2004 Ford Taurus at 112,000 mi

1FAFP53UX4A123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Taurus · Taurus SE sedan 3.0 Vulcan automatic	Ford 3.0L Vulcan OHV V6 (12-valve pushrod)	112,000 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 '4' = 2004, 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 3 factory maintenance items

3
to watch or check at each service

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

AX4N / 4F50N automatic transaxle (shudder, no upshift, leaks): Past the range (49,000–95,000 mi, the middle half of 121 owner reports) · if it fails: $1,930–$3,100
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 124,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 142,000 mi

Nothing else enters its reported range in this window.

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

Camshaft synchronizer and cam sensor (surge, stall, P0340) — **No published price**

Any mileage (2000–2008 Vulcan engines; Ford bulletins on the gear-driven synchronizer) · Inspect at each service; fix at the first sign

Lower engine oil leaks (oil pan, oil filter area) — **$933–$1,465**

independent shop, installed

Any mileage (2000–2004 Vulcan engines (Ford bulletins)) · Inspect at each service; fix at the first sign

Spark knock and detonation — **No published price**

Any mileage (2000–2006 Vulcan engines; Ford warns of possible engine damage on 2004–2006 Taurus and Sable) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 142,000 mi

$100–$160

No other repairs on the list before 142,000 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 112,000 mi to 142,000 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 Guide normal schedule: replace spark plugs at 100,000 mi.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2][M3][M4][M5][M6][M7][M8]
Engine coolant Motorcraft Premium Gold: first change at 5 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	**Was due at 100,000 mi and by age (check records)** [M5][M6][M7]
Automatic transmission fluid AX4S / AX4N / 4F50N transaxle: change fluid every 30,000 mi.	every 30,000 mi	**Was due at 90,000 mi, next 120,000 mi** [M1][M2][M3][M4][M5][M6][M7]

M1. 2000 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/00nmgmg3e.pdf

M2. 2001 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/01nmgmg5e.pdf

M3. 2002 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/02nmgmg3e.pdf

M4. 2003 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/03frdmg6e.pdf

M5. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

M6. 2005 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/05frdmg4e.pdf

M7. 2006 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/06frdmg3e.pdf

M8. 2007 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/07frdmg1e.pdf

M9. 2008 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/08frdmg3e.pdf

WHERE 112K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft synchronizer and cam sensor (surge, stall, P0340)	2000–2008 Vulcan engines; Ford bulletins on the gear-driven synchronizer OFFICIAL	Any mileage
2	Lower engine oil leaks (oil pan, oil filter area)	2000–2004 Vulcan engines (Ford bulletins) OFFICIAL	Any mileage
3	AX4N / 4F50N automatic transaxle (shudder, no upshift, leaks)	49,000–95,000 mi (middle half of 121 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Spark knock and detonation	2000–2006 Vulcan engines; Ford warns of possible engine damage on 2004–2006 Taurus and Sable 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 2004 Ford Taurus

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 1FAFP53UX4A123456.
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.

3.0L VULCAN V6 RECALLS WE TRACK

Other 3.0L Vulcan V6 recalls we track, not listed by NHTSA for this model and year: 04V-105 (air filter can smolder or burn (certain 2003 Taurus and Sable)).

EVERY RECALL NHTSA LISTS FOR THE 2004 FORD TAURUS (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
04V-330	Seats · power seat upper support welds	On some cars with power seats, the seat upper support may be poorly welded and may not hold as intended in a crash. Dealers replace the upper support. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: TAURUS. 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 (TAURUS): 16E-026 (aftermarket Bosch and other replacement brake pads) is equipment-only and left out of this sample. 04V-105 (air filter can smolder) covers 2003 Taurus and Sable only. A VIN check would show any recall that applies.

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 4 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 (D186). Left out because they apply to other models, years, engine sizes or body codes: Speed control deactivation switch can overheat (fire risk).

1 Camshaft synchronizer and cam sensor (surge, stall, P0340)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 11 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2008 Vulcan engines; Ford bulletins on the gear-driven synchronizer), so mileage doesn't say much here. Range: 2000–2008 Vulcan engines; Ford bulletins on the gear-driven synchronizer OFFICIAL [2][3]

WHAT FAILS OFFICIAL [2][3]

The camshaft position sensor is mounted on a gear-driven synchronizer. Ford found that a synchronizer installed out of position causes surging, loss of power, a check-engine light and codes P1336, P1309 and P0340, and issued a tool and procedure to set it correctly.

