2021 Tesla Model Y at 60,000 mi

5YJYGDEE7MF123456

MODEL / CHASSIS	DRIVETRAIN	MILEAGE	DRIVETRAIN
Model Y · 2021 Model Y Long Range AWD	Tesla electric drive: Model S and X (2012-on) and Model 3 and Y (2017-on)	60,000 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 '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 (8 of 21)

- **23V-838** · Autosteer · driver monitoring software: When Autosteer is on, its controls may not do enough to keep a driver attentive. Free over-the-air update.
- **22V-045** · Seat belt chime · software: The driver may be unaware that their seat belt is not fastened, increasing the risk of injury during a crash.
- **21V-912** · Suspension · front and rear knuckles: Suspension links that separate can reduce vehicle stability and control, increasing the risk of a crash.
- **21V-846** · Automatic emergency braking · software: A communication error could cause a false collision warning or unexpected automatic emergency braking.
- **21V-835** · Suspension · front lateral link fasteners: A lateral link separation could shift the wheel alignment, causing instability and increasing the risk of a crash.
- **21V-389** · Seat belts · front shoulder belt fasteners: An improperly attached fastener may prevent the seat belt system from performing as designed, increasing the risk of injury.
- **21V-388** · Seat belts · second-row retractor fasteners: Improperly attached fasteners may prevent the seat belt retention system from performing as designed, increasing the risk of injury.
- **21V-387** · Brakes · caliper bolts: Loose caliper bolts can let the brake caliper separate and hit the wheel rim, which can cause a loss of tire pressure.

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

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Tesla service center for a campaign printout, including 22V-050. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $220–$410

12V / low-voltage battery and power conversion faults — $120–$250

Inside the range (14,000–90,000 mi, the middle half of 10 owner reports)

independent shop, installed

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

High-voltage battery failure or range loss: Inside the range (50,000–93,000 mi, the middle half of 33 owner reports) · if it fails: $11,000–$19,410

Known weak point for this model, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 72,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 90,000 mi

Nothing else enters its reported range in this window.

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

Drive unit and half-shaft faults (clunk, vibration, limp mode) — No published price

Inside the range (10,000–83,000 mi, the middle half of 57 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$220–$410

Independent shop, installed. Dealers often charge more.

Planned through 90,000 mi

$220–$410

Nothing else on the list before 90,000 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 (tires, brakes, cabin filter) isn't included; factory fluid intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 60,000 mi to 90,000 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
Brake fluid Tesla calls for a brake fluid health check (contamination test) every 4 years and replacement only if needed; no fixed replacement interval.	no fixed interval	— [M1] [M2]

M1. Tesla Model 3 Owner's Manual: Maintenance Service Intervals
OFFICIAL
https://www.tesla.com/ownersmanual/2017_2023_model3/en_ae/GUID-E95DAAD9-646E-4249-9930-B109ED7B1D91.html

M2. Tesla Model S Owner's Manual: Maintenance Service Intervals
OFFICIAL
https://www.tesla.com/ownersmanual/2012_2020_models/en_ie/GUID-E95DAAD9-646E-4249-9930-B109ED7B1D91.html

WHERE 60K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-voltage battery failure or range loss	50,000–93,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Drive unit and half-shaft faults (clunk, vibration, limp mode)	10,000–83,000 mi (middle half of 57 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	12V / low-voltage battery and power conversion faults	14,000–90,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside 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 2021 Tesla Model Y

Safety recall repairs are free at Tesla service centers. 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 5YJYGDEE7MF123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Tesla service center for a campaign printout; it also lists completed campaigns.

MODEL S / X / 3 / Y RECALLS WE TRACK

22V-050 · Heat pump valve software can reduce defrosting (2020–2022 Model Y, 2021–2022 Model 3 / S / X)

NHTSA lists this model and year: check by VIN

Free over-the-air software update. OFFICIAL [15]

