2005 Hyundai Santa Fe at 125,000 mi

KM8SC13D95U123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Santa Fe · SM Santa Fe GLS 2.7 V6 FWD	Hyundai/Kia belt-driven V6s (Delta 2.5 / 2.7L, Mu 2.7L, Sigma 3.0 / 3.5L)	125,000 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 '5' = 2005, 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 · plus 3 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **14V-435** · Suspension · front coil springs (salt-belt states): In salt-belt states a front coil spring can rust and break, then touch and puncture the tire, which can cause a crash.
- **05V-527** · Air bags · passenger occupant classification: The passenger seat sensor can mistake a small child sitting on the seat edge for an adult, so the front or side air bag could deploy and injure the child.
- **05V-450** · Air bags · passenger occupant classification: The passenger seat sensor can mistake a small child sitting on the seat edge for an adult, so the front or side air bag could deploy and injure the child.

A model-year list, not a VIN check. Repairs are free at a Hyundai dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Hyundai dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,300–$1,490

Timing belt (interference engine) — $1,200–$1,330
Past the range (60,000–79,000 mi, the middle half of 13 owner reports)

independent shop, installed

Inspection: check now, while it's cheaper to fix — $100–$160
Crankshaft position sensor (stalling): Past the range (30,000–78,000 mi, the middle half of 45 owner reports) · if it fails: $280–$420

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 137,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

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

Throttle position sensor and throttle control faults — No published price
Long past the range (23,000–58,000 mi, the middle half of 12 owner reports) · may already be fixed at this mileage: we check the records first · Inspect at each service; fix at the first sign

Recommended now

$1,300–$1,490

Independent shop, installed. Dealers often charge more.

Planned through 155,000 mi

$1,300–$1,490

No other repairs on the list before 155,000 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 125,000 mi to 155,000 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 Platinum plugs: chart replaces at 60,000 and 120,000 mi.	every 60,000 mi	**Was due at 120,000 mi (check records)** [M1][M2]
Engine coolant Chart replaces coolant every 30,000 mi or 24 months.	every 30,000 mi or 2 years	**Was due at 120,000 mi and by age (check records)** [M1][M2]
Automatic transmission fluid Chart (to 150,000 mi) inspects every 15,000 mi and marks one replacement at 105,000 mi.	every 105,000 mi	**Was due at 105,000 mi (check records)** [M1][M2]
Brake fluid Inspect every 30,000 mi. Normal schedule says inspect only (no replacement interval printed for this model year).	no fixed interval	— [M1][M2]

M1. 2005 Hyundai Santa Fe Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2005-Hyundai-Santa-Fe-OM.pdf

M2. 2006 Hyundai Santa Fe Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2006-Hyundai-Santa-Fe-OM.pdf

M3. 2005 Hyundai XG350 Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2005-Hyundai-XG350-OM.pdf

M4. 2005 Hyundai Tucson Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2005-Hyundai-Tucson-OM.pdf

M5. 2006 Hyundai Tucson Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2006-Hyundai-Tucson-OM.pdf

M6. 2009 Hyundai Santa Fe Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL
https://dezosmanuals.com/wp-content/uploads/2021/07/2009-Hyundai-Santa-Fe-OM.pdf

WHERE 125K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing belt (interference engine)	60,000–79,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
2	Crankshaft position sensor (stalling)	30,000–78,000 mi (middle half of 45 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
3	Throttle position sensor and throttle control faults	23,000–58,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Long past 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 2005 Hyundai Santa Fe

Safety recall repairs are free at Hyundai 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 KM8SC13D95U123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Hyundai dealer for a campaign printout; it also lists completed campaigns.

2.5 / 2.7L DELTA-MU AND 3.0 / 3.5L SIGMA V6 RECALLS WE TRACK

03V-030 · Crankshaft position sensor can fail (2001–2002 Santa Fe 2.7 V6) Not listed for MY2005

Out-of-spec sensor cases let epoxy reach the circuit board; the engine can stall. Free sensor replacement. OFFICIAL [5]

03V-067 · Crankshaft position sensor can fail (2001–2002 Optima 2.5 / 2.7 V6) Not listed for MY2005

Sensor cases did not meet specification; the engine can stall. Free sensor replacement. OFFICIAL [5]

05V-013 · Throttle cable can twist out of position (2002–2003 Sedona) Not listed for MY2005

The throttle cable could twist during assembly and stick. Free inspection and repair. OFFICIAL [9]

05V-329 · Throttle cable can freeze (2003–2005 Sedona) Not listed for MY2005

Water on the throttle cable can freeze and resist the pedal returning. Free repair. OFFICIAL [9]

Other 2.5 / 2.7L Delta-Mu and 3.0 / 3.5L Sigma V6 recalls we track, not listed by NHTSA for this model and year: 01V-362 (powertrain control module built wrong (2001 XG300)).

