SEA
Springfield Euro Auto EXAMPLE SHOP
service@springfield-euro-auto.example

2017 Land Rover Discovery Sport at 86,000 mi

SALCR2BG4HH612345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Discovery Sport · L550 Discovery Sport HSE 2.0 Si4 petrol, 9-speed automatic	Jaguar Land Rover 2.0L Si4 turbo four (Ford-built 2.0 EcoBoost)	86,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Shop	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: our technician decides what the car actually needs.

1
inspection 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 (2)

- **16V-942** · Seat belts · front pretensioners: The front seat belt pretensioners may not work properly, so the front occupants may not be held as well in a crash.
- **16V-889** · Front suspension · lower control arm fasteners: The fasteners holding the front lower control arm can fail and let the knuckle separate, which affects steering and handling and raises the risk of a crash.

A model-year list, not a VIN check. Repairs are free at a Land Rover retailer if open. Check this VIN at nhtsa.gov/recalls.

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

Recommended now at the next service — $165

Inspection: check now, while it's cheaper to fix — $165

inspection EXAMPLE

Intake cam timing actuator and timing chain: Past the range (61,000–83,000 mi, the middle half of 13 owner reports) · if it fails: $4,294–$9,952

Turbocharger and integrated exhaust manifold: Past the range (49,000–72,000 mi, the middle half of 21 owner reports) · if it fails: $3,727–$5,600

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 95,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 116,000 mi

Nothing else enters its reported range in this window.

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

Coolant leaks and overheating — Ask us for a quote

Any mileage (No clear mileage pattern: only 4 owner complaints state a mileage) · Inspect at each service; fix at the first sign

Recommended now

$165

Springfield Euro Auto prices (example)

Planned through 116,000 mi

$165

Nothing else on the list before 116,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Prices are Springfield Euro Auto's estimates for typical parts and labor. They don't include tax, shop supplies or disposal fees, and may change after inspection or if part prices change. Not a written repair estimate: Springfield Euro Auto confirms the price and gets your OK before any work.

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 86K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Turbocharger and integrated exhaust manifold	49,000–72,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Intake cam timing actuator and timing chain	61,000–83,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Coolant leaks and overheating	No clear mileage pattern: only 4 owner complaints state a mileage COMPUTED FROM NHTSA DATA	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 Land Rover Discovery Sport

Safety recall repairs are free at Land Rover retailers. 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 SALCR2BG4HH612345.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Land Rover retailer for a campaign printout; it also lists completed campaigns.

2.0 SI4 (FORD 2.0 ECOBOOST) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.0 Si4 (Ford 2.0 EcoBoost) as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2017 LAND ROVER DISCOVERY SPORT (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-942	Seat belts · front pretensioners	The front seat belt pretensioners may not work properly, so the front occupants may not be held as well in a crash. Details
16V-889	Front suspension · lower control arm fasteners	The fasteners holding the front lower control arm can fail and let the knuckle separate, which affects steering and handling and raises the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: DISCOVERY SPORT. 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

CAMPAIGN	WHAT IT SAYS	THIS CAR
Turbocharger class-action settlement (Flynn-Murphy v. JLR North America, D.N.J. No. 2:20-cv-14464)	Covers 2013–2016 Evoque, 2015–2017 Discovery Sport and 2013–2015 LR2 with a brazed-scroll turbo (check the VIN on the settlement site). Dealer turbo repairs are covered 100% up to 8 years / 80,000 miles, 60% to 9 years / 90,000 and 50% to 10 years / 100,000 miles; engine damage from a turbo failure 100% to 8 years / 80,000 and 30% to 10 years / 100,000. The claim deadline for past repairs has passed. Jaguars are not included. OFFICIAL [3]	Open only until 10 years / 100,000 miles from first sale; ended for most 2013–2016 cars
Intake camshaft timing actuator failure (Land Rover bulletin LTB00916NAS5, May 2018)	2012–2017 Evoque, 2013–2015 LR2 and 2015–2017 Discovery Sport in listed VIN ranges: a rattle and a check-engine light (P0016, P0017, P0026 or P0341) can mean the stopper inside the intake cam timing actuator has come loose. The fix is a new actuator. Normal warranty only, no extension. OFFICIAL [2]	Repair bulletin, no extended coverage

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 (L550).

