2016 Mazda CX-5 at 82,000 mi

JM3KE4CY3G0123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
CX-5 · KE CX-5 Touring 2.5 AWD	Mazda Skyactiv-G 2.0L / 2.5L four (non-turbo)	82,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'G' = 2016, 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

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 4)

- **16V-203** · Steering: If the steering knuckle separates from the strut assembly, it can cause a loss of steering control, increasing the risk of a crash.
- **16V-064** · Fuel system, gasoline · storage · tank assembly: A rupture of the fuel filler pipe may result in a fuel leak, increasing the risk of a fire.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Mazda dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Mazda 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 2.0L/2.5L Skyactiv-G watch list is due at this mileage. Worth a fresh look at about 92,000 mi.

Next 12 months up to about 94,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 112,000 mi

Nothing else enters its reported range in this window.

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

Drive belt auto tensioner (oil leak and rattle) — **$30–$80** labor only, parts extra

Past the range (34,000–62,000 mi, the middle half of 74 owner reports) · Inspect at each service; fix at the first sign

Fuel injectors (lean code P0171, misfire) — **No published price**

Any mileage (2012–2023 Skyactiv-G models) · Inspect at each service; fix at the first sign

Water pump seepage (often normal) — **$625–$711** independent shop, installed

Past the range (45,000–64,000 mi, the middle half of 18 owner reports) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 112,000 mi

No repairs planned

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 82,000 mi to 112,000 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	every 75,000 mi	**Was due at 75,000 mi (check records)** [M1][M2][M3][M4]
Engine coolant FL22 coolant: first change at 120,000 mi or 10 years, then every 60,000 mi or 5 years.	first at 120,000 mi, then every 60,000 mi or 5 years	**Due by age: 10-year limit passed (check records)** [M1][M2][M3][M4]

M1. 2020 Mazda CX-5 Owner's Manual - Scheduled Maintenance, Schedule 1 (U.S.) OFFICIAL
https://www.mazdausa.com/static/manuals/2020/cx-5/contents/07020201.html

M2. 2022 Mazda3 Owner's Manual - Scheduled Maintenance (U.S.A. and Puerto Rico) OFFICIAL
https://www.mazdausa.com/static/manuals/2022/mazda3/contents/07020601.html

M3. 2021 Mazda CX-3 Owner's Manual - Scheduled Maintenance, Schedule 1 OFFICIAL
https://www.mazdausa.com/static/manuals/2021/cx-3/contents/07020201.html

M4. 2014 Mazda6 Owner's Manual (Form 8DL2-EA-13F) - Scheduled Maintenance, Schedule 1 OFFICIAL
https://archive.org/details/manualzz-id-1200789

WHERE 82K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Drive belt auto tensioner (oil leak and rattle)	34,000–62,000 mi (middle half of 74 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Fuel injectors (lean code P0171, misfire)	2012–2023 Skyactiv-G models OFFICIAL	Any mileage
3	Water pump seepage (often normal)	45,000–64,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	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 2016 Mazda CX-5

Safety recall repairs are free at Mazda 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 JM3KE4CY3G0123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Mazda dealer for a campaign printout; it also lists completed campaigns.

2.0L/2.5L SKYACTIV-G RECALLS WE TRACK

Other 2.0L/2.5L Skyactiv-G recalls we track, not listed by NHTSA for this model and year: 17V-745 (incorrect exhaust valve spring (2018 Mazda3)), 19V-497 (PCM software can stall the engine), 21V-875 (low-pressure fuel pump impeller may crack).

EVERY RECALL NHTSA LISTS FOR THE 2016 MAZDA CX-5 (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-203	Steering	If the steering knuckle separates from the strut assembly, it can cause a loss of steering control, increasing the risk of a crash. Details
16V-064	Fuel system, gasoline · storage · tank assembly	A rupture of the fuel filler pipe may result in a fuel leak, increasing the risk of a fire. Details
20V-063	Exterior lighting · headlights	If the DRL fails, the vehicle's visibility may be reduced to other drivers on the road, increasing the risk of a crash. Details
16V-644	Structure · body · hatchback/liftgate	If the lift gate falls unexpectedly, it may hit the user, increasing their risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: CX-5. 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 (CX-5): 16E-002 is an equipment recall on certain replacement windshields, not on the car as built; it is left out of this sample. A VIN check would not show it either; ask whether the windshield was replaced in late 2015.

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 (KE). Left out because they apply to other models, years, engine sizes or body codes: Coolant control valve thermostat (P0126, slow warm-up).

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1 Drive belt auto tensioner (oil leak and rattle)

Past the range

Severity: Medium: leaks and wear · 168 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (34,000–62,000 mi (middle half of 74 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 34,000–62,000 mi (middle half of 74 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2020 CX-5, 2014–2021 Mazda3, 2014–2020 Mazda6, 2016–2020 CX-3 and MX-5, 2020–2021 CX-30 built before mid-2020

WHAT FAILS OFFICIAL [3]

The damper in the drive belt auto tensioner can lose its seal in heat and under load. It leaks its oil and rattles. Mazda fits a redesigned tensioner.

SYMPTOMS

- Rattle from the front of the engine
- Oil wetness on the tensioner or belt
- Belt squeal

IF IT'S LEFT TOO LONG

A failed tensioner can let the belt slip or come off; the belt drives the water pump.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the tensioner if it is wet or rattling.

