2021 Ford Escape Hybrid at 55,000 mi

1FMCU0BZ3MU123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Escape Hybrid · Escape SE Hybrid 2.5 FWD	Ford 2.0L, 2.3L and 2.5L Atkinson-cycle hybrid fours (with hybrid system)	55,000 mi	FWD
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 '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

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (11 of 15)

- **25V-345** · Engine · fire-risk recall redo: Vehicles repaired incorrectly under 23V-380 still carry the engine-bay fire risk.
- **24V-954** · Hybrid battery · cell defect: A defect in a high-voltage battery cell can short and make the battery fail, causing loss of drive power and a fire risk.
- **24V-330** · Hybrid control module · shifts to neutral: Hybrid control software can shift the vehicle into neutral and cut drive power.
- **23V-380** · Engine · fire risk after engine failure (expanded): Expanded recall for the same engine-bay fire risk after an engine failure.
- **22V-484** · Engine · fire risk after engine failure (2.5L hybrid): If the engine fails, oil and fuel vapor can reach hot parts and start an engine-bay fire.
- **22V-149** · Hybrid battery · failure: The high-voltage battery can fail and cause a sudden loss of drive power.
- **22V-109** · Engine · crankshaft (2021 Escape Hybrid): An incorrectly made crankshaft can damage the engine and cause a stall or fire.
- **25V-685** · Engine block heater: The block heater can crack and leak coolant, then short circuit when plugged in, a fire risk.
- **24V-852** · Air bags · missing warning label: The air bag warning label may be missing from the dashboard.
- **21V-922** · Brakes · rear linings: Rear brake linings may be made incorrectly, needing more pedal force and longer stops.
- **21V-625** · Fuel pump module · internal leak: The fuel delivery module can leak inside the tank and lower fuel pressure, which can stall the engine.

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 24V-954, 22V-149, 22V-484, 23V-380, 25V-345, 22V-109, 24V-330. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

2.5L hybrid engine failure with fire risk (2020–2023)

Free if open

Recalls 22V-484, 23V-380, 25V-345, 22V-109 are listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

High-voltage battery and battery controls

Free if open

Recalls 24V-954, 22V-149 are 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 67,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 85,000 mi

Nothing else enters its reported range in this window.

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

Hybrid transaxle (HF35/HF45) bearing failure **No published price**

Any mileage (2013–2020 Fusion/MKZ, 2013–2018 C-Max, 2020–2022 Escape, 2022 Maverick) · Inspect at each service; fix at the first sign

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 85,000 mi

Free recall check

Nothing else on the list before 85,000 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 55K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-voltage battery and battery controls	11,000–80,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	2.5L hybrid engine failure with fire risk (2020–2023)	2020–2023 Escape and 2022–2023 Maverick 2.5L hybrid (recalls 22V-484, 23V-380, 25V-345); 2021 Escape Hybrid crankshaft (22V-109) OFFICIAL	Any mileage
3	Hybrid transaxle (HF35/HF45) bearing failure	2013–2020 Fusion/MKZ, 2013–2018 C-Max, 2020–2022 Escape, 2022 Maverick 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 Escape Hybrid

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 1FMCU0BZ3MU123456.
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.

2.0L / 2.3L / 2.5L HYBRID (ATKINSON) RECALLS WE TRACK

24V-954 · High-voltage battery cell can short (2020–2024 Escape)

NHTSA lists this model and year: check by VIN

A cell defect can short and make the battery fail, causing loss of drive power and a fire risk. BECM software update; pack replaced as needed. OFFICIAL [5]

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

22V-149 · High-voltage battery may fail (2021–2022 Escape hybrid)

NHTSA lists this model and year: check by VIN

The high-voltage battery may fail and cause a sudden loss of drive power. Free repair. OFFICIAL [5]

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

22V-331 · High-voltage battery welds may fail (2020 Escape hybrid)

Not listed for MY2021

Weak welds inside the battery may fail and cause a loss of drive power. Free repair. OFFICIAL [5]

22V-484 · Engine failure can cause an engine-bay fire (2020–2022 Escape, 2022 Maverick 2.5L hybrid)