EVERY RECALL NHTSA LISTS FOR THE 2005 HYUNDAI SANTA FE (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
14V-435	Suspension · front coil springs (salt-belt states)	In salt-belt states a front coil spring can rust and break, then touch and puncture the tire, which can cause a crash. Details
05V-527	Air bags · passenger occupant classification	The passenger seat sensor can mistake a small child sitting on the seat edge for an adult, so the front or side air bag could deploy and injure the child. Details
05V-450	Air bags · passenger occupant classification	The passenger seat sensor can mistake a small child sitting on the seat edge for an adult, so the front or side air bag could deploy and injure the child. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: SANTA FE. 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 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 (SM).

1 Timing belt (interference engine)

Past the range

Severity: Critical: rare, but can badly damage the engine · 70 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (60,000–79,000 mi (middle half of 13 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 60,000–79,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Every 60,000 miles or 5 years per the cited guide; check the owner's manual for the exact model

WHAT FAILS FORUM/BLOG [2][3]

These V6 engines use a rubber timing belt, and they are interference engines: if the belt breaks, the valves hit the pistons. The belt, tensioner and idlers are replaced as a kit, usually with the water pump. Kia also issued improved belts for the early Optima.

SYMPTOMS

- No warning before it breaks
- Ticking or whine from the belt cover
- Engine stops and will not restart

IF IT'S LEFT TOO LONG

A broken belt bends valves and can ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Replace it on time unless there is proof it was done; do the water pump at the same time.

ESTIMATED REPAIR COST

Timing belt replacement, 2004 Santa Fe (KBB fair repair range, ZIP-specific)	**$1,200–$1,330** SHOP/RETAILER [4] independent shop, installed
No owner-reported bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR SM

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

WHAT TO ASK YOUR SHOP

- When was the timing belt last replaced (receipt)?
- Water pump done with it?

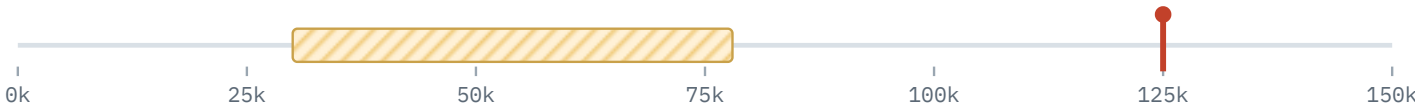
2 Crankshaft position sensor (stalling)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 420 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (30,000–78,000 mi (middle half of 45 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 30,000–78,000 mi (middle

half of 45 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2001–2002 Santa Fe 2.7 and Optima V6 recalled; stalls from the sensor are reported on later years too

WHAT FAILS OFFICIAL [5][1]

Early crankshaft position sensors were built with cases out of spec, so epoxy reached the circuit board and the sensor could fail. A failed sensor makes the engine stall while driving and it may not restart. Hyundai and Kia recalled 2001–2002 cars and replaced the sensor.

SYMPTOMS

- Engine stalls while driving
- Crank but no start, then starts after cooling
- Tachometer drops to zero

IF IT'S LEFT TOO LONG

A stall at speed removes power assist and is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for recalls 03V-030 / 03V-067; replace the sensor at the first unexplained stall.

ESTIMATED REPAIR COST

Crankshaft position sensor replacement, 2006 Santa Fe 2.7L (YourMechanic estimate $279; shop/dealer $315–$416); the 3.5L is listed at $1,514–$2,729	**$280–$420** SHOP/RETAILER [6] independent shop, installed
Same job; a tow and diagnosis add to it	**$280–$420** SHOP/RETAILER [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR SM

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

WHAT TO ASK YOUR SHOP

- Any stalls while driving?
- Crank sensor recall done (2001–2002)?

---

3 Throttle position sensor and throttle control faults

Long past the range

Severity: Medium: leaks and wear · 122 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 125,000 mi this car is long past the reported range (23,000–58,000 mi (middle half of 12 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 23,000–58,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2.7L engines (Hyundai and Kia bulletins); throttle-cable recalls on 2002–2005 Sedona

WHAT FAILS OFFICIAL [7][8][9]

ESTIMATED REPAIR COST

On 2.7L engines the throttle position sensor can set P2135 or P0638 and put the engine in reduced power, or the idle can surge when cold. The fix is a new throttle position sensor and an ECM update. On 2002–2005 Sedonas the throttle cable could twist out of place or freeze, and was recalled.