1 Turbocharger and integrated exhaust manifold

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 45 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 86,000 mi this car is past the reported range (49,000–72,000 mi (middle half of 21 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–72,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [1][3]

The turbo is built into the exhaust manifold as one part. Owners report the turbo failing (limp mode, P0299 under-boost, a loud whine or wind noise) and the welded manifold cracking, which lets exhaust fumes into the cabin. Some failures send debris into the engine. A court settlement covers many 2013–2017 Land Rovers with the brazed-scroll turbo.

SYMPTOMS

- Sudden loss of power or limp mode, often on the highway or a hill
- Check-engine light with P0299 (under-boost)
- Whine, whistle or wind noise from the engine
- Exhaust smell in the cabin, headaches

IF IT'S LEFT TOO LONG

A failed turbo leaves the car with little power in traffic and can damage the engine. A cracked manifold lets carbon monoxide into the cabin.

GOOD TO KNOW

Settlement coverage depends on age and mileage when the failure is diagnosed by a Land Rover retailer; the turbo or engine must be original or a replacement brazed-scroll unit.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose a power loss or exhaust smell at once. On 2013–2017 Land Rovers, check the VIN on the settlement site first: the settlement may pay for the repair while the car is under 10 years and 100,000 miles.

ESTIMATED REPAIR COST

Diagnosis and smoke test: no published price	**Our price is in the plan above** ask us for a written quote
Owner-reported turbo and manifold bills in NHTSA complaints (n=11)	**$3,727–$5,600** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure

Where the numbers come from: Computed from 11 NHTSA owner complaints that quote a turbo or manifold bill (middle half; median $4,825). Examples: ODI 11244271, 11388507, 11391054, 11400061, 10704618. Most are dealer prices; one is a quote not yet paid.

PARTS FOR L550

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

QUESTIONS TO ASK US

- Has the turbo or exhaust manifold been replaced? Under the settlement?
- Any exhaust smell in the cabin or loss of power?
- Has the VIN been checked on the turbocharger settlement site?

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2 Intake cam timing actuator and timing chain

Past the range

Severity: Critical: rare, but can badly damage the engine · 28 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 86,000 mi this car is past the reported range (61,000–83,000 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: 61,000–83,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [2][1]

The intake camshaft timing (VCT) actuator can fail when a stopper inside it comes loose: Land Rover's own bulletin describes a rattle and timing codes. Owners also report the actuator coming loose from the camshaft and timing chains failing while driving, which stops the engine and can wreck the valves and pistons.

SYMPTOMS

- Rattle from the engine, especially at start-up
- Check-engine light with P0016, P0017, P0026 or P0341
- Rough running or loss of power
- Engine stops while driving and will not restart

IF IT'S LEFT TOO LONG

If the actuator or chain lets go, the engine stops at speed with no warning and usually needs major repair or replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have any rattle or cam-timing code checked against bulletin LTB00916 straight away; it is a one-hour check.

ESTIMATED REPAIR COST

Bulletin check of the intake actuator (1.0 h)	**Our price is in the plan above** ask us for a written quote
Owner-reported timing chain and actuator repair bills in NHTSA complaints (n=5)	**$4,294–$9,952** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure

Where the numbers come from: Inspection ESTIMATE: the bulletin allows 1.0 hour to check the actuator, priced at $100–160 per hour; replacing the actuator is 3.6 hours (Discovery Sport and Evoque) or 3.9 hours (LR2) of labor plus parts. Failure cost computed from 5 NHTSA owner complaints quoting a bill (middle half; median $5,532). Examples: ODI 11568152, 11083348, 11444449. The bills mix chain and actuator jobs with one engine replacement, and the sample is small.