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

EVERY RECALL NHTSA LISTS FOR THE 2021 TESLA MODEL Y (21)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-838	Autosteer · driver monitoring software	When Autosteer is on, its controls may not do enough to keep a driver attentive. Free over-the-air update. Details
22V-045	Seat belt chime · software	The driver may be unaware that their seat belt is not fastened, increasing the risk of injury during a crash. Details
21V-912	Suspension · front and rear knuckles	Suspension links that separate can reduce vehicle stability and control, increasing the risk of a crash. Details
21V-846	Automatic emergency braking · software	A communication error could cause a false collision warning or unexpected automatic emergency braking. Details
21V-835	Suspension · front lateral link fasteners	A lateral link separation could shift the wheel alignment, causing instability and increasing the risk of a crash. Details
21V-389	Seat belts · front shoulder belt fasteners	An improperly attached fastener may prevent the seat belt system from performing as designed, increasing the risk of injury. Details
21V-388	Seat belts · second-row retractor fasteners	Improperly attached fasteners may prevent the seat belt retention system from performing as designed, increasing the risk of injury. Details
21V-387	Brakes · caliper bolts	Loose caliper bolts can let the brake caliper separate and hit the wheel rim, which can cause a loss of tire pressure. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-050 Model S / X / 3 / Y tracked	Heat pump · valve software (defrost)	Decreased defrosting performance may reduce the driver's visibility, increasing the risk of a crash. Details
26V-507	Headlights · low beam too bright	Headlight low beams that are too bright can reduce visibility for oncoming drivers, increasing the risk of a crash. Details
26V-283	Rear camera · software	A delayed rearview image reduces the driver's view behind the vehicle, increasing the risk of a crash. Details
24V-935	Tire pressure warning · software	Driving with improperly inflated tires increases the risk of a crash. Details
24V-554	Hood latch · sensor	An unlatched hood can fully open, obstructing the driver's view and increasing the risk of a crash. Details
24V-376	Seat belt warning · software	A seat belt warning system that fails to alert occupants of an unbelted seat belt can increase the risk of injury during a crash. Details
24V-153	Pedestrian warning sound · software	Pedestrians may be unaware of an approaching vehicle if the PWS sounds are muted, increasing the risk of a crash. Details
24V-051	Instrument panel · warning-light font size	Warning lights with a smaller font size can make critical safety information on the instrument panel difficult to read, increasing the risk of a crash. Details
22V-844	Tail lights	A taillight that fails to illuminate may reduce the visibility of the vehicle, increasing the risk of a crash. Details
22V-702	Power windows · pinch protection	A closing window may exert excessive force by pinching a driver or passenger before retracting, increasing the risk of injury. Details
22V-317	Cameras · swapped cable terminals	Swapped camera views can prevent the vehicle's cameras from detecting crossing objects and high-curvature lane lines, impairing the Autosteer and Automatic Emergency Braking (AEB) performance, and increasing the risk of a crash. Details
22V-235	Pedestrian warning sound · Boombox	Pedestrians may be unaware of an approaching vehicle if the PWS sounds are obscured, increasing the risk of a crash. Details
22V-063	Pedestrian warning sound · Boombox	Pedestrians may be unaware of an approaching vehicle if the PWS sounds are obscured, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: MODEL Y. 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 (MODEL Y): 23V-085 and 22V-037 (Full Self-Driving Beta behavior) apply only to cars with FSD Beta and are left out of this sample; a VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this drivetrain 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 (Model Y). Left out because they apply to other models, years, versions or body codes: Pyrotechnic HV battery disconnect reaching end of life, 2012–2020 Model S/X; HV controller, contactors and battery disconnect (Model 3/Y).

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1 High-voltage battery failure or range loss

Inside the range

Severity: Critical: rare, but can badly damage the battery or drive unit · 156 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (50,000–93,000 mi (middle half of 33 owner complaints that state a mileage)), 10,000 miles past where reports start. Range: 50,000–93,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: All models; warranty 8 years with a mileage cap by model

WHAT FAILS SHOP/RETAILER [2][3][4][5]

Tesla bulletins replace whole HV batteries for build defects: wire bonds on 2023 Model 3/Y and cell modules on 2024 Model 3/Y that reduce range, and a no-start condition on some 100 kWh Model S/X packs. Out of warranty, owners report pack replacements in the five figures. The battery and drive unit carry an 8-year warranty; the mileage cap and capacity terms depend on model and year.

SYMPTOMS

- Range much lower than expected
- Car will not charge past a low level
- Battery or BMS alert, car will not start

IF IT'S LEFT TOO LONG

A failed pack strands the car and is one of the most expensive repairs on any EV.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check range, battery alerts and open service bulletins for the VIN; know when the 8-year battery warranty ends.

ESTIMATED REPAIR COST

No published price (Tesla service only)	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=13)	**$11,000–$19,410** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 13 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $15,000). Examples: ODI 11548100, 11501685, 11487133, 11485840. Owner-reported, often dealer prices; not shop quotes. Out-of-pocket only after the battery warranty ends or for damage it excludes.

