CAR DEFECT RADAR · USED-CAR COMPARISON REPORT

2017 Ford Escape vs 2017 Honda CR-V vs 2015 Jeep Cherokee

PREPARED	FOR A BUYER IN	NHTSA COMPLAINTS AS OF
2026-10-22	Texas	2026-09-22

A dated snapshot for information only, not advice to buy or skip any car. Please read the disclaimer on the last page.

2017 Ford Escape: based on all 2,676 complaints; 300 read one by one · your car: 78,000 miles
2017 Honda CR-V: based on all 1,766 complaints; 300 read one by one · your car: 70,000 miles
2015 Jeep Cherokee: based on all 1,786 complaints; 300 read one by one · your car: 95,000 miles

Bottom line

2017 Ford Escape

No open NHTSA investigation · 4 recalls to confirm by VIN · Serious-safety: about 34% · Repair didn't hold: about 17%

Most reported (share of complaints read)

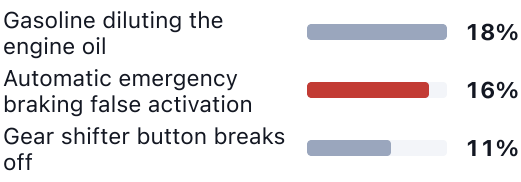


- Owners most often report coolant leaking into the engine cylinders (167 of 300 read complaints), typically at about 7.6 years and 71,950 miles, and dealers often said the engine must be replaced.
- Owners also report transmission failures and loss of drive, and in 17% of read complaints the repair didn't hold or the cause wasn't found.
- There is no open NHTSA investigation.
- Check for coolant loss, milky oil and white smoke, and ask whether the engine has been replaced.

2017 Honda CR-V

1 open NHTSA investigation · 7 recalls to confirm by VIN · Serious-safety: about 42% · Repair didn't hold: about 26%

Most reported (share of complaints read)



- The most common owner report is gasoline getting into the engine oil of the 1.5L turbo engine, and dealer fixes didn't hold in 15 of 54 cases.
- The most serious is automatic emergency braking slamming on with nothing ahead, and NHTSA has an open investigation (EA24002) into it.
- Owners also report fuel injector failures and misfires, often around 73,000 miles.
- Check the dipstick for fuel smell or an overfull level, and ask for records of the oil dilution, braking software and injector repairs.

2015 Jeep Cherokee

1 open NHTSA investigation | 11 recalls to confirm by VIN | Serious-safety: about 63% | Repair didn't hold: about 33%

Most reported (share of complaints read)



- Owners most often report transmission trouble: harsh or erratic shifting, loss of power, and the transmission dropping into neutral.
- Repairs often did not hold, with a third of read complaints saying the fix failed or the dealer could not find the cause.
- NHTSA has an open investigation into air bag inflator ruptures.
- Test every gear, watch for shifter and battery warnings, check open recalls by VIN, and ask for transmission and power transfer unit repair records.

Bar colour: can affect control, fire or occupant protection; reduced safety margin or injury risk; not a safety issue or unclear

Who does best on each

Criterion, in order	2017 Ford Escape	2017 Honda CR-V	2015 Jeep Cherokee	Best
1. Serious-safety complaints (fire, loss of control or power, occupant protection), share of those read within 5 points is a tie	**34%**	42%	63%	**Ford Escape**
2. Complaints per 10,000 built within 15% is a tie	**62**	**56**	82	**Honda CR-V, Ford Escape**
3. Repairs that didn't hold or couldn't be diagnosed, share of those read within 3 points is a tie	**17%**	26%	33%	**Ford Escape**
4. Recalls to confirm by VIN any difference counts	**4**	7	11	**Ford Escape**
5. Overall crash-test stars (NHTSA) any difference counts	**5 stars**	**5 stars**	4 stars	**Ford Escape, Honda CR-V**
6. Yearly fuel cost (EPA, national prices, middle of the range) within $150 a year is a tie	$2,500–$2,800	**$2,150–$2,400**	$2,600–$3,100	**Honda CR-V**

Overall order

1 2017 Ford Escape › 2 2017 Honda CR-V › 3 2015 Jeep Cherokee

2017 Ford Escape ranks above 2017 Honda CR-V on serious-safety complaints (34% vs 42%). 2017 Honda CR-V ranks above 2015 Jeep Cherokee on serious-safety complaints (42% vs 63%).

The rule: we compare the cars on each criterion in the order listed. Differences within the stated margin count as a tie, and a tie passes the decision to the next criterion. This ranks the numbers only; it isn't advice to buy or skip any of these cars.