PARTS FOR L550

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

QUESTIONS TO ASK US

- Any rattle at start-up or cam-timing codes?
- Has the intake cam actuator or timing chain been replaced? Invoice?

3 Coolant leaks and overheating

Any mileage

Severity: Medium: leaks and wear · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (No clear mileage pattern: only 4 owner complaints state a mileage), so mileage doesn't say much here. Range: No clear mileage pattern: only 4 owner complaints state a mileage COMPUTED FROM NHTSA DATA [1]

Most reports are on 2015–2017 cars and the 2017 XE

WHAT FAILS OFFICIAL [1]

Owners report coolant leaking from the plastic coolant outlet, hoses that pop off, and water pump and thermostat failures, sometimes ending in overheating. On the XE, several owners describe repeated coolant leaks.

SYMPTOMS

- Low-coolant warning
- Sweet smell or drips under the front of the car
- Temperature gauge rising
- Steam or smoke from the engine bay

IF IT'S LEFT TOO LONG

Driving on with low coolant overheats the engine and can warp the head.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix leaks when you first see them and check the coolant level at each oil change.

ESTIMATED REPAIR COST

No published price	**Our price is in the plan above** ask us for a written quote
No published price	**No published price** reported range for the bill after a failure

Where the numbers come from: Only 2 owner complaints quote a bill and both include engine damage, so we show no price.

PARTS FOR L550

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

QUESTIONS TO ASK US

- Any coolant top-ups or low-coolant warnings?
- Has the water pump or coolant outlet been replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0 Si4 (Ford 2.0 EcoBoost) owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Steering	130	Mostly electric power steering complaints and steering recalls; not engine faults.
Brakes	103	Mostly hard brake pedal and brake vacuum pump complaints; not engine faults.
Automatic transmission (9-speed)	72	The ZF nine-speed automatic in 2014-on Evoques and the Discovery Sport: harsh shifts and sudden shifts to neutral (recall 16V-614 on early 2015 Discovery Sports). A transmission fault, not an engine fault.
Battery / stop-start	31	Battery drain and stop-start faults; electrical, not engine.

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. Shop prices come from the issuing shop. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/JLR 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 28, 2026 from NHTSA's complaints API for 2012–2017 Range Rover Evoque, 2013–2015 LR2 and 2015–2017 Discovery Sport complaints (all are Si4 cars in the US), plus 2013–2015 Jaguar XF complaints that name the 2.0 or four-cylinder and 2017 XE complaints that do not name the diesel or V6. XF and XE complaints that do not name the engine are missed, so those counts under-count: 737 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
Steering	130	Also reported
Brakes	103	Also reported
Automatic transmission (9-speed)	72	Also reported
Turbocharger / exhaust manifold	45	Item 1
Battery / stop-start	31	Also reported
Timing chain / cam timing actuator	28	Item 2
Coolant leaks / overheating	22	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 2012–2017 Range Rover Evoque, 2013–2015 LR2, 2015–2017 Discovery Sport, 2013–2015 Jaguar XF 2.0 and 2017 XE, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/vehicle/2017/LAND%2520ROVER/DISCOVERY%2520SPORT

2. Land Rover technical bulletin LTB00916NAS5: intake camshaft variable cam timing actuator, component failure (May 18, 2018), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10142778-9999.pdf

3. Court-approved class notice: Flynn-Murphy et al. v. Jaguar Land Rover North America, No. 2:20-cv-14464 (D.N.J.), turbocharger settlement OFFICIAL
https://www.classaction.org/media/flynn-murphy-et-al-v-jaguar-land-rover-north-america-notice.pdf

4. CarComplaints.com: Land Rover turbo lawsuit settlement approved (Nov 2025) FORUM/BLOG
https://www.carcomplaints.com/news/2025/land-rover-turbo-lawsuit-settlement-approved.shtml

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. It was issued by Springfield Euro Auto using RepairAhead data; the inspection findings and prices are the shop's.

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 Land Rover retailer or qualified shop. Safety recall repairs are free at Land Rover retailers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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