SYMPTOMS

- Surging or loss of power
- Stalling
- Check-engine light with P0340, P1309 or P1336

IF IT'S LEFT TOO LONG

A failing cam signal can stall the engine in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose cam-sensor codes early; when the synchronizer is replaced, set it with the Ford alignment tool.

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 D186

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

WHAT TO ASK YOUR SHOP

- Any stalling or surging?
- Cam sensor or synchronizer replaced?

2 Lower engine oil leaks (oil pan, oil filter area)

Any mileage

Severity: Medium: leaks and wear · 11 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2004 Vulcan engines (Ford bulletins)), so mileage doesn't say much here. Range: 2000–2004 Vulcan engines (Ford bulletins) OFFICIAL [4][5]

WHAT FAILS OFFICIAL [4][5]

ESTIMATED REPAIR COST

Ford issued several bulletins on oil leaks at the bottom of the 3.0L 2-valve engine: at the oil filter mounting area and near the oil pan. The bulletins give tips to find the true source before replacing gaskets.

SYMPTOMS

- Oil spots under the front of the vehicle
- Oil film on the oil pan or filter area
- Burning oil smell

IF IT'S LEFT TOO LONG

A slow leak lowers the oil level and can soak nearby parts.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Find the real source first (filter area, pan, front cover) and reseal it.

Oil pan replacement, 2004 Taurus 3.0L (YourMechanic estimate to shop/dealer range)	**$933–$1,465** SHOP/RETAILER [14] independent shop, installed
Same job	**$933–$1,465** SHOP/RETAILER [14] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,199) is about 1.0× the early-fix midpoint ($1,199). A cost ratio, not a probability.

PARTS FOR D186

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

WHAT TO ASK YOUR SHOP

- Any oil spots on the driveway?

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3 AX4N / 4F50N automatic transaxle (shudder, no upshift, leaks)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 575 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 112,000 mi this car is past the reported range (49,000–95,000 mi (middle half of 121 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–95,000 mi (middle half of 121 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2000–2007 Taurus and 2000–2005 Sable with the 4-speed automatic

WHAT FAILS OFFICIAL [6][7][8]

The 4-speed automatic in the Taurus and Sable is the most common complaint on these cars. Ford bulletins cover a shudder on the 3-4 shift, a missing 1-2 upshift with code P0732, fluid leaks and erratic dipstick readings.

SYMPTOMS

- Shudder on the 3-4 shift
- No upshift or slipping
- Fluid leaks; dipstick reading hard to read
- Check-engine light with P0732

ESTIMATED REPAIR COST

Transmission fluid change, 2006 Taurus (KBB fair range, ZIP-specific)	**$359–$436** SHOP/RETAILER [15] independent shop, installed
Owner-reported repair bills in	**$1,930–$3,100** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure

IF IT'S LEFT TOO LONG

A slipping transaxle wears quickly and can leave the car without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the fluid level the bulletin way and fix leaks early; a rebuilt unit costs thousands.

NHTSA complaints (n=33)	
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

6.3× The failure-bill midpoint ($2,515) is about 6.3× the early-fix midpoint ($398). A cost ratio, not a probability.

Where the numbers come from: Computed from 33 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,500). Examples: ODI 10226730, 10207701, 10113903, 10105753. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR D186

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

WHAT TO ASK YOUR SHOP

- Transaxle rebuilt or replaced?
- Any shudder or slipping?

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4 Spark knock and detonation

Any mileage

Severity: Medium: leaks and wear · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2006 Vulcan engines; Ford warns of possible engine damage on 2004–2006 Taurus and Sable), so mileage doesn't say much here. Range: 2000–2006 Vulcan engines; Ford warns of possible engine damage on 2004–2006 Taurus and Sable OFFICIAL [9][10]

WHAT FAILS OFFICIAL [9][10]

Ford issued bulletins for spark knock on heavy acceleration with 87-octane fuel, and for 2004–2006 Taurus and Sable engines with knock, hesitation above 3000 rpm, misfire and possible engine damage from detonation and pre-ignition.

SYMPTOMS

- Pinging or knocking when accelerating
- Hesitation above 3000 rpm
- Misfire or loss of power

IF IT'S LEFT TOO LONG

Ongoing detonation can damage pistons.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any knock early (fuel quality, EGR flow, carbon) before it damages the engine; a Ford dealer can check for

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 D186

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

bulletin updates.