SYMPTOMS

- Check-engine light with P2135 or P0638
- Reduced power (limp mode)
- Idle surging when cold
- Accelerator slow to return (Sedona)

IF IT'S LEFT TOO LONG

Limp mode or a sticking throttle can be dangerous in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first throttle code; check the Sedona throttle-cable recalls by VIN.

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 SM

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

WHAT TO ASK YOUR SHOP

- Any reduced-power episodes or throttle codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.5 / 2.7L Delta-Mu and 3.0 / 3.5L Sigma 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
Brakes	873	Brake complaints on these vehicles; not an engine fault.
Transmission	287	Counts every automatic transmission complaint; not an engine fault.
Engine fire	172	Mixed causes in the text (fuel tank leaks, electrical, driveline); no engine fire recall covers these V6s.

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

- Timing belt receipt or sticker
- Stalls and crank sensor codes
- Throttle codes and cold idle

Ask the seller

- When was the timing belt done?
- Any stalling?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Timing belt (interference engine): original, no replacement invoice	$1,200–$1,330
	Crankshaft position sensor (stalling): fault found on inspection	$280–$420
	Throttle position sensor and throttle control faults: symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$1,200–$1,330**

● = 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/Hyundai 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 2001–2006 Santa Fe complaints that do not name the 2.4; 2007–2009 Santa Fe complaints that name the 2.7; Sonata, Tiburon, Tucson, Optima, Sportage and Rondo complaints that name the V6; all XG300 / XG350, 2002–2005 Sedona, 2003–2006 Sorento and 2004–2006 Amanti complaints: 3,924 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	873	Also reported
Crank sensor / stalling	420	Item 2
Transmission	287	Also reported
Engine fire	172	Also reported
Throttle / idle	122	Item 3
Timing belt	70	Item 1

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 2001–2006 Santa Fe V6, 2007–2009 Santa Fe 2.7, 2001–2005 Sonata V6, 2003–2008 Tiburon V6, 2005–2009 Tucson V6, XG300 / XG350, 2001–2010 Optima V6, 2002–2005 Sedona, 2003–2006 Sorento, 2004–2006 Amanti, 2005–2010 Sportage V6 and 2007–2010 Rondo V6, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Go-Parts: 2001–2009 Hyundai Santa Fe engine timing belt (interference engines, 60,000-mile / 5-year interval, replace the kit and water pump together) `FORUM/BLOG`
https://www.go-parts.com/garage/ps-2001-2009-hyundai-santa-fe-engine-timing-belt

3. Kia TSB 82: Improved timing belts for the Kia Rio and Optima (2005-01-01), filed with NHTSA `OFFICIAL`
https://www.nhtsa.gov/?nhtsaId=10015272

4. Kelley Blue Book: 2004 Hyundai Santa Fe timing belt replacement, fair repair range (ZIP-specific), via search extract Oct 28, 2026 `SHOP/RETAILER`
https://www.kbb.com/hyundai/santa-fe/2004/timing-belt-replacement/

5. NHTSA recall records: 03V-030 (2001–2002 Santa Fe 2.7 V6) and 03V-067 (2001–2002 Optima 2.5 / 2.7 V6) crankshaft position sensor, checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=03V030000

6. YourMechanic: Hyundai Santa Fe crankshaft position sensor replacement estimates (2006 Santa Fe V6 2.7L: $279, shop/dealer $315–$416; 2003–2006 V6 3.5L: $1,514, shop/dealer $1,820–$2,729), page checked Oct 28, 2026 `SHOP/RETAILER`
https://yourmechanic.com/estimates/hyundai/santa-fe/crankshaft-position-sensor-replacement

7. Hyundai TSB-10-FL-010: DTC P2135 / P0638 or cold-engine rpm fluctuation: throttle position sensor replacement and ECM update (2.7L, 3.3L, 3.8L) (2010-08-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10034649

8. Kia TSB-044: ECM upgrade with TP sensor replacement, MIL on with DTC P2135 / P0638 (2.7L engines) (2009-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10033464

9. NHTSA recall records: 05V-013 and 05V-329 (2002–2005 Sedona throttle cable), 01V-362 (2001 XG300 powertrain control module), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=05V329000

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 Hyundai dealer or qualified shop. Safety recall repairs are free at Hyundai 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

Not affiliated with Hyundai Motor Company or Hyundai Motor America. Hyundai and model names are trademarks of Hyundai Motor Company, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-SFV6-123456-20261028 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.