2010 Acura RDX at 110,000 mi

5J8TB1H56AA123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
RDX · TB1 RDX SH-AWD (2.3L turbo)	Acura K23A1 2.3L turbo four (RDX)	110,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'A' = 2010, 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 1 factory maintenance item

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **19V-182** · Air bags · driver frontal (replacement inflator): Some cars got a replacement driver air bag inflator in an earlier recall that can itself rupture in a crash and throw metal fragments. Free replacement; a VIN check shows if this car is affected.
- **16V-061** · Air bags · driver frontal: Moisture can get into the driver air bag inflator over time, and it can rupture in a crash and throw metal fragments, causing serious injury or death. Free replacement.

A model-year list, not a VIN check. Repairs are free at an Acura 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 an Acura 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 2.3L K23A1 turbo watch list is due at this mileage. Worth a fresh look at about 120,000 mi.

Next 12 months up to about 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Turbo wastegate / flow actuator failure (boost faults) — **$2,000**
Any mileage (Owners report it at higher mileage; no maker bulletin gives a range) · Inspect at each service; fix at the first sign
independent shop, installed

Catalyst code P0420 from a lean fuel-tank condition — **$240–$460**
Any mileage (2007–2010 RDX built before the bulletin VIN breaks) · Inspect at each service; fix at the first sign
labor only, parts extra

Oil leak at the cylinder head cover (valve cover) — **$650–$1,049**
Any mileage (2007–2010 RDX) · Inspect at each service; fix at the first sign
independent shop, installed

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 140,000 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 110,000 mi to 140,000 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 Honda: replace every 3 years regardless of mileage (newer Maintenance Minder cars show code 7 and may call it sooner).	every 3 years	**By time: check the records** [M1]
Spark plugs Maintenance Minder car: plugs are due when the Minder shows code 4; the owner's manual gives no fixed mileage.	no fixed interval	— [M1]
Engine coolant Maintenance Minder car: coolant is due when the Minder shows code 5; no fixed mileage in the manual.	no fixed interval	— [M1]
Automatic transmission fluid Maintenance Minder decides (code 3); no fixed mileage in the manual (shorter fixed intervals apply only for towing/mountain driving).	no fixed interval	— [M1]

M1. 2010 Acura RDX Owner's Manual - Maintenance Minder
OFFICIAL
https://archive.org/details/manualslib-id-1667

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Turbo wastegate / flow actuator failure (boost faults)	Owners report it at higher mileage; no maker bulletin gives a range OFFICIAL	Any mileage
2	Catalyst code P0420 from a lean fuel-tank condition	2007–2010 RDX built before the bulletin VIN breaks OFFICIAL	Any mileage
3	Oil leak at the cylinder head cover (valve cover)	2007–2010 RDX OFFICIAL	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 2010 Acura RDX

Safety recall repairs are free at Acura 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 5J8TB1H56AA123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask an Acura dealer for a campaign printout; it also lists completed campaigns.

2.3L K23A1 TURBO RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.3L K23A1 turbo as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2010 ACURA RDX (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-182	Air bags · driver frontal (replacement inflator)	Some cars got a replacement driver air bag inflator in an earlier recall that can itself rupture in a crash and throw metal fragments. Free replacement; a VIN check shows if this car is affected. Details
16V-061	Air bags · driver frontal	Moisture can get into the driver air bag inflator over time, and it can rupture in a crash and throw metal fragments, causing serious injury or death. Free replacement. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: RDX. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

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 (TB1).

1 Turbo wastegate / flow actuator failure (boost faults)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 6 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Owners report it at higher mileage; no maker bulletin gives a range), so mileage doesn't say much here. Range: Owners report it at higher mileage; no maker bulletin gives a range OFFICIAL [1]

WHAT FAILS FORUM/BLOG [1][2][3]

Owners report that the turbo wastegate or flow-control actuator wears or sticks. Its linkage can wear oval and crack, so the wastegate no longer opens and closes fully. The car sets overboost or underboost codes and can drop into a reduced-power mode. Some shops replace the actuator and its solenoid; others replace the whole turbo.

SYMPTOMS

- Check-engine light with P0234 or P2263
- Loss of power or jerky acceleration
- Car drops into reduced-power mode

IF IT'S LEFT TOO LONG

Running with a stuck wastegate can overboost the engine; a failed turbo can send debris into the intake.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose boost codes early: the actuator, solenoid and vacuum lines cost far less than a turbo.

