# 2006 Volvo S60 2.5T at 120,000 mi

YV1RS592662123456

| MODEL / CHASSIS | ENGINE | MILEAGE | DRIVETRAIN |
|---|---|---|---|
| S60 2.5T · P2 S60 2.5T sedan | Volvo 2.4L / 2.5L five-cylinder (2.5T, T5, B5254T) | 120,000 mi | FWD |
| **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 '6' = 2006, 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 | 2 | 0 |
|---|---|---|
| inspection recommended now | to plan in the next 30,000 miles | to watch or check at each service |

**Safety recalls NHTSA lists for this model year (1 of 2)**

- **21V-766** · Air bags · driver frontal inflator: The driver air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Volvo 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 Volvo 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**

about 1 h of shop labor, our estimate

**Electronic throttle module (ETM) failure**: Past the range (58,000–88,000 mi, the middle half of 100 owner reports) · if it fails: $900–$1,200
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

**Next 12 months** up to about 132,000 mi — **$779–$1,719**

**Crankcase ventilation (PCV / oil trap) clogging and leaks** — **$370–$800**
Any mileage (check at routine service, especially short-trip cars)
independent shop, installed

**Timing belt (interference engine)** — **$409–$919**
Any mileage (Every 180,000 km (about 112,000 miles) or 10 years per a parts retailer schedule for the 2.5T; check the owner manual for the exact car)
independent shop, installed

**Within the next 30,000 miles** up to 150,000 mi

Nothing else enters its reported range in this window.

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

Nothing scheduled here.

Recommended now
**$100–$160**
Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi
**$879–$1,879**
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 (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 120K SITS FOR EACH WEAK POINT

| # | WEAK POINT | REPORTED RANGE | THIS CAR |
|---|---|---|---|
| 1 | Electronic throttle module (ETM) failure | 58,000–88,000 mi (middle half of 100 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |
| 2 | Crankcase ventilation (PCV / oil trap) clogging and leaks | Any mileage; check at routine service, especially short-trip cars OFFICIAL | Any mileage |
| 3 | Timing belt (interference engine) | Every 180,000 km (about 112,000 miles) or 10 years per a parts retailer schedule for the 2.5T; check the owner manual for the exact car SHOP/RETAILER | 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 2006 Volvo S60 2.5T

Safety recall repairs are free at Volvo 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 YV1RS592662123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Volvo dealer for a campaign printout; it also lists completed campaigns.

### 2.4/2.5L FIVE-CYLINDER (B5254T) RECALLS WE TRACK

Other 2.4/2.5L five-cylinder (B5254T) recalls we track, not listed by NHTSA for this model and year: 06V-137 (fuel line tube can be damaged by heat (2004–2006 S40, V50 T5)), 07V-226 (fuel pressure sensor solder joints can crack (2003–2004 S60, V70)), 07V-152 (fuel pump can lose function (2001–2002 S60 in Arizona and Nevada)), 09V-483 (fuel pump can fail in hot states (2001–2005 S80, 2001–2004 S60, V70, XC70, 2003–2005 XC90)), 08V-033 (fuel pump electronic module can corrode (2004–2006 S40, V50 in salt states)), 13V-592 (no low oil pressure warning (2011–2012 S60 B5254T5)), 10V-579 (fuel cut-off calibration too sensitive (2011 S60, S80, XC60, XC70)).

### EVERY RECALL NHTSA LISTS FOR THE 2006 VOLVO S60 2.5T (2)

| RECALL | COMPONENT | WHAT CAN HAPPEN (NHTSA, SHORTENED) |
|---|---|---|
| **21V-766** | Air bags · driver frontal inflator | The driver air bag inflator can rupture in a crash and throw metal fragments, which can cause serious injury or death. Details |
| **06V-375** | Tire and loading label | The tire and loading label is misprinted, which could lead to wrong tire pressures or overloading. Details |

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: S60. 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 (S60): 07E-023 covers aftermarket replacement master cylinders and 10V-566 covers an accessory portable GPS unit; both are left out of this sample. A VIN check would show them if they applied.

### SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

| CAMPAIGN | WHAT IT SAYS | THIS CAR |
|---|---|---|
| **ETM extended warranty (bulletin 149)** | Volvo extended the warranty on the electronic throttle module for early models. Terms not published here; long ended. OFFICIAL [2] | Expired |
| **I5T oil consumption extended warranty (P10183 / P10206)** | 8 years from delivery or 100,000 miles: oil consumption test, then piston rings or engine. 2013–2016 S60 and 2015–2016 V60, XC60, XC70. OFFICIAL [9] | Expired for most cars |

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 (P2). Left out because they apply to other models, years, engine sizes or body codes: Oil consumption (piston rings), 2013–2016.

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## 1 Electronic throttle module (ETM) failure

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 472 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (58,000–88,000 mi (middle half of 100 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 58,000–88,000 mi (middle half of 100 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: Mostly 2001–2007 models

### WHAT FAILS OFFICIAL [2]

The electronic throttle module wears and causes limp mode, a reduced-power warning or stalling. Volvo extended the warranty on the ETM for early cars and issued software and cleaning procedures; owners still report many paid replacements.

### SYMPTOMS

- "Reduced engine performance" message
- Limp mode
- Rough idle or stalling

### IF IT'S LEFT TOO LONG

Sudden loss of power in traffic.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace when the codes and symptoms appear; ask a Volvo dealer whether any extension applies.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Throttle body replacement, 2006 S60 | **$783–$1,148** SHOP/RETAILER [3] independent shop, installed |
| Owner-reported repair bills in NHTSA complaints (n=167) | **$900–$1,200** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

**1.1×** The failure-bill midpoint ($1,050) is about 1.1× the early-fix midpoint ($966). A cost ratio, not a probability.

Where the numbers come from: Computed from 167 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,000). Examples: ODI 10560161, 10243608, 10194179, 10173193. Owner-reported, often dealer prices; not shop quotes.

### PARTS FOR P2

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

WHAT TO ASK YOUR SHOP

- Throttle body replaced?
- Any limp mode?

## 2 Crankcase ventilation (PCV / oil trap) clogging and leaks

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; check at routine service, especially short-trip cars), so mileage doesn't say much here. Range: Any mileage; check at routine service, especially short-trip cars OFFICIAL [4][5]

### WHAT FAILS OFFICIAL [4][5]

The crankcase ventilation system (oil trap and hoses) can clog or crack. Volvo has bulletins for checking and cleaning it and for a cracked or loose plastic PCV nipple that causes an air leak, a whistling noise and a check-engine light. A clogged system raises crankcase pressure and pushes oil past seals.

#### SYMPTOMS

- Whistling at idle
- Oil leaks at seals
- Lean codes P0171
- Check-engine light

#### IF IT'S LEFT TOO LONG

High crankcase pressure can blow out seals and cause major oil leaks.

#### IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect and replace the oil trap and hoses as a set at high mileage.

### ESTIMATED REPAIR COST

| | |
|---|---|
| PCV oil trap replacement: shop labor $250–$550 plus parts $120–$250 | **$370–$800** SHOP/RETAILER [6] independent shop, installed |
| Same job; seal repairs cost more | **$370–$800** 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 ($585) is about 1.0× the early-fix midpoint ($585). A cost ratio, not a probability.

### PARTS FOR P2

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

WHAT TO ASK YOUR SHOP

- PCV oil trap ever replaced?

## 3 Timing belt (interference engine)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Every 180,000 km (about 112,000 miles) or 10 years per a parts retailer schedule for the 2.5T; check the owner manual for the exact car), so mileage doesn't say much here. Range: Every 180,000 km (about 112,000 miles) or 10 years per a parts retailer schedule for the 2.5T; check the owner manual for the exact car

SHOP/RETAILER [7]

### WHAT FAILS SHOP/RETAILER [7]

### ESTIMATED REPAIR COST

The five-cylinder uses a timing belt that must be replaced on schedule, usually with the tensioner, idler and water pump.

SYMPTOMS

- None before failure

IF IT'S LEFT TOO LONG

A broken belt stops the engine and usually bends valves.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace on schedule; ask for proof of the last belt job.

| | |
|---|---|
| Timing belt replacement, 2006 XC70 (KBB) | **$409–$919** SHOP/RETAILER [8] independent shop, installed |
| No published bill for a broken belt; valve damage costs much more than the belt job | **No published price** reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

PARTS FOR P2

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

WHAT TO ASK YOUR SHOP

- When was the timing belt last replaced?