Side by side

	2017 Ford Escape	2017 Honda CR-V	2015 Jeep Cherokee
Complaints filed with NHTSA	2,676	1,766	1,786
Read one by one	300	300	300
Complaints per 10,000 built	62 (431,227 built)	56 (317,079 built)	82 (216,945 built)
Serious-safety complaints (share of those read)	about 34%	about 42%	about 63%
Crashes / fires / injuries / deaths reported	39 / 15 / 56 / 0	42 / 4 / 36 / 0	45 / 28 / 32 / 0
Repair didn't hold or cause not found (share of those read)	about 17%	about 26%	about 33%
Recalls to confirm by VIN	4	7	11
Open NHTSA investigations	0	1	1
Crash-test stars, overall (NHTSA)	5	5	4
Fuel cost per year (EPA, gas prices in Texas)	$2,162–$2,421	$1,859–$2,075	$2,248–$2,680
Top 3 problems (share of those read)	Coolant leaking into engine cylinders (56%) Transmission failure (5%) Engine misfire and rough running (4%)	Gasoline diluting the engine oil (18%) Automatic emergency braking false activation (16%) Gear shifter button breaks off (11%)	Transmission harsh and erratic shifting (12%) Service shifter warning and shifter faults (8%) Engine stalling while driving (8%)

Built counts the cars made for the model year, as the maker reported to NHTSA. Some were sold outside the US, in Canada or elsewhere, not only in the US.

CAR DETAILS

2017 Ford Escape

Based on all 2,676 complaints; 300 read one by one. Your car: 9.8 years old, 78,000 miles. A car this age averages about 106,000 miles (US average for all light vehicles, FHWA), so yours is below the US average for its age.

COMPLAINTS	PER 10,000 BUILT	RECALLS TO CONFIRM	OPEN INVESTIGATIONS
2,676	62	4	0

Problems at a glance (share of the 300 complaints read)

1. Coolant leaking into engine cylinders	56%
2. Transmission failure	5%
3. Engine misfire and rough running	4%
4. Complete engine failure	4%
5. Transmission loss of drive	3%
6. Auto start-stop fails to restart	3%

How to read the timeline charts

Example with made-up numbers: car age in years when it failed



- Each bar counts the owner reports at that car age (or mileage). Taller bar, more reports.
- Darker bars: the middle half of reports. Half of all reports fall in this range.
- Red line: your car.

Each top problem has two: car age on the left, mileage on the right (when owners gave it). If your car is past the middle half, the problem isn't necessarily behind you: ask whether it was fixed.

Top problems in detail

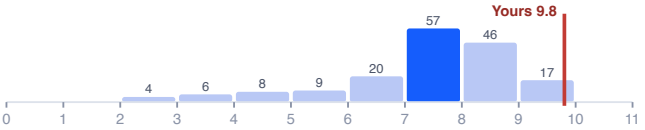
1. Coolant leaking into engine cylinders — Safety impact unclear — about 56%

In 167 of 300 complaints read. Owners report coolant getting inside the engine, with check engine lights, coolant loss with no visible leak, overheating, milky oil, white exhaust smoke and misfires.

What the fix usually is: Of the 36 owners who named a repair, 13 had the engine or long block replaced and 16 had spark plugs or ignition coils replaced; the 2 owners who gave a cost paid $7,000 and $8,300.

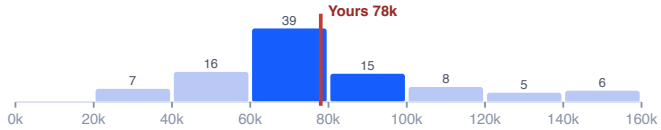
Repair didn't hold or the cause wasn't found: 20 of 167.

Car age when it failed, years (167 reports)



Your car (9.8 years) is past the middle half (6.7–8.4 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (96 reports)



Your car (78,000 miles) is inside the middle half (60,000–90,257 miles).

2. Transmission failure

Can affect control: 13 of 14 reports

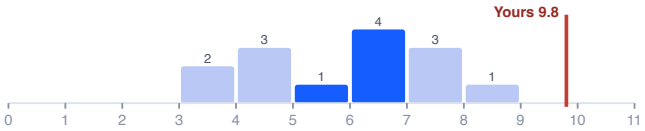
about 5%

In 14 of 300 complaints read. Owners report the transmission failing, including breaking internally, not shifting into reverse or revving without moving, with dealers recommending replacement.

What the fix usually is: Too few owners said what fixed it to tell.

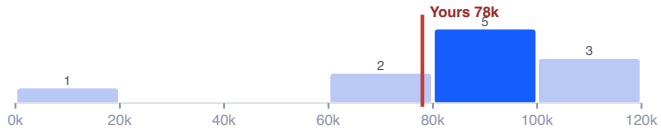
Repair didn't hold or the cause wasn't found: 2 of 14.

Car age when it failed, years (14 reports)



Your car (9.8 years) is past the middle half (4.9–7.1 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (11 reports)



Your car (78,000 miles) is before the middle half (81,000–103,218 miles): most reports came later.

3. Engine misfire and rough running

Safety impact unclear

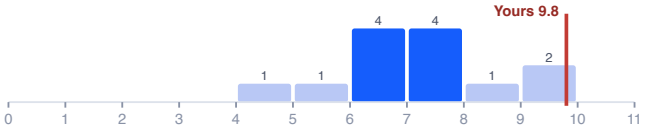
about 4%

In 13 of 300 complaints read. Owners report misfire codes, shaking and rough running that return after spark plug and ignition coil replacements, sometimes ending in engine replacement.

What the fix usually is: All 5 owners who named a repair had spark plugs replaced, 4 of them also ignition coils, and one later had the engine replaced; the one owner who gave a cost paid $549.