ESTIMATED REPAIR COST

Labor only, 0.3–0.5 h Mazda warranty time plus the auto tensioner	**$30–$80** OUR ESTIMATE [3][8] labor only, parts extra
Labor only, 0.3–0.5 h Mazda warranty time plus the auto tensioner	**$30–$80** OUR ESTIMATE [3][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($55) is about 1.0× the early-fix midpoint ($55). A cost ratio, not a probability.

Where the numbers come from: Estimate: Mazda warranty labor time of 0.3–0.5 h (bulletin [3]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR KE

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

WHAT TO ASK YOUR SHOP

- Any rattle or belt noise?

2 Fuel injectors (lean code P0171, misfire)

Any mileage

Severity: Medium: leaks and wear · 21 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2012–2023 Skyactiv-G models), so mileage doesn't say much here. Range: 2012–2023 Skyactiv-G models OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

Some engines set P0171 (fuel trim too lean), sometimes with misfire codes. After ruling out the air filter box, MAF and A/F sensors, Mazda's fix is new fuel injectors.

SYMPTOMS

- Check-engine light with P0171
- Misfire codes P030X
- Rough idle

IF IT'S LEFT TOO LONG

A lean engine can misfire and damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the intake, MAF and A/F sensor first; replace injectors if fuel trims stay high.

ESTIMATED REPAIR COST

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

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

WHAT TO ASK YOUR SHOP

- Any P0171 or misfire codes?

3 Water pump seepage (often normal)

Past the range

Severity: Medium: leaks and wear · 67 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (45,000–64,000 mi (middle half of 18 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 45,000–64,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2018-on Skyactiv-G models

WHAT FAILS OFFICIAL [5]

Mazda says a little steam can escape through the water pump bleed hole when hot and leave a green crust; that is

ESTIMATED REPAIR COST

Water pump replacement, CX-5	**$625–$711** SHOP/RETAILER [6] independent shop, installed

normal. Mazda gives criteria for when the pump really needs replacing, so good pumps are not replaced.

SYMPTOMS

- Green coolant crust at the pump bleed hole
- Coolant level dropping (real leak)

IF IT'S LEFT TOO LONG

A real leak can lead to overheating.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace only when Mazda's criteria for a real leak are met.

(RepairPal estimate)	
Same job; overheating damage costs more	**$625–$711** SHOP/RETAILER [6] 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 ($668) is about 1.0× the early-fix midpoint ($668). A cost ratio, not a probability.

PARTS FOR KE

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

WHAT TO ASK YOUR SHOP

- Coolant top-ups?
- Pump ever replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L/2.5L Skyactiv-G 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
Stalling / loss of power	265	Includes recalls 19V-497 (PCM software stall), 21V-875 (fuel pump) and 17V-745 (valve spring, 2018 Mazda3); check they are done.
Oil consumption	102	Some owners report it; Mazda gives a test guideline (MT-005/20) before any repair and has no oil-consumption program.

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

- Warm-up and heater output (P0126)
- Belt tensioner for oil and rattle
- Water pump bleed hole: crust or drip
- Fuel trims

Ask the seller

- SSP D8 done?
- Recalls 19V-497 and 21V-875 done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Drive belt auto tensioner (oil leak and rattle): seeping or leaking	$30–$80 + parts
Fuel injectors (lean code P0171, misfire): symptoms or fault codes present	No published price
Water pump seepage (often normal): seeping or leaking	$625–$711
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/Mazda 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 Mazda3, Mazda6, CX-5, CX-30 and CX-50 complaints that do not mention a turbo or diesel, 2012–2013 Mazda3 complaints that mention Skyactiv, plus all CX-3 and MX-5 complaints for the listed years: 3,952 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
Stalling / loss of power	265	Also reported
Oil leak / tensioner	168	Item 1
Oil consumption	102	Also reported
Water pump / coolant loss	67	Item 3
Lean code / misfire	21	Item 2
Coolant / thermostat / heater	19	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 2012–2025 Mazda3 (Skyactiv / non-turbo), 2014–2021 Mazda6, 2013–2025 CX-5, 2016–2021 CX-3, 2020–2025 CX-30, 2023–2025 CX-50 and 2016–2025 MX-5 (non-turbo), pulled Oct 27–28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mazda Special Service Program SSP D8: Warranty extension: engine temperature and heater concerns with or without DTC P0126 (coolant control valve fail-safe thermostat), 15 years / 150,000 miles (2026-01-30), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11028142-0001.pdf

3. Mazda Service Bulletin 01-008/26: Rattling noise and oil leakage from the drive belt auto tensioner (2026-05-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11032003-0001.pdf

4. Mazda M-Tip MT-004/22: Check-engine light with DTC P0171 (fuel trim too lean) and possibly P030X: inspect, then replace fuel injectors (2022-12-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2022/MC-10228648-0001.pdf

5. Mazda Service Alert SA-014/26: Water pump coolant seepage at the bleed hole: what is normal and when to replace (2026-03-11), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11030636-0001.pdf

6. RepairPal: Mazda CX-5 water pump replacement cost estimate, via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/mazda/cx-5/water-pump-replacement-cost

7. NHTSA recall records: 17V-745 (exhaust valve spring, 2018 Mazda3), 19V-497 (PCM stall) and 21V-875 (fuel pump), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=17V745000

8. 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

9. Mazda M-Tip MT-005/20: High engine oil consumption: inspection guideline before any repair (2020-11-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10183604-0001.pdf

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 Mazda dealer or qualified shop. Safety recall repairs are free at Mazda 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-MAZSKY-123456-20261027 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.