PARTS FOR MODEL Y

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

WHAT TO ASK YOUR SHOP

- Battery ever replaced?
- Range at 100% charge?
- Any BMS alerts?

2 Drive unit and half-shaft faults (clunk, vibration, limp mode)

Inside the range

Severity: Medium: leaks and wear · 292 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (10,000–83,000 mi (middle half of 57 owner complaints that state a mileage)), 50,000 miles past where reports start. Range: 10,000–83,000 mi (middle half of 57 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2014 Model S (rear drive unit clunk), 2014–2020 Model S/X (front half-shaft vibration), early Model 3 (rear drive unit limp mode)

WHAT FAILS OFFICIAL [9][10][11]

Tesla replaced 2013–2014 Model S rear drive units built with too little grease, which clunk on acceleration. On 2014–2020 Model S and Model X, some front half shafts cause vibration under hard acceleration at higher ride heights; Tesla fits updated half shafts and, if needed, the clevis and axle seal. On early Model 3, gearbox fluid could leak into the rear drive unit oil-pump circuit board and put the car in limp mode.

SYMPTOMS

- Clunk when accelerating or lifting off
- Vibration under hard acceleration
- Reduced power / limp mode alert
- Whine or grinding from a drive unit

IF IT'S LEFT TOO LONG

A failed drive unit stops the car; out of warranty it is a costly replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Report noise or vibration while the 8-year drive unit warranty lasts; the half-shaft fix is a short job.

ESTIMATED REPAIR COST

No published price (Tesla correction time 1.80–3.75 h for the half-shaft fix)	**No published price** independent shop, installed
Drive unit replacement: 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 MODEL Y

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

WHAT TO ASK YOUR SHOP

- Any clunk, vibration or limp-mode alerts?
- Drive unit or half shafts replaced?

3 12V / low-voltage battery and power conversion faults

Inside the range

Severity: Medium: leaks and wear · 134 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (14,000–90,000 mi (middle half of 10 owner complaints that state a mileage)), 46,000 miles past where reports start. Range: 14,000–90,000 mi (middle half of 10 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: All models; bulletins on 2023 Model S and early Model 3

WHAT FAILS OFFICIAL [12][13]

The low-voltage battery keeps the car awake and lets it connect the HV battery. Tesla bulletins replace the LV battery and its controller on some 2023 Model S for inconsistent charging, and the power conversion system on early Model 3 where an E-fuse can open so the 12V battery stops recharging.

SYMPTOMS

- Low-voltage battery alert
- Car will not wake or unlock
- Doors will not open electrically

IF IT'S LEFT TOO LONG

A dead low-voltage battery leaves the car unusable and the doors on electric release only.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the 12V battery at the first alert; it is a short job.

ESTIMATED REPAIR COST

12V battery replacement by Tesla mobile service (owner reports)	**$120–$250** FORUM/BLOG [14] independent shop, installed
No published price (Tesla service; correction times 0.6–2.3 h)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: owner-reported Tesla mobile-service price for a 12V battery [14]. If it fails: Tesla lists 0.6 h (LV battery and controller, 2023 Model S [12]) and 2.3 h (power conversion system, early Model 3 [13]) of correction time; no published price.

PARTS FOR MODEL Y

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

WHAT TO ASK YOUR SHOP

- Any low-voltage battery alerts?
- When was the 12V battery replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in Model S / X / 3 / Y 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
Phantom braking / driver assistance	5,237	Most Tesla complaints are about driver-assistance and automatic braking; not part of the electric drive.
Suspension / control arms	1,849	Many owners report front suspension link and control-arm failures; Tesla recalled lateral link fasteners and knuckles on some 2019–2023 Model 3/Y (20V-709, 21V-835, 21V-912, 22V-895, 23V-235). Not part of the electric drive, so not listed here.
Touchscreen / MCU	1,017	Media control unit and screen failures; not part of the electric drive.
Heat pump / climate	163	Owners report heat-pump and A/C failures on Model 3/Y; the only official item we found is recall 22V-050 (valve software, defrost), so it is not a listed weak point.

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

- Battery alerts and rated range at 100%
- Open recalls and service bulletins by VIN
- Road test for drive-unit clunk and vibration
- 12V battery alerts

Ask the seller

- Battery or drive unit ever replaced?
- Battery and drive unit warranty end date?
- Any power-off or low-voltage alerts?