NHTSA lists this model and year: check by VIN

Oil and fuel vapor released in an engine failure can reach hot parts and catch fire. Dealers modify the under-engine shield and grille shutter. OFFICIAL [6]

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

23V-380 · Engine failure can cause an engine-bay fire (2020–2023 Escape, 2022–2023 Maverick 2.5L hybrid)

NHTSA lists this model and year: check by VIN

Expanded engine-fire recall. Free repair. OFFICIAL [6]

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

25V-345 · Engine-fire recall repaired incorrectly (2020–2023 Escape, 2022–2023 Maverick)

NHTSA lists this model and year: check by VIN

Vehicles repaired incorrectly under 23V-380. Free repair. OFFICIAL [6]

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

22V-109 · Crankshaft may be made incorrectly (2021 Escape Hybrid)

NHTSA lists this model and year: check by VIN

A faulty crankshaft can damage the engine and cause a stall or fire. Dealers inspect and replace the engine as needed. OFFICIAL [6]

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

24V-330 · Hybrid control module can shift to neutral (2020–2022 Escape, 2022–2024 Maverick)

NHTSA lists this model and year: check by VIN

Hybrid powertrain control module software may shift the vehicle into neutral and cause a loss of drive power. Free software update. OFFICIAL [13]

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

Other 2.0L / 2.3L / 2.5L Hybrid (Atkinson) recalls we track, not listed by NHTSA for this model and year: 25V-133 (neutral-shift recall repaired incorrectly (2022 Escape, 2022–2024 Maverick)).

EVERY RECALL NHTSA LISTS FOR THE 2021 FORD ESCAPE HYBRID (15)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-345 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Engine · fire-risk recall redo	Vehicles repaired incorrectly under 23V-380 still carry the engine-bay fire risk. Details
24V-954 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Hybrid battery · cell defect	A defect in a high-voltage battery cell can short and make the battery fail, causing loss of drive power and a fire risk. Details
24V-330 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Hybrid control module · shifts to neutral	Hybrid control software can shift the vehicle into neutral and cut drive power. Details
23V-380 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Engine · fire risk after engine failure (expanded)	Expanded recall for the same engine-bay fire risk after an engine failure. Details
22V-484 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Engine · fire risk after engine failure (2.5L hybrid)	If the engine fails, oil and fuel vapor can reach hot parts and start an engine-bay fire. Details
22V-149 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Hybrid battery · failure	The high-voltage battery can fail and cause a sudden loss of drive power. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-109 2.0L / 2.3L / 2.5L Hybrid (Atkinson) tracked	Engine · crankshaft (2021 Escape Hybrid)	An incorrectly made crankshaft can damage the engine and cause a stall or fire. Details
25V-685	Engine block heater	The block heater can crack and leak coolant, then short circuit when plugged in, a fire risk. Details
24V-852	Air bags · missing warning label	The air bag warning label may be missing from the dashboard. Details
21V-922	Brakes · rear linings	Rear brake linings may be made incorrectly, needing more pedal force and longer stops. Details
21V-625	Fuel pump module · internal leak	The fuel delivery module can leak inside the tank and lower fuel pressure, which can stall the engine. Details
26V-123	Rear camera · image flips	The rear camera image can flip or invert when reversing. Details
26V-117	Windshield wipers · motor	The wiper motor can fail and stop the wipers. Details
25V-829	Liftgate · hinge covers	Liftgate hinge covers can come loose and fall off. Details
25V-442	Rear camera · software	A software error can leave the rear camera image blank. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: ESCAPE, ESCAPE HYBRID. 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 (ESCAPE): Five listings are left out of this 2.5L hybrid sample: 22V-859, 25V-165, 25V-467 (1.5L fuel injectors) and 22V-191 (1.5L oil separator) cover the 1.5L EcoBoost only, and 21V-869 covers a single vehicle. 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 3 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: Motor electronics coolant pump (Escape/Mariner Hybrid); Electronic throttle body (limp mode).