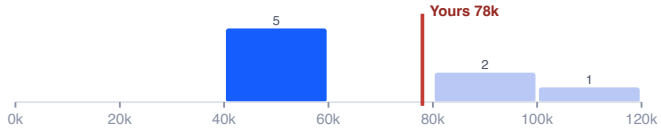
Repair didn't hold or the cause wasn't found: 6 of 13.

Car age when it failed, years (13 reports)



Your car (9.8 years) is past the middle half (6.2–7.8 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (8 reports)



Your car (78,000 miles) is inside the middle half (48,500–85,750 miles).

Also reported	Share	What the fix usually is
4. Complete engine failure Can affect control: 4 of 11 reports	about 4%	Too few owners said what fixed it to tell. Didn't hold or not found: 1 of 11
5. Transmission loss of drive Can affect control: 10 of 10 reports	about 3%	Of the 3 owners who named a repair, one had a transmission fluid change, one had the valve body and then the transmission replaced, and one had a recall repair. Didn't hold or not found: 4 of 10
6. Auto start-stop fails to restart Can affect control: 8 of 8 reports	about 3%	Too few owners said what fixed it to tell. Didn't hold or not found: 1 of 8

By engine (top 3 problems)

Problem	1.5L 4-cyl turbo 157 read	2.0L 4-cyl turbo 121 read
Coolant leaking into engine cylinders	84 of 157 (54%)	81 of 121 (67%)
Transmission failure	8 of 157 (5%)	5 of 121 (4%)
Engine misfire and rough running	7 of 157 (4%)	6 of 121 (5%)

Engine from the VIN prefix on each complaint; the share is of that engine's read complaints. 2.5L 4-cyl: only 9 read, too few to tell.

Recalls to confirm by VIN (4)

Campaign	What	Repaired so far
26V374000 2026-06-09	**Body & glass** Confirm it was repaired A closing window that does not reverse direction as expected can pinch a driver or passenger before retracting, increasing the risk of injury.	not published yet
26V011000 2026-01-15	**Safety** Confirm it was repaired An electrical short circuit can increase the risk of a fire.	not published yet
22V413000 2022-06-10	**Transmission** Confirm it was repaired A damaged or missing bushing may prevent the vehicle from shifting into the intended gear, and cause the vehicle to move in an unexpected direction. Additionally, the vehicle may roll after the driver selects the 'Park' position. Either scenario increases the risk of a crash or injury.	70% of 2,925,968
16V617000 2016-08-24	**Body & glass** Confirm it was repaired If a window closes on a body part, it can increase the risk of injury.	83% of 17,985

Check your VIN at nhtsa.gov/recalls. "Repaired so far" is NHTSA's completion rate for the whole campaign, which can cover other models.

Open NHTSA investigations

None open.

Claims reported by the maker

Ford reported to NHTSA 84 death or injury claims (2 deaths, 98 injuries) and 106 property-damage component mentions (41 fire) for the 2017 Escape, 2016 Q2–2026 Q1. These are claims and notices that allege a defect. Neither NHTSA nor the maker confirms the cause, and one claim can name several components.

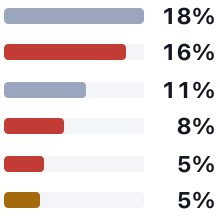
CAR DETAILS

2017 Honda CR-V

Based on all 1,766 complaints; 300 read one by one. Your car: 9.8 years old, 70,000 miles. A car this age averages about 106,000 miles (US average for all light vehicles, FHWA), so yours is below the US average for its age.

COMPLAINTS	PER 10,000 BUILT	RECALLS TO CONFIRM	OPEN INVESTIGATIONS
1,766	56	7	1

Problems at a glance (share of the 300 complaints read)



Top problems in detail

1. Gasoline diluting the engine oil — Safety impact unclear — about 18%

In 54 of 300 complaints read. Owners report gasoline getting into the engine oil of the turbo engine, raising the oil level above full and making the oil and dipstick smell of fuel.

What the fix usually is: Of the 14 owners who named a repair, 8 got an oil change and 5 got a software update or the oil dilution service campaign, often temporary fixes.

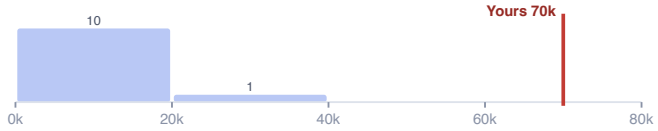
Repair didn't hold or the cause wasn't found: 15 of 54.

Car age when it failed, years (54 reports)



Your car (9.8 years) is past the middle half (1.2–2.0 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (11 reports)



Your car (70,000 miles) is past the middle half (2,500–8,400 miles). That doesn't mean it's behind you: ask whether it was fixed.

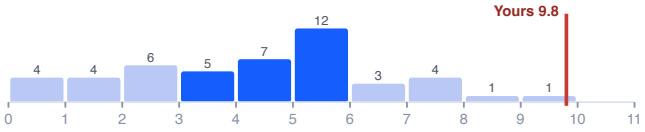
2. Automatic emergency braking false activation — Can affect control: 46 of 47 reports — about 16%

In 47 of 300 complaints read. Owners report the automatic emergency braking or collision mitigation system slamming the brakes with nothing ahead, sometimes at highway speed, risking a rear-end collision.