5 · ALSO REPORTED, NOT RANKED

## Other themes in 2.4/2.5L five-cylinder (B5254T) 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** | 688 | Mostly throttle module and fuel pump faults; see the weak points and recalls. |
| **Fuel pump** | 213 | Fuel pump recalls 07V-152, 08V-033 and 09V-483 (state-specific); check they are done. |

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 sticker and records
- Crankcase pressure (glove test) and PCV hoses
- Throttle codes and idle quality
- Oil level and consumption (2013–2016)

## Ask the seller

- Timing belt last replaced?
- PCV oil trap replaced?
- Throttle body replaced?

## Documents to request

- Dealer service-history printout for the VIN (shows campaigns and extended-warranty repairs)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

| FINDING | ESTIMATED ADJUSTMENT |
|---|---|
| Electronic throttle module (ETM) failure: symptoms or fault codes present | $783–$1,148 |
| Crankcase ventilation (PCV / oil trap) clogging and leaks: original, no replacement invoice | $370–$800 |
| Timing belt (interference engine): original, no replacement invoice | $409–$919 |
| **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/Volvo 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 2001–2009 S60, 2001–2007 V70/XC70/Cross Country, 2005–2011 S40/V50 2008–2013 C30, 2006–2013 C70 and 2000 S70/V70 complaints; 2011–2016 S60 complaints that do not name the T6, six-cylinder, 2.0/Drive-E, hybrid or Polestar; XC90 and S80 complaints that name the 2.5T or T5: 2,947 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 | 688 | Also reported |
| Throttle body / limp mode | 472 | Item 1 |
| Fuel pump | 213 | Also reported |
| Oil consumption | 61 | Other years or engine sizes |
| PCV / crankcase | 22 | Item 2 |
| Timing belt | 15 | 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 2001–2016 S60 five-cylinder, 2001–2007 V70/XC70/Cross Country, 2005–2011 S40/V50, 2008–2013 C30, and XC90/S80 complaints that name the 2.5T or T5, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL` https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Volvo Service bulletin 149: Electronic throttle module (ETM) extended warranty (2006-03-16), filed with NHTSA `OFFICIAL` https://www.nhtsa.gov/?nhtsaId=10019591

3. RepairPal: 2006 Volvo S60 throttle body replacement estimate ($783–$1,148), via search extract Oct 27, 2026 `SHOP/RETAILER` https://repairpal.com/estimator/volvo/s60/2006/throttle-body-replacement-cost

4. Volvo Service bulletin 25149B: Checking the crankcase ventilation system (2006-02-20), filed with NHTSA `OFFICIAL` https://www.nhtsa.gov/?nhtsaId=10019762

5. Volvo Service bulletin 168: Plastic nipple of the PCV system may crack or come loose (air leak, whistling, check-engine light) (2007-07-26), filed with NHTSA `OFFICIAL` https://www.nhtsa.gov/?nhtsaId=10022619

6. Go-Parts guide: P0171 on the 2011–2018 Volvo S60 2.5L five-cylinder (PCV oil trap: shop labor $250–$550, parts $120–$250), via search extract Oct 27, 2026 `SHOP/RETAILER` https://www.go-parts.com/garage/obd-p0171-volvo-s60-2011-2018-2-5l-5

7. Autodoc: Volvo V70 III 2.5T timing belt and water pump kit (interval 180,000 km or 10 years), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.autodoc.co.uk/car-parts/water-pump-timing-belt-kit-10553/volvo/v70/v70-iii-bw/23150-2-5-t

8. Kelley Blue Book: 2006 Volvo XC70 timing belt replacement, fair repair range, via search extract Oct 27, 2026 SHOP/RETAILER
https://www.kbb.com/volvo/xc70/2006/timing-belt-replacement/

9. Volvo Extended Warranty P10183: I5T oil consumption: piston ring or engine replacement, 2013–2016 S60, 2015–2016 V60, XC60, 2016 XC70 (8 yr / 100,000 mi) (2023-08-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10242507-9999.pdf

10. 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

11. NHTSA recall records: 06V-137, 07V-226, 09V-483, 08V-033, 13V-592 and others, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=06V137000

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-VT5-123456-20261027 and we'll correct and reissue it.

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