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1 High-voltage battery and battery controls

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 168 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 55,000 mi this car is inside the reported range (11,000–80,000 mi (middle half of 13 owner complaints that state a mileage)), 44,000 miles past where reports start. Range: 11,000–80,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2010–2012 Fusion/Milan/MKZ Hybrid (program 22G04); 2020–2024 Escape hybrid (recall 24V-954 and earlier battery recalls)

WHAT FAILS OFFICIAL [3][4][5][12]

On 2010–2012 Fusion, Milan and MKZ Hybrids, battery-control software can cut electric-only running and make the gas engine run more as the car ages; Ford updates the battery and engine control software. On 2020–2024 Escape hybrids, a defect in one or more battery cells can short and make the battery fail, causing loss of drive power and a fire risk; Ford updates software and replaces the pack as needed. Earlier Escape hybrids can set battery cooling fan codes.

SYMPTOMS

- Less electric-only driving, engine runs more
- Hybrid warning or "Stop Safely Now"
- Sudden loss of drive power

IF IT'S LEFT TOO LONG

A failed pack can strand the car and is costly out of warranty.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for battery programs and recalls; keep the battery cooling intake clear.

ESTIMATED REPAIR COST

Labor only, 0.5 h Ford warranty time	**$50–$80** OUR ESTIMATE [4][9] labor only, parts extra
Hybrid battery replacement (RepairPal, all vehicles)	**$5,569–$5,775** SHOP/RETAILER [10] 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 0.5 h (bulletin [4]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR CX482

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

WHAT TO ASK YOUR SHOP

- Battery recall or program done?
- Any hybrid warnings?

2 2.5L hybrid engine failure with fire risk (2020–2023)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 55 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2023 Escape and 2022–2023 Maverick 2.5L hybrid (recalls 22V-484, 23V-380, 25V-345); 2021 Escape Hybrid crankshaft (22V-109)), so mileage doesn't say much here. Range: 2020–2023 Escape and 2022–2023 Maverick 2.5L hybrid (recalls 22V-484, 23V-380, 25V-345); 2021 Escape Hybrid crankshaft (22V-109) OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

If the 2.5L hybrid engine fails, oil and fuel vapor can be released into the engine bay near hot parts and start a fire. Ford modifies the under-engine shield and grille shutter, and tells owners to stop and shut off the engine at unusual engine noise, power loss or smoke. Some 2021 Escape Hybrids have a crankshaft that may be made incorrectly; Ford inspects it and replaces the engine as needed.

SYMPTOMS

- Unusual engine noise or knock
- Sudden power loss
- Smoke from under the hood

IF IT'S LEFT TOO LONG

An engine failure can lead to an engine-bay fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for all three engine-fire recalls and the crankshaft recall; stop at once if the engine knocks.

ESTIMATED REPAIR COST

Free under the recalls	**Free if covered** OFFICIAL [6] 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 CX482

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

WHAT TO ASK YOUR SHOP

- Engine-fire recalls done (22V-484, 23V-380, 25V-345)?
- Crankshaft recall 22V-109 (2021)?

3 Hybrid transaxle (HF35/HF45) bearing failure

Any mileage

Severity: Medium: leaks and wear · 45 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2013–2020 Fusion/MKZ, 2013–2018 C-Max, 2020–2022 Escape, 2022 Maverick), so mileage doesn't say much here. Range: 2013–2020 Fusion/MKZ, 2013–2018 C-Max, 2020–2022 Escape, 2022 Maverick OFFICIAL [11]

WHAT FAILS OFFICIAL [11]

The HF35/HF45 hybrid transmission can suffer a differential or transfer shaft bearing failure that contaminates the unit. Ford now supplies tools and parts to overhaul and clean the transmission instead of replacing it.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed

SYMPTOMS

- Whine or growl that rises with speed
- Clunk or vibration
- Metal on the drain plug

IF IT'S LEFT TOO LONG

Bearing debris spreads through the transmission.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Investigate any new whine early; an overhaul costs less than a new unit.