What the fix usually is: Of the 5 owners who named a repair, 3 got a software update, in one case under a service bulletin.

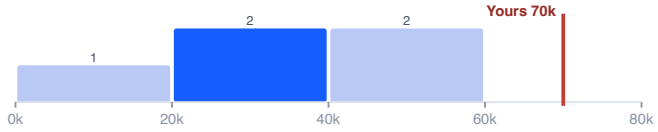
Repair didn't hold or the cause wasn't found: 14 of 47.

Car age when it failed, years (47 reports)



Your car (9.8 years) is past the middle half (2.7–5.7 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (5 reports)



Your car (70,000 miles) is past the middle half (25,000–40,000 miles). That doesn't mean it's behind you: ask whether it was fixed.

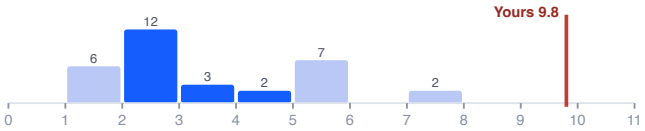
3. Gear shifter button breaks off Not a safety issue about 11%

In 32 of 300 complaints read. Owners report the park-release button on the gear shifter coming loose, getting stuck, or popping off, leaving them unable to shift into park or turn the car off.

What the fix usually is: Of the 4 owners who named a repair, 3 had the shifter button or shift knob replaced and 1 glued the button back on.

Repair didn't hold or the cause wasn't found: 1 of 32.

Car age when it failed, years (32 reports)



Your car (9.8 years) is past the middle half (2.2–5.2 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage: 2 owners gave one, too few for a range.

Also reported	Share	What the fix usually is
4. Fuel injector failure and misfires Can affect control: 8 of 23 reports	about 8%	Of the 14 owners who named a repair, 7 had the fuel injectors replaced; the 3 owners who gave a cost paid $1,273 to $2,000. Didn't hold or not found: 7 of 23
5. Sudden engine power loss Can affect control: 16 of 16 reports	about 5%	Of the 9 owners who named a repair, no single fix stood out: 3 had oil changes and 2 had the battery replaced. Didn't hold or not found: 9 of 16
6. All warning lights at once Reduced safety margin: 10 of 14 reports	about 5%	Of the 4 owners who named a repair, no single fix stood out; 2 had the battery replaced among other work. Didn't hold or not found: 6 of 14

By engine (top 3 problems)

We can't tell by engine: fewer than 20 read complaints for all but one engine.

Recalls to confirm by VIN (7)

Campaign	What	Repaired so far
26V332000 2026-05-21	**Airbags** Confirm it was repaired Air bags that deploy unintentionally during a crash increase the risk of injury.	not published yet
23V858000 2023-12-18	**Fuel system** Confirm it was repaired Fuel pump failure can cause an engine stall while driving, increasing the risk of a crash.	77% of 2,490,460
23V524000 2023-07-27	**Safety** Confirm it was repaired An incorrectly sized tire may cause premature tread wear, or a tire blow out, increasing the risk of a crash.	80% of 5
23V158000 2023-03-09	**Seat belts** Confirm it was repaired An unlatched seat belt cannot properly restrain the seat occupant during a crash, increasing their risk of injury.	83% of 448,613
18V663000 2018-09-27	**Steering** Confirm it was repaired The unintended steering input reduces vehicle maneuverability and increases the risk of a crash.	89% of 54

Campaign	What	Repaired so far
17V442000 2017-07-13	**Fuel system** Confirm it was repaired If the pipe disconnects, the engine will stall, increasing the risk of a crash. Additionally, the disconnected pipe may leak fuel, which, in the presence of an ignition source, can increase the risk of a fire.	99% of 32,233
17V256000 2017-04-18	**Safety** Confirm it was repaired If the label information can be wiped away, the operator may not be able to refer to the information, possibly resulting in the vehicle being overloaded, which can increase the risk of a crash.	99% of 1,425

Check your VIN at nhtsa.gov/recalls. "Repaired so far" is NHTSA's completion rate for the whole campaign, which can cover other models.

Open NHTSA investigations

EA24002	Inadvertent Automatic Emergency Braking	opened 2024-04-15

An open investigation means NHTSA is looking into a possible defect. It may or may not end in a recall.

Claims reported by the maker

Honda reported to NHTSA 171 death or injury claims (2 deaths, 216 injuries) and 61 property-damage component mentions (7 fire) for the 2017 CR-V, 2017 Q1–2025 Q4. These are claims and notices that allege a defect. Neither NHTSA nor the maker confirms the cause, and one claim can name several components.

CAR DETAILS

2015 Jeep Cherokee

Based on all 1,786 complaints; 300 read one by one. Your car: 11.8 years old, 95,000 miles. A car this age averages about 127,000 miles (US average for all light vehicles, FHWA), so yours is below the US average for its age.