WHAT TO ASK YOUR SHOP

- Any pinging under load?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L Vulcan 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
Suspension / coil springs	1,809	Front coil spring breakage on the Taurus is a chassis issue, not an engine fault.
Brakes	1,321	Brake complaints; not engine faults.
Throttle sticking / high idle	109	Owner reports of a sticking throttle or high idle; Ford has an idle air control (IAC) diagnostic bulletin. Mixed causes; diagnose case by case.
EGR sensor	18	Ford program 02M01 extended coverage on the tube-mounted EGR pressure sensor on 2000–2003 vehicles; long expired.

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

- Cam synchronizer for oil seepage; cam sensor codes
- Oil filter area and oil pan for leaks
- Transaxle shift quality and fluid (Taurus/Sable)
- Speed control switch recall harness (2000–2003 Ranger)

Ask the seller

- Cam synchronizer replaced?
- Transaxle rebuilt?
- Speed control switch recall done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Camshaft synchronizer and cam sensor (surge, stall, P0340): symptoms or fault codes present	No published price
Lower engine oil leaks (oil pan, oil filter area): seeping or leaking	$933–$1,465
AX4N / 4F50N automatic transaxle (shudder, no upshift, leaks): seeping or leaking	$359–$436
Spark knock and detonation: 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 Taurus complaints that do not name the Duratec/DOHC engine (both Taurus engines are 3.0L, so some Duratec cars may be in the pool); Ranger and Mazda B-Series complaints that name the 3.0L or V6; Sable complaints that name the Vulcan or OHV engine. Most of the pool is Taurus: 6,572 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
Suspension / coil springs	1,809	Also reported
Brakes	1,321	Also reported
Transmission / transaxle	575	Item 3
Throttle sticking / high idle	109	Also reported
EGR sensor	18	Also reported
Cam sensor / synchronizer	11	Item 1
Oil leak	11	Item 2
Speed control switch	3	Other years or engine sizes
Spark knock / pinging	1	Item 4

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 2000–2007 Taurus complaints that do not name the Duratec, DOHC or 24-valve engine; 2000–2008 Ranger and Mazda B-Series complaints that name the 3.0L or V6 (not 4.0L); 2000–2005 Sable complaints that name the Vulcan, OHV or pushrod engine, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford bulletin 870197: Incorrectly installed gear-driven camshaft position (CMP) sensor synchronizer assemblies causing surge, loss of power, MIL on and DTCs P1336, P1309 and P0340 (2002-10-22), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10000592

3. Ford bulletin 02221: Gear-driven synchronizers: incorrect installation; camshaft position synchronizer installation tool, correct application (2002-11-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008304

4. Ford bulletin 0415: Lower engine oil leaks, 3.0L 2V Vulcan engine: diagnostic service tips (2004-01-26), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007358

5. Ford bulletin 17234: Engine oil leaks from the filter area on vehicles with a 3.0L 2-valve engine (2003-09-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004089

6. Ford bulletin 15820: AX4N/4F50N transaxle may exhibit a shudder during the 3-4 shift (2002-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=637556

7. Ford bulletin 041512: 4F50N transaxle: no 1-2 upshift and DTC P0732 (2004-09-06), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10011157

8. Ford bulletin 05145: Erratic fluid level reading on transaxle dipstick, leaks: 4F50N, AX4N, AX4S transaxles (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10016808

9. Ford bulletin 052218: Spark knock, hesitation above 3000 rpm, loss of power, misfire and possible engine damage due to detonation and pre-ignition, 3.0L 2V Vulcan gas/FFV (2004–2006 Taurus/Sable) (2005-11-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018749

10. Ford bulletin 00255: Some vehicles with the 3.0L 2-valve engine may exhibit spark knock on heavy acceleration with 87 octane gasoline (2000-12-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=616822

11. NHTSA recall records: 07V-336 and 09V-399 (speed control deactivation switch, including 2000–2003 Ranger), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=09V399000

12. NHTSA recall records: 04V-105 (2003 Taurus and Sable air filter can smolder), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V105000

13. Ford Customer Satisfaction Program 02M01: Certain 2000–2003 vehicles with a tube-mounted EGR pressure sensor: additional EGR pressure sensor warranty coverage (2004-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007207

14. YourMechanic: Ford Taurus oil pan replacement estimate (2004 V6-3.0L: $933; shop/dealer $1,072–$1,465), via search extract Oct 28, 2026 SHOP/RETAILER
https://yourmechanic.com/estimates/ford/taurus/oil-pan-replacement

15. Kelley Blue Book: 2006 Ford Taurus transmission fluid change, fair repair range $359–$436 (ZIP-specific), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.kbb.com/ford/taurus/2006/transmission-fluid-change/

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-FDVU-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.