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 CX482

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

WHAT TO ASK YOUR SHOP

- Any whine or transmission work?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L / 2.3L / 2.5L Hybrid (Atkinson) 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	697	Hybrid brake-system complaints (pedal feel, ABS module, regenerative braking); not engine faults.
Steering	515	Electric power steering complaints and recalls; not engine faults.
Stop Safely Now / shutdown	350	Mixed causes: the coolant pump recall, battery and hybrid module 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

- Hybrid warnings and battery health on a scan tool
- Recall status (coolant pump, battery, engine fire)
- Throttle codes (2009–2013)
- Transaxle whine

Ask the seller

- Battery recalls and programs done?
- Any "Stop Safely Now" events?
- Engine-fire recalls done (2020–2023)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-voltage battery and battery controls: fault found on inspection	$5,569–$5,775
2.5L hybrid engine failure with fire risk (2020–2023): fault found on inspection	No published price
Hybrid transaxle (HF35/HF45) bearing failure: 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 Complaints on these nameplates that mention the hybrid or plug-in system (NHTSA files many gas-model complaints under the hybrid and plug-in names, so we keep only hybrid-related ones), plus all C-Max Hybrid complaints. Fusion Energi, C-Max Energi, Escape plug-in and Corsair plug-in complaints are included on the same basis; complaints about charging equipment fall outside the themes: 2,893 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
Brakes	697	Also reported
Steering	515	Also reported
Stop Safely Now / shutdown	350	Also reported
High-voltage battery	168	Item 1
Throttle body	145	Other years or engine sizes
Hybrid coolant pump	82	Other years or engine sizes
Engine failure / fire	55	Item 2
Transaxle noise	45	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 2005–2012 Escape and Mariner, 2008–2011 Tribute, 2010–2020 Fusion, 2010–2011 Milan, 2011–2020 MKZ, 2020–2025 Escape and 2022–2025 Maverick complaints that mention the hybrid system (hybrid, HEV, high voltage, inverter, regenerative braking or "stop safely now"), plus all 2013–2018 C-Max Hybrid complaints, pulled Oct 27, 2026 (ODI numbers in the cost notes); 2013–2020 Fusion Energi, 2013–2017 C-Max Energi, 2020–2025 Escape PHEV and 2021–2025 Corsair PHEV complaints that mention the hybrid or plug-in system (pulled Oct 28, 2026) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 14V-526 (2005–2008 Escape Hybrid and 2006–2008 Mariner Hybrid motor electronics coolant pump), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=14V526000

3. Ford Program 22G04: 2010–2012 Fusion, Milan and MKZ Hybrid: BECM and PCM software update for reduced electric (EV) operation (2022-09-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10222465-0001.pdf

4. Ford TSB 23-2098: 2010–2012 Fusion/Milan/MKZ Hybrid: reduced EV operation and more gasoline engine running around 10 years of age; reprogram BECM and PCM (2023-04-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10234103-0002.pdf

5. NHTSA recall records: 24V-954 (2020–2024 Escape high-voltage battery cell defect), 22V-149, 22V-331 and 21V-869 (2020–2022 Escape hybrid high-voltage battery can fail), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V954000

6. NHTSA recall records: 22V-484, 23V-380 and 25V-345 (2020–2023 Escape and 2022–2023 Maverick 2.5L hybrid: engine failure can release oil and fuel vapor, fire risk) and 22V-109 (2021 Escape Hybrid crankshaft), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V380000

7. Ford Customer Satisfaction Program 13N03: 2009–2013 Fusion, Milan, Escape and Mariner: throttle body extended coverage (10 years or 150,000 miles; contamination on the throttle body motor contacts) (2015-03-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10057873

8. RepairPal: Ford Fusion throttle body replacement cost estimate ($476–$571), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/fusion/throttle-body-replacement-cost

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. RepairPal: hybrid high-voltage battery replacement cost estimate, all vehicles ($5,569–$5,775), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/hybrid-high-voltage-battery-replacement-cost

11. Ford SSM 50744: 2013–2018 C-Max, 2013–2020 Fusion/MKZ, 2020–2022 Escape, 2022 Maverick HF35/HF45 hybrid transmissions can now be overhauled after differential or transfer shaft bearing failure (2022-05-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10211728-0001.pdf

12. Ford TSB 16-0118: 2005–2012 Escape Hybrid and 2006–2011 Mariner Hybrid: battery pack cooling fan DTCs P0A81/P0A96 in the traction battery control module (2016-09-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10109036-9999.pdf

13. NHTSA recall records: 24V-330 and 25V-133 (2020–2022 Escape and 2022–2024 Maverick hybrid powertrain control module can shift to neutral), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V330000

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-FDHY-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.