COMPLAINTS	PER 10,000 BUILT	RECALLS TO CONFIRM	OPEN INVESTIGATIONS
1,786	82	11	1

Problems at a glance (share of the 300 complaints read)

1. Transmission harsh and erratic shifting	12%
2. Service shifter warning and shifter faults	8%
3. Engine stalling while driving	8%
4. Loss of power, won't accelerate	7%
5. Transmission drops into neutral	7%
6. Power transfer unit failure	6%

Top problems in detail

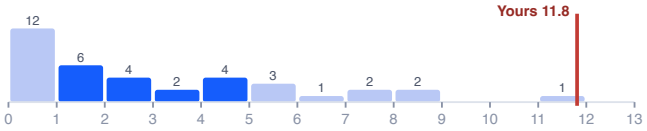
1. Transmission harsh and erratic shifting — Can affect control: 18 of 37 reports — about 12%

In 37 of 300 complaints read. The transmission jerks, bangs, slips or skips gears and shifts hard or erratically, and software updates and part replacements often did not fix it.

What the fix usually is: Of the 10 owners who named a repair, 8 had transmission software updates or reprogramming, often more than once, and 2 later had the transmission replaced.

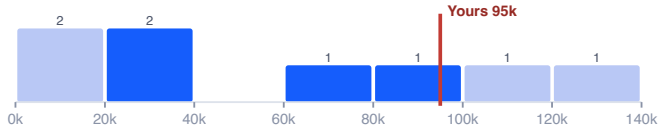
Repair didn't hold or the cause wasn't found: 14 of 37.

Car age when it failed, years (37 reports)



Your car (11.8 years) is past the middle half (0.6–4.7 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (8 reports)



Your car (95,000 miles) is past the middle half (16,750–93,500 miles). That doesn't mean it's behind you: ask whether it was fixed.

2. Service shifter warning and shifter faults — Can affect control: 7 of 25 reports — about 8%

In 25 of 300 complaints read. A service shifter warning appears, sometimes with red or all-lit gear indicators, and in some cases the shifter refuses to change gears, tries to shift into park or neutral while driving, or locks up.

What the fix usually is: Too few owners said what fixed it to tell.

Repair didn't hold or the cause wasn't found: 5 of 25.

Car age when it failed, years (25 reports)



Your car (11.8 years) is past the middle half (4.0–5.6 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage: 4 owners gave one, too few for a range.

3. Engine stalling while driving

Can affect control: 23 of 23 reports

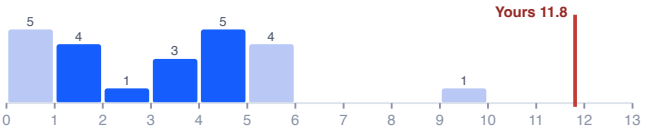
about 8%

In 23 of 300 complaints read. The engine shuts off while driving or when stopping, often with the battery warning light or a shift to park message, and may be slow to restart.

What the fix usually is: Too few owners said what fixed it to tell.

Repair didn't hold or the cause wasn't found: 9 of 23.

Car age when it failed, years (23 reports)



Your car (11.8 years) is past the middle half (1.1–4.9 years). That doesn't mean it's behind you: ask whether it was fixed.

Mileage when it failed (7 reports)



Your car (95,000 miles) is past the middle half (7,000–26,500 miles). That doesn't mean it's behind you: ask whether it was fixed.

Also reported	Share	What the fix usually is
4. Loss of power, won't accelerate Can affect control: 21 of 21 reports	about 7%	Of the 8 owners who named a repair, 6 had transmission software updates or reprogramming, and 3 had or were getting the transmission replaced. Didn't hold or not found: 10 of 21
5. Transmission drops into neutral Can affect control: 20 of 20 reports	about 7%	Of the 6 owners who named a repair, 4 had transmission software updates, 2 of whom also had the transmission replaced, and 2 had battery or battery terminal work. Didn't hold or not found: 8 of 20
6. Power transfer unit failure Can affect control: 7 of 17 reports	about 6%	Of the 4 owners who named a repair, 2 had the power transfer unit replaced and 2 had software updates or reprogramming. Didn't hold or not found: 3 of 17

By engine (top 3 problems)

Problem	3.2L V6 153 read	2.4L 4-cyl 116 read
Transmission harsh and erratic shifting	25 of 153 (16%)	12 of 116 (10%)
Service shifter warning and shifter faults	9 of 153 (6%)	15 of 116 (13%)
Engine stalling while driving	7 of 153 (5%)	14 of 116 (12%)

Engine from the VIN prefix on each complaint; the share is of that engine's read complaints.

