk of injury. Details
24V-091	Suspension · right front strut-to-knuckle bolt	A loose or missing connection between the knuckle and strut can cause improper tire alignment, resulting in a steering pull or require increased steering effort. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-070	Transmission · park gear bolt	A loose transmission bolt can keep the park gear from engaging even though the shifter shows Park, so the vehicle can roll away. Details
26V-123	Rearview camera · flipped image	An incorrectly displayed rearview image can reduce the driver’s view behind the vehicle, increasing the risk of a crash. Details
25V-442	Rearview camera · blank or frozen image	A rearview camera that displays a blank image can reduce the driver's view behind the vehicle. Details
25V-159	Rearview camera · 360 camera (repeat of 23V-342)	Loss of the rearview camera image can reduce the driver's rear visibility, increasing the risk of a crash. Details
24V-852	Labels · missing air bag warning label	The air bag warning label may be missing from the dash. Details
23V-686	Rearview camera · blue screen (standard camera)	A rearview camera that does not properly display an image can reduce the driver's rear view, increasing the risk of a crash. Details
23V-342	Rearview camera · 360 camera video output	Loss of the rearview camera image can reduce the driver's rear visibility, increasing the risk of a crash. Details
23V-022	Rearview camera · 360 camera video output	Loss of the rearview camera image can reduce the driver's rear visibility, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: EXPLORER. 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 2 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 (U625). Left out because they apply to other models, years, engine sizes or body codes: Head gasket coolant leak (Focus RS); Fuel in the oil / rising oil level (short trips).

1 Cracked engine block, coolant in oil (2023 builds)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 57 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2023 Bronco, Ranger and Explorer 2.3L built Mar 27–May 18, 2023), so mileage doesn't say much here. Range: 2023 Bronco, Ranger and Explorer 2.3L built Mar 27–May 18, 2023 OFFICIAL [3]

WHAT FAILS OFFICIAL [3]

Some engines built in spring 2023 can lose coolant with coolant getting into the oil because of a cracked engine block. Ford replaces the long block.

SYMPTOMS

- Coolant level dropping
- Milky oil
- Overheating

IF IT'S LEFT TOO LONG

Coolant in the oil ruins the bearings.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the build date; confirm any warranty engine replacement.

ESTIMATED REPAIR COST

Long block replacement (warranty; no published price)	**No published price** independent shop, installed
No owner-reported bill (fewer than 5 for 2023 builds)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Fewer than 5 NHTSA owner complaints on 2023 builds quote a bill for this problem, so no owner-reported figure is shown.

PARTS FOR U625

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

WHAT TO ASK YOUR SHOP

- Engine replaced?
- Any coolant loss?

2 Turbo wastegate and oil supply line

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 32 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 48,000 mi this car is inside the reported range (13,000–91,000 mi (middle half of 13 owner complaints that state a mileage)), 35,000 miles past where reports start. Range: 13,000–91,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2015–2016 Mustang (wastegate rod); 2023 Explorer (turbo oil line recall 23V-597)

WHAT FAILS OFFICIAL [5][6]

On early Mustangs the turbo wastegate actuator rod can come off, causing lack of power and P0299. On some 2023 Explorers the turbo oil supply line can be damaged and leak oil, a fire and stall risk; Ford recalled it (23V-597).

SYMPTOMS

- Lack of power with P0299
- Oil leak or smoke near the turbo
- Oil pressure warning

IF IT'S LEFT TOO LONG

An oil leak at the turbo can cause a fire or starve the engine of oil.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix wastegate faults when codes appear; check recall 23V-597 on 2023 Explorers.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Oil line free under recall 23V-597	**Free if covered** OFFICIAL [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR U625

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

WHAT TO ASK YOUR SHOP

- Any boost or P0299 codes?
- Recall 23V-597 done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.3L 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	771	Most complaints in this pool are about the 10-speed automatic in the Explorer and Ranger, not the engine.
Stalling / loss of power	249	Mixed causes; includes fuel-leak and low-pressure fuel pump recalls (25V-455).

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 (Focus RS)
- Oil level and fuel smell on the dipstick
- Turbo area for oil leaks
- Recall status

Ask the seller

- Focus RS: program 17B32 done?
- 2023 builds: engine replaced?
- Mostly short trips?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Cracked engine block, coolant in oil (2023 builds): fault found on inspection	No published price
Turbo wastegate and oil supply line: 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 Mustang complaints that mention the 2.3L, EcoBoost or turbo; Ranger (not Raptor/3.0L) and 2020–2025 Explorer complaints that do not mention the 3.0L, ST, Platinum, King Ranch, Timberline or hybrid; Bronco, Corsair and MKC complaints that mention the 2.3L; all Focus RS complaints; 2016–2019 Explorer complaints that name the 2.3L or four-cylinder. The 2016–2018 Focus RS files hold every Focus complaint for those years, so only complaints that name the RS or 2.3L are kept: 2,928 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
Transmission	771	Also reported
Stalling / loss of power	249	Also reported
Coolant loss / white smoke	86	Other years or engine sizes
Engine failure / cracked block	57	Item 1
Turbo / loss of power	32	Item 2
Oil level / fuel in oil	7	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 2015–2025 Mustang complaints that mention the 2.3L or EcoBoost, 2019–2025 Ranger (not Raptor), 2020–2025 Explorer (not 3.0L/ST/Platinum/hybrid), 2016–2019 Explorer 2.3L, Bronco 2.3L, 2016–2018 Focus RS, Corsair and MKC 2.3L, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford Customer Satisfaction Program 17B32 (Supplement 2): 2016–2017 Focus RS: cylinder head gasket replacement (coolant leak into the combustion chamber), in effect through May 31, 2019 (2019-01-29), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10153980-9999.pdf

3. Ford SSM 51754: 2023 Bronco/Ranger/Explorer 2.3L built Mar 27–May 18, 2023: loss of coolant with coolant in oil from a cracked engine block (2023-06-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10238446-0001.pdf

4. Ford SSM 50736: 2019–2021 Ranger and 2020–2021 Explorer 2.3L: increased engine oil level and/or fuel smell in oil (2022-05-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10211722-0001.pdf

5. Ford TSB 16-0121: 2015–2016 Mustang 2.3L built on or before 1/1/2016: lack of power with P0299, turbo wastegate actuator rod disconnected (2016-09-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10109039-9999.pdf

6. NHTSA recall records: 23V-597 (2023 Explorer 2.3L turbo oil supply line), 22V-685, 24V-220, 24V-634, 25V-597 (fuel leaks), 16V-183 (block heater), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V597000

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

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-FDEB23-123456-20261028 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.