2017 Ford F-150 at 95,000 mi

1FTEW1EP1HF123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-150 · F-150 XLT SuperCrew 2.7 EcoBoost 4x4	Ford 2.7L and 3.0L twin-turbo V6 (Nano EcoBoost)	95,000 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.

0
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (10 of 12)

- **26V-237** · Transmission · range sensor signal: If the transmission loses the range sensor signal it can drop into second gear without warning, which can cause a loss of control.
- **25V-236** · Brakes · master cylinder leak: A brake fluid leak can cause reduced brake function and extend the distance required to stop, increasing the risk of a crash.
- **19V-278** · Engine block heater · cable splice (repeat of 18V-894): A splice damaged during the 18V-894 repair can short and overheat when the heater is plugged in, a fire risk.
- **18V-894** · Engine block heater · cable splice: Water can corrode the block heater cable splice; when plugged in it can short and overheat, a fire risk.
- **18V-568** · Seat belts · front pretensioner: When a front pretensioner fires in a crash, sparks can ignite carpet or insulation in the B-pillar.
- **17V-652** · Doors · latch (cable or frozen latch): A door that opens while driving can increase the risk of injury.
- **17V-599** · Seats · passenger seat belt anchor weld: The passenger seat belt anchor may not be fully welded and could fail in a crash.
- **17V-529** · Air bags · passenger frontal inflator: An inflator rupture may result in metal fragments striking the vehicle occupants resulting in serious injury or death.
- **17V-526** · Seat belts · left rear inflatable buckle: If the left rear inflatable seat belt buckle separates from it's mounting bracket, the seat occupant may not be adequately restrained, increasing their risk of injury.
- **17V-332** · Seats · driver seat back recliner welds: The driver seat back may not hold the occupant in a crash because of weak welds.

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

Good news: nothing on the 2.7L / 3.0L EcoBoost V6 watch list is due at this mileage. Worth a fresh look at about 105,000 mi.

Next 12 months up to about 107,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 125,000 mi

Nothing else enters its reported range in this window.

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

Oil pan leak (RTV seal), 2015–2017 — **$310–$660** labor only, parts extra

Any mileage (2015–2017 F-150 2.7L; 2015–2017 Edge, 2016–2017 MKX, 2017 Fusion/MKZ/Continental) · Inspect at each service; fix at the first sign

Recommended now
No repairs due now

Planned through 125,000 mi
No repairs planned

Independent shop, installed. Dealers often charge more.	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 95,000 mi to 125,000 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][M2][M3][M4][M5]
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][M2][M3][M4][M5]
Automatic transmission fluid Change automatic transmission fluid (and filter where fitted) every 150,000 mi.	every 150,000 mi	Next at 150,000 mi [M2][M4][M5]

M1. 2011 Ford F-150 Owner's Guide, Scheduled Maintenance (manualsdir.com copy) SHOP/RETAILER
https://www.manualsdir.com/manuals/602142/ford-2011-f-150-v2.html?page=434

M2. 2013 Ford F-150 Owner's Manual, Scheduled Maintenance (manualsdir.com copy) SHOP/RETAILER
https://www.manualsdir.com/manuals/602060/ford-2013-f-150-v3.html?page=422

M3. 2016 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2016-F150-Owner-Manual-version-3_om_EN-US_02_2017.pdf

M4. 2018 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2018-Ford-F-150-Owners-Manual-version-5_om_EN-US_09_2018.pdf

M5. 2019 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2019-Ford-F-150-Owners-Manual-version-1_om-EN-US_09_2018.pdf

M6. 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

M7. 2023 Ford F-150 Owner's Manual (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/Catalog/owner_information/2023_Ford_F-150_Owners_Manual_version_1_om_EN-US.pdf

M8. 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

M9. 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

M10. 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

M11. 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

M12. 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

M13. 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

WHERE 95K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil pan leak (RTV seal), 2015–2017	2015–2017 F-150 2.7L; 2015–2017 Edge, 2016–2017 MKX, 2017 Fusion/MKZ/Continental 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 2017 Ford F-150

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 1FTEW1EP1HF123456.
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.