Recalls to confirm by VIN (11)

Campaign	What	Repaired so far
23V338000 2023-05-11	**Electrical system** Park outside A fire while parked or driving can increase the risk of injury.	44% of 132,099
20V343000 2020-06-11	**Transmission** Confirm it was repaired A loss of drive can cause a vehicle crash without prior warning. A loss of the Park function can cause unintended vehicle rollaway which can increase the risk of a crash or injury.	87% of 67,248
18V332000 2018-05-17	**Electrical system** Confirm it was repaired If the vehicle maintains its speed or accelerates despite attempts to deactivate the cruise control, there would be an increased risk of a crash.	77% of 4,815,661

Campaign	What	Repaired so far
17V824000 2017-12-21	**Safety** Confirm it was repaired If the fire extinguisher does not function properly, it can increase the risk of injury in the event of a fire.	48% of 61,791
16V590000 2016-08-10	**Safety** Confirm it was repaired Loose fasteners may allow the seats to move, increasing the risk of injury to the seat occupants in the event of a crash.	70% of 1,827
16V529000 2016-07-12	**Transmission** Confirm it was repaired If the vehicle unexpectedly shifts to neutral, there is an increased risk of a crash.	81% of 329,540
15V826000 2015-12-09	**Electrical system** Confirm it was repaired A short circuit in the module increases the risk of a fire.	not published yet
15V676000 2015-10-19	**Engine** Confirm it was repaired If the line is misrouted, it may contact the exhaust manifold, increasing the risk of a vehicle fire.	87% of 75,592
15V461000 2015-07-23	**Safety** Confirm it was repaired Exploitation of the software vulnerability may result in unauthorized remote modification and control of certain vehicle systems, increasing the risk of a crash.	99% of 1,416,903
15V393000 2015-06-22	**Structure** Confirm it was repaired A short circuit in the liftgate control module may result in a fire.	not published yet
15V041000 2015-01-28	**Airbags** Confirm it was repaired If the air bags deploy unexpectedly during vehicle operation, it can increase the risk of personal injury and increase the risk of a crash.	91% of 230,290

Check your VIN at nhtsa.gov/recalls. "Repaired so far" is NHTSA's completion rate for the whole campaign, which can cover other models.

Open NHTSA investigations

EA21002	Desiccated Air Bag Inflator Rupture	opened 2021-09-17

An open investigation means NHTSA is looking into a possible defect. It may or may not end in a recall.

Claims reported by the maker

Jeep reported to NHTSA 138 death or injury claims (2 deaths, 162 injuries) and 305 property-damage component mentions (119 fire) for the 2015 Cherokee, 2014 Q3–2024 Q4. These are claims and notices that allege a defect. Neither NHTSA nor the maker confirms the cause, and one claim can name several components.

Crash tests, fuel and your state

2017 Ford Escape

Crash-test stars

Overall	★★★★★ 5
Frontal	★★★★★ 5
Side	★★★★★ 5
Rollover	★★★★☆ 4

NHTSA 5-Star Safety Ratings

Fuel economy

Combined city and highway	**23–26 mpg**

Fuel cost per year

Texas	**$2,162–$2,421**
US average	**$2,500–$2,800**

EPA and DOE, fueleconomy.gov: the range covers its 5 versions in the guide

2017 Honda CR-V

Crash-test stars

Overall	★★★★★ 5
Frontal	★★★★★ 5
Side	★★★★★ 5
Rollover	★★★★☆ 4

NHTSA 5-Star Safety Ratings

Fuel economy

Combined city and highway	**27–30 mpg**

Fuel cost per year

Texas	**$1,859–$2,075**
US average	**$2,150–$2,400**

EPA and DOE, fueleconomy.gov: the range covers its 4 versions in the guide

2015 Jeep Cherokee

Crash-test stars

Overall	★★★★☆ 4
Frontal	★★★★☆ 4
Side	★★★★★ 5
Rollover	★★★★☆ 4

NHTSA 5-Star Safety Ratings

Fuel economy

Combined city and highway	**21–25 mpg**

Fuel cost per year

Texas	**$2,248–$2,680**
US average	**$2,600–$3,100**

EPA and DOE, fueleconomy.gov: the range covers its 8 versions in the guide

Your state



Vehicle thefts per 100,000 people, 2025 (FBI)

Car theft in Texas: 251 vehicle thefts per 100,000 people in 2025, against 200 nationally (FBI). It counts every vehicle stolen in the state, not just these models.

Texas has had 14 federally declared flood, hurricane or severe-storm disasters since 2017 models went on sale (July 2016) and 20 since 2015 models (July 2014), including Hurricane Beryl (Jul 2024) and severe storms, tornadoes, straight-line winds and flooding (May 2015). This is about the state, not these cars; a flood-damage check is worth doing on any car that may have been there.

Texas logs more hail of 1 inch or larger than any other state: about 1,100 reports a year since 2015 (NOAA). These are storm reports, not damaged cars.

2017 Ford Escape: 23–26 mpg combined, $2,162–$2,421 a year at gas prices in Texas (week of 2026-10-19), $2,500–$2,800 at national average prices (5 versions).

2017 Honda CR-V: 27–30 mpg combined, $1,859–$2,075 a year at gas prices in Texas (week of 2026-10-19), $2,150–$2,400 at national average prices (4 versions).

2015 Jeep Cherokee: 21–25 mpg combined, $2,248–$2,680 a year at gas prices in Texas (week of 2026-10-19), $2,600–$3,100 at national average prices (8 versions).

Mpg and yearly fuel cost come from the EPA and DOE fuel economy guide (fueleconomy.gov), for every version of this model year. Gas prices: U.S. Energy Information Administration, week of 2026-10-19. More crash tests: IIHS ratings for the 2017 Ford Escape · IIHS ratings for the 2017 Honda CR-V · IIHS ratings for the 2015 Jeep Cherokee (their data, on their site). NICB publishes the most-stolen cars each year: NICB Hot Wheels report.