Documents to request

- Dealer service-history printout for the VIN (recalls and battery work)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	High-voltage battery failure or range loss: fault found on inspection	$11,000–$19,410
	Drive unit and half-shaft faults (clunk, vibration, limp mode): symptoms or fault codes present	No published price
●	12V / low-voltage battery and power conversion faults: original, no replacement invoice	$120–$250
	Pre-ticked rows (●), if no records clear them	**$120–$250**

● = 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 drivetrain 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/Tesla 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 All complaints for the Model S, Model X, Model 3 and Model Y in the years shown (most are about driver assistance, not the drivetrain): 12,860 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Phantom braking / driver assistance	5,237	Also reported
Suspension / control arms	1,849	Also reported
Touchscreen / MCU	1,017	Also reported
Drive unit / half shaft	292	Item 2
Heat pump / climate	163	Also reported
High-voltage battery / range	156	Item 1
Battery disconnect / contactors / power-off	156	Other years or versions
12V / low-voltage battery	134	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 slow-building faults such as coolant seeps or noises, so those look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2012–2025 Tesla Model S, 2016–2025 Model X, 2017–2025 Model 3 and 2020–2025 Model Y, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Automoblog: Tesla warranty coverage by model (battery and drive unit 8 years; 150,000 mi Model S/X, 100,000–120,000 mi Model 3/Y, 70% capacity retention; terms differ on older cars) SHOP/RETAILER
https://www.automoblog.com/reviews/auto-warranty/tesla-warranty-coverage-by-model/

3. Tesla SB-17-16-001: The 100 kWh HV battery on some Model S and Model X vehicles could lead to a no-start condition (2017-05-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10110753-9999.pdf

4. Tesla SB-23-16-001: Replace HV battery for wire bond issues (reduced range), 2023 Model 3 / Model Y dual motor; 3.80–4.25 h (2023-03-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10234054-9999.pdf

5. Tesla SB-25-16-001: Replace HV battery to ensure cell quality (cell modules below internal standards, reduced range), 2024 Model 3 / Model Y; 4.56–4.98 h (2025-03-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11016320-0001.pdf

6. Tesla SB-25-16-003: Replace the battery-powered pyrotechnic HV battery disconnect (reaching end of its battery life; alerts and possible power limit), Model S 2012–2020 and Model X 2015–2020; 0.54–2.10 h (2025-06-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11020189-0001.pdf

7. Tesla SB-24-16-005: Replace the High Voltage Controller (car may not enter drive or may power off), 2023–2024 Model 3 / Model Y; 1.08–1.38 h (2024-09-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11008772-0001.pdf

8. NHTSA recall records: 23V-434 (2023 Model 3 / Y pyrotechnic battery disconnect) and 25V-690 (2025 Model 3 / 2026 Model Y battery pack contactors, loss of drive power), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V690000

9. Tesla SB-21-39-001 R3: Replace front drive unit half shafts (vibration under hard acceleration at higher ride height), 2014–2020 Model S / Model X; 1.80–3.75 h; customer-pay billing noted (2024-01-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251045-9999.pdf

10. Tesla SB-14-40-001: Replace rear drive unit built with inadequate grease (clunk on acceleration), 2013–2014 Model S (2014-11-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10057725

11. Tesla SB-18-40-003: Rear drive unit gearbox fluid can leak into the oil pump circuit board cavity (limp mode), early Model 3 (2018-02-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10142986-9999.pdf

12. Tesla SB-23-17-004: Replace the low-voltage (LV) battery and battery controller module for inconsistent LV charging, 2023 Model S; 0.6 h (2023-04-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10235965-9999.pdf

13. Tesla SB-18-16-001: Replace the power conversion system (PCS): E-fuse can open so the 12V battery cannot recharge, early Model 3; 2.3 h (2018-01-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10142980-9999.pdf

14. Tesla North: Tesla 12V battery replacement by mobile service costs $120 USD (owners also report about $250) (Sept 7, 2021) FORUM/BLOG
https://teslanorth.com/2021/09/07/tesla-12v-battery-replacement-by-mobile-service-costs-120-usd-less-than-expected

15. NHTSA recall records: 22V-050 (heat pump valve software can trap refrigerant and reduce defrosting, 2021–2022 Model 3 / S / X and 2020–2022 Model Y), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V050000

16. 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

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 smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Tesla service center or qualified shop. Safety recall repairs are free at Tesla service centers. 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-TSLAEV-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.