2.7L / 3.0L ECOBOOST V6 RECALLS WE TRACK

Other 2.7L / 3.0L EcoBoost V6 recalls we track, not listed by NHTSA for this model and year: 25V-455 (low-pressure fuel pump can fail (2021–2023 models)), 19V-859 (fuel line can chafe and leak (2020 Explorer / Aviator)).

EVERY RECALL NHTSA LISTS FOR THE 2017 FORD F-150 (12)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
26V-237	Transmission · range sensor signal	If the transmission loses the range sensor signal it can drop into second gear without warning, which can cause a loss of control. Details
25V-236	Brakes · master cylinder leak	A brake fluid leak can cause reduced brake function and extend the distance required to stop, increasing the risk of a crash. Details
19V-278	Engine block heater · cable splice (repeat of 18V-894)	A splice damaged during the 18V-894 repair can short and overheat when the heater is plugged in, a fire risk. Details
18V-894	Engine block heater · cable splice	Water can corrode the block heater cable splice; when plugged in it can short and overheat, a fire risk. Details
18V-568	Seat belts · front pretensioner	When a front pretensioner fires in a crash, sparks can ignite carpet or insulation in the B-pillar. Details
17V-652	Doors · latch (cable or frozen latch)	A door that opens while driving can increase the risk of injury. Details
17V-599	Seats · passenger seat belt anchor weld	The passenger seat belt anchor may not be fully welded and could fail in a crash. Details
17V-529	Air bags · passenger frontal inflator	An inflator rupture may result in metal fragments striking the vehicle occupants resulting in serious injury or death. Details
17V-526	Seat belts · left rear inflatable buckle	If the left rear inflatable seat belt buckle separates from it's mounting bracket, the seat occupant may not be adequately restrained, increasing their risk of injury. Details
17V-332	Seats · driver seat back recliner welds	The driver seat back may not hold the occupant in a crash because of weak welds. Details
26V-370	Instrument cluster · power loss (repeat of 17V-053)	If the cluster goes dark after a cold start, the driver can't see the gear position or warning lights. This covers trucks fixed incorrectly under 17V-053. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-053	Instrument cluster · power loss (8-inch screen)	On trucks with the 8-inch cluster screen, the cluster can lose power after a cold start, so the gear position may not show. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-150. 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-150): Six listings are left out of this 2.7L EcoBoost SuperCrew sample: 20V-332 and 22V-150 (3.5L EcoBoost only), 17V-671 and 18V-213 (10-speed automatic; the 2017 2.7L uses the 6-speed), 17V-331 (applies only if a dealer chrome door-handle cover kit was added) and 21E-027 (an aftermarket ball joint). 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 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 (P552). Left out because they apply to other models, years, engine sizes or body codes: Broken intake valves (2021–2022, recall 24V-635); Oil consumption from valve guides (2016–2017 builds); Rear crankshaft seal oil leak (2018–2024); Cold-start rattle from the front cover (cam timing).

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1 Oil pan leak (RTV seal), 2015–2017

Any mileage

Severity: Medium: leaks and wear · 20 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2015–2017 F-150 2.7L; 2015–2017 Edge, 2016–2017 MKX, 2017 Fusion/MKZ/Continental), so mileage doesn't say much here. Range: 2015–2017 F-150 2.7L; 2015–2017 Edge, 2016–2017 MKX, 2017 Fusion/MKZ/Continental OFFICIAL [3][4]

WHAT FAILS OFFICIAL [3][4]

The oil pan's RTV seal can lose adhesion and leak. Ford replaces the pan; the original-style pan is no longer available for the 2015–2017 F-150 and is replaced with a later design.

SYMPTOMS

- Oil drips under the engine
- Oil film on the pan rail

IF IT'S LEFT TOO LONG

A growing leak lowers the oil level.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pan when the leak is active, using the bulletin parts.