AT THE CAR

Checklist and questions for the seller

Use this checklist when you see the car, and ask the seller these questions before you decide. Each item comes from what owners reported, except the flood and hail checks, which come from your state's records.

2017 Ford Escape

Inspection and test drive

Tick each one off at the car.

- [ ] With the engine cold, check the coolant level in the reservoir and look for milky residue on the oil dipstick and oil filler cap.
- [ ] Start the engine cold and watch the exhaust for white smoke, a sign owners link to coolant getting into the engine.
- [ ] On the test drive, watch for shaking, rough running or a flashing check engine light, which owners report with misfires.
- [ ] Test reverse and every forward gear, and note any harsh shifts or failure to engage.
- [ ] Watch for the engine revving without the car moving, limp mode, or a service transmission message on the test drive.
- [ ] Stop several times in traffic and confirm the engine restarts each time after auto start-stop shuts it off.
- [ ] Put the car in Park on a slight slope and confirm it does not roll; the shifter cable bushing recall covers this.
- [ ] Check open recalls by VIN at nhtsa.gov/recalls, including the power window, engine block heater and shifter bushing recalls.
- [ ] If the car has the 2.0L engine and a block heater, don't plug it in until the block heater recall is confirmed done.
- [ ] Look for flood damage: a musty smell, damp or new carpet, silt or a water line under the seats or in the trunk, rust on seat rails and under the dash. Check the title history for a flood or salvage brand.
- [ ] Look along the roof, hood and trunk lid in angled light for small dents or repainted panels, signs of hail damage.

Questions for the seller

Ask to see paperwork for any repair.

1. Has the engine been replaced or repaired for coolant loss, overheating or a head gasket? Can I see the invoice?
2. Have you had to add coolant between services, or seen white exhaust smoke or milky oil?
3. How many times have spark plugs or ignition coils been replaced, and did the misfire come back afterward?
4. Has the transmission been replaced, rebuilt or had its valve body or torque converter replaced? Can I see the records?
5. Has the car ever lost drive power, gone into limp mode or needed a tow?
6. Have the power window, engine block heater and shifter cable bushing recalls been done? Can I see the dealer paperwork?
7. Do you have the full service records, including oil and coolant service?

2017 Honda CR-V

Inspection and test drive

Tick each one off at the car.

- [ ] Check open recalls by VIN at nhtsa.gov/recalls, including the fuel pump, front passenger seat weight sensor, seat belt buckle and steering gearbox recalls.
- [ ] Pull the dipstick on the 1.5L turbo engine: look for an oil level above full and smell for gasoline.
- [ ] On the test drive, watch for sudden hard braking with nothing ahead, especially at highway speed.
- [ ] Start the engine cold and watch for rough running, misfires or a check engine light.
- [ ] Accelerate firmly, including up a hill, and note any sudden loss of power or weak acceleration.
- [ ] Start the car several times and check whether many dashboard warning lights come on together.
- [ ] Press the gear shifter button several times and check that it feels firm, not loose or sticking.
- [ ] Buckle and release both front seat belts to confirm they latch and release properly.
- [ ] Look for flood damage: a musty smell, damp or new carpet, silt or a water line under the seats or in the trunk, rust on seat rails and under the dash. Check the title history for a flood or salvage brand.
- [ ] Look along the roof, hood and trunk lid in angled light for small dents or repainted panels, signs of hail damage.

Questions for the seller

Ask to see paperwork for any repair.

1. Has the oil dilution software update or service campaign been done? Do you have the service records?
2. Has the collision mitigation braking software update been done? Has the car ever braked hard on its own?
3. Have the fuel injectors been replaced? Can I see the invoice?
4. Which recalls have been completed, especially the fuel pump, seat weight sensor, seat belt buckle and steering gearbox recalls?
5. Has the car ever lost power while driving or shown many warning lights at once? What was repaired?
6. Has the gear shifter button been replaced or repaired?

2015 Jeep Cherokee

Inspection and test drive

Tick each one off at the car.

- [ ] Check for open recalls by VIN at nhtsa.gov/recalls, including air bag, power transfer unit, transmission, liftgate fire and seat fastener recalls.
- [ ] Drive through all gears at low and moderate speeds and in reverse, feeling for jerks, bangs, slipping, skipped gears or hard shifts.
- [ ] Accelerate firmly from a stop and when merging, and note any hesitation, loss of power or a service transmission warning.
- [ ] Watch the dashboard for a service shifter warning or red or all-lit gear indicators throughout the test drive.
- [ ] Watch for the engine shutting off, a battery warning light or a shift to park message, especially when stopping.
- [ ] Note any moment the transmission slips into neutral or loses drive while moving.
- [ ] Listen for a loud bang or rough shifting that could point to the power transfer unit, especially on higher-mileage cars.
- [ ] On cars with a power liftgate, look for signs of water or corrosion near the liftgate and ask if the fire recall was done.
- [ ] Look for flood damage: a musty smell, damp or new carpet, silt or a water line under the seats or in the trunk, rust on seat rails and under the dash. Check the title history for a flood or salvage brand.
- [ ] Look along the roof, hood and trunk lid in angled light for small dents or repainted panels, signs of hail damage.