ESTIMATED REPAIR COST

Labor only, 3.1–4.1 h Ford warranty time plus the oil pan	**$310–$660** OUR ESTIMATE [3][9] labor only, parts extra
Labor only, 3.1–4.1 h Ford warranty time plus the oil pan	**$310–$660** OUR ESTIMATE [3][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($485) is about 1.0× the early-fix midpoint ($485). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 3.1–4.1 h (bulletin [3]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR P552

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

WHAT TO ASK YOUR SHOP

- Oil pan ever replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.7L / 3.0L EcoBoost V6 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	74	Counts every transmission complaint (10-speed automatic); not an engine fault.
Turbo / loss of power	39	Mixed causes; several recalls (24V-635 valves, 25V-455 low-pressure fuel pump) cause loss of power.

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

- Recall 24V-635 status
- Oil pan seam and rear-seal area for leaks
- Cold-start rattle after an overnight sit
- Oil use and exhaust smoke

Ask the seller

- Engine replaced under 24V-635?
- Oil pan or cylinder heads replaced under a bulletin?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil pan leak (RTV seal), 2015–2017: seeping or leaking	$310–$660 + parts
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 F-150 complaints (all cab names, gas) that mention the 2.7L or 3.0L EcoBoost; Edge, Fusion, Bronco, Explorer, Continental, MKX and Nautilus complaints that name the 2.7L/3.0L or ST/Sport trims; 2017–2020 MKZ complaints that name the 3.0L or twin-turbo; all non-PHEV Aviator complaints. Many F-150 owners do not name the engine, so the sample is small (about 570 complaints): 579 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	74	Also reported
Engine failure / valves	43	Other years or engine sizes
Turbo / loss of power	39	Also reported
Oil pan / oil leak	20	Item 1
Oil consumption / smoke	11	Other years or engine sizes
Start-up rattle	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 2015–2025 F-150 (gas) complaints that mention the 2.7L or 3.0L EcoBoost; Edge ST/Sport, Fusion Sport, Bronco 2.7L, Explorer ST/Platinum 3.0L, Continental, MKX and Nautilus 2.7L/3.0L, MKZ 3.0L; all Aviator (non-PHEV), pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 24V-635 (2021–2022 2.7L/3.0L Nano EcoBoost intake valves can break), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V635000

3. Ford TSB 23-2083: 2015–2017 F-150 2.7L EcoBoost: oil pan leaking (RTV seal), original replacement pan not available (2023-03-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10233594-0001.pdf

4. Ford TSB 24-2345: 2015–2017 Edge, 2016–2017 MKX, 2017 Fusion/MKZ/Continental 2.7L/3.0L: oil pan leaking (2024-11-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11010917-0001.pdf

5. Ford TSB 19-2243: 2016–2017 Edge/MKX, 2017 Continental/Fusion/MKZ built Apr 1, 2016–Jan 1, 2017: oil consumption, misfire, white/blue smoke (valve guides) (2019-08-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164421-0001.pdf

6. Ford TSB 24-2331: 2018–2024 2.7L/3.0L EcoBoost: engine oil leak from the crankshaft rear seal with retaining plate (2024-10-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11009445-0001.pdf

7. Ford SSM 52772: 2020–2024 F-150, 2021–2024 Bronco, 2024 Ranger 2.7L/3.0L: ticking/tapping or rattle from the top front cover area at start-up after a cold soak of 6 hours or more (2024-08-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11006443-0001.pdf

8. Ford TSB 23-2356: 2019–2023 Edge/Nautilus 2.7L: ticking/tapping or rattle from the top front cover area at start-up after a cold soak (2024-02-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251455-0001.pdf

9. 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

10. NHTSA recall records: 25V-455 (low-pressure fuel pump can fail, 2021–2023 models) and 19V-859 (2020 Explorer/Aviator fuel line chafe), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V455000

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-FDEB27-123456-20261028 and we'll correct and reissue it.