Questions for the seller

Ask to see paperwork for any repair.

1. Has the transmission had software updates, a valve body replacement or a full replacement? Can I see the invoices?
2. Has the power transfer unit been replaced or reprogrammed under recall? Can I see the records?
3. Have all recalls been done, including the power liftgate fire recall and the transmission neutral-shift recall?
4. Has the car ever lost power, stalled or dropped into neutral while driving? What was done about it?
5. Has a service shifter warning ever appeared, and was the shifter repaired or updated?
6. Has the battery, battery terminal or fuse box been replaced, and why?

APPENDIX

How this report was made

Sources, method and limits. You can skip printing this page.

Complaints are reports owners file with NHTSA, the US safety regulator. They aren't proven defects, and cars with more owners get more complaints. We count every complaint for the exact model year, and read a random sample one by one to find the problem, the mileage and the repair. With 300 read, a share like "about 34%" is within about ±6 points of what reading all of them would give (95% confidence).

Car age at failure is the incident date minus January 1 of the model year. The "middle half" is the range between the 25th and 75th percentile of reports. Being past it doesn't mean a problem is behind you.

Complaints per 10,000 built use the maker's model-year production reported to NHTSA under Early Warning Reporting, summed over drivetrains and fuel types. Built is not the same as sold in the US: some of these cars may have been sold in Canada or elsewhere, so treat it as a rough size measure. 2017 Ford Escape: 431,227 built (EWR). 2017 Honda CR-V: 317,079 built (EWR). 2015 Jeep Cherokee: 216,945 built (EWR, CHEROKEE + CHEROKEE 4X4). Production per model year: NHTSA Early Warning Reporting, retrieved 2026-10-22.

Claims reported by the maker: under Early Warning Reporting, makers tell NHTSA each quarter about the death or injury claims and notices, and the property-damage claims, they received that allege a defect. A death or injury incident listed again in a later quarter is counted once (same VIN prefix and incident date). Property-damage claims are counted once per component named, so one claim can count more than once. Neither NHTSA nor the maker confirms the cause. Makers' claims: NHTSA Early Warning Reporting, retrieved 2026-10-22.

Typical mileage: FHWA, Highway Statistics 2024, Table VM-1: 10,787 miles a year per light-duty vehicle, times the car's age. It is a fleet average, not this model's.

Crash ratings, investigations, recalls and VIN decoding: NHTSA. Fuel economy: U.S. EPA / DOE, fueleconomy.gov, file of 2026-09-26. IIHS and NICB are linked, not copied.

Car theft by state: FBI Crime Data Explorer, 2025. Motor-vehicle thefts per 100,000 people, the 12 monthly rates added up; agencies covering about 99% of the population of Texas reported. It is for all vehicles in the state, not one model.

Gas prices: U.S. Energy Information Administration, week of 2026-10-19: regular gasoline $3.70 a gallon in Texas, $4.28 in the US. A gasoline version's fuel cost at your prices is EPA's yearly cost times that price over the US price, so premium-fuel cars stay proportional. Diesel, electric and other fuels keep EPA's national figure. The ranking uses the national figures: the same ratio for every car doesn't change the order, and the $150 tie margin stays the same for every buyer.

Disaster declarations: FEMA OpenFEMA API, DisasterDeclarationsSummaries v2, retrieved 2026-10-21. Major disasters and emergencies declared for floods, hurricanes, tropical, coastal and severe storms and typhoons, counted from July 1 of the year before the model year, when we assume it went on sale. They are about the state, not any car. This product uses the Federal Emergency Management Agency's OpenFEMA API, but is not endorsed by FEMA. The Federal Government or FEMA cannot vouch for the data or analyses derived from these data after the data have been retrieved from the Agency's website(s).

Hail reports: NOAA NCEI Storm Events Database, files of 2026-08-19. Counts of reported hail 1 inch or larger by state, 2015–2025; they are not counts of damaged cars.

Disclaimer

- **Information only.** This report sums up public data, mainly the complaints owners filed with NHTSA, to help you decide and to know what to ask. It isn't advice to buy or skip any car, and it isn't a mechanical inspection, a vehicle history report or a recall check for a specific car.
- **About the model year, not your car.** The car you're looking at may have none of the problems in this report, or problems this report doesn't show. No report can tell you whether a particular car will have a problem.
- **Complaints are unverified.** NHTSA doesn't confirm what owners report. Many complaints don't prove a defect, and few complaints don't prove a car is sound. Shares and ranges are estimates from the complaints we read.
- **A dated snapshot.** It shows the public data as it stood on the dates in this report and isn't updated afterwards. Public data has errors, and so can we. Before you buy, confirm open recalls for the exact VIN at nhtsa.gov/recalls and have the car checked by a mechanic you trust.
- **The decision is yours.** As far as the law allows, we are not liable for decisions you make based on this report, and our total liability is limited to what you paid for it. Nothing here takes away consumer rights that can't be waived. Full terms: cardefectradar.com/terms.
- **Independent.** Car Defect Radar isn't affiliated with NHTSA, the EPA or any government agency, with IIHS or NICB, or with any carmaker.