ESTIMATED REPAIR COST

Dealer replacement of the turbo flow actuator and solenoid (owner report)	**$2,000** FORUM/BLOG [3] independent shop, installed
Turbocharger assembly replacement (RepairPal estimate)	**$4,139–$4,422** SHOP/RETAILER [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.1× The failure-bill midpoint ($4,281) is about 2.1× the early-fix midpoint ($2,000). A cost ratio, not a probability.

PARTS FOR TB1

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

WHAT TO ASK YOUR SHOP

- Any boost or turbo codes?
- Turbo, actuator or solenoid ever replaced?

2 Catalyst code P0420 from a lean fuel-tank condition

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2007–2010 RDX built before the bulletin VIN breaks), so mileage doesn't say much here. Range: 2007–2010 RDX built before the bulletin VIN breaks OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

A flapper valve in the fuel tank unit can rub on the fuel filter. At low fuel levels this can make the engine run lean and damage the warm-up catalytic converter, which sets code P0420. Acura replaces the fuel tank reservoir and the warm-up catalyst.

SYMPTOMS

- Check-engine light with P0420
- Problem shows up after running the tank low

IF IT'S LEFT TOO LONG

A damaged catalyst fails emissions tests; a lean engine runs hotter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

If P0420 is set, check the bulletin before buying only a catalytic converter; the tank part must be fixed too.

ESTIMATED REPAIR COST

Labor only, 2.4–2.9 h Acura warranty time plus the fuel tank reservoir and warm-up catalyst	**$240–$460** OUR ESTIMATE [5][8] labor only, parts extra
Labor only, 2.4–2.9 h Acura warranty time plus the fuel tank reservoir and warm-up catalyst	**$240–$460** OUR ESTIMATE [5][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($350) is about 1.0× the early-fix midpoint ($350). A cost ratio, not a probability.

Where the numbers come from: Estimate: Acura warranty labor time of 2.4–2.9 h (bulletin [5]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR TB1

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

WHAT TO ASK YOUR SHOP

- Any P0420 code?
- Catalyst or fuel tank unit ever replaced?

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3 Oil leak at the cylinder head cover (valve cover)

Any mileage

Severity: Medium: leaks and wear · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2007–2010 RDX), so mileage doesn't say much here. Range: 2007–2010 RDX OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

Paint overspray in the gasket groove of the cylinder head cover can stop the gasket sealing, so oil leaks from the cover. Acura removes the cover, sands away the overspray and fits the gasket.

ESTIMATED REPAIR COST

Valve cover gasket replacement, 2010 RDX	**$650–$1,049** SHOP/RETAILER [7] independent shop, installed

SYMPTOMS

- Oil seeping at the top of the engine
- Burning-oil smell from the engine bay

IF IT'S LEFT TOO LONG

Oil can drip onto the hot exhaust and turbo and smoke.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Reseal when the cover is wet; it is a modest job.

(YourMechanic estimate; shop/dealer up to $1,049)	
Same job; oil on the turbo can add cleanup	**$650–$1,049** SHOP/RETAILER [7] 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 ($850) is about 1.0× the early-fix midpoint ($850). A cost ratio, not a probability.

PARTS FOR TB1

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

WHAT TO ASK YOUR SHOP

- Any oil smell or seepage at the top of the engine?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.3L K23A1 turbo 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
Air bags	82	Takata driver air bag inflator recalls; not an engine fault. Check the VIN.

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

- Scan for boost and catalyst codes
- Wastegate / flow actuator linkage
- Valve cover edge for oil

Ask the seller

- Turbo or actuator ever replaced?
- Bulletin 12-036 work done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Turbo wastegate / flow actuator failure (boost faults): symptoms or fault codes present	$2,000
Catalyst code P0420 from a lean fuel-tank condition: symptoms or fault codes present	$240–$460 + parts
Oil leak at the cylinder head cover (valve cover): seeping or leaking	$650–$1,049
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

7 · METHOD AND SOURCES

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/Honda 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 2007–2012 RDX complaints (every one has the K23A1): 154 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
Air bags	82	Also reported
Turbo / boost	6	Item 1
Stalling / loss of power	6	—
Oil leak	1	Item 3
Catalyst / P0420	0	Item 2

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 2007–2012 Acura RDX (all have the 2.3L turbo K23A1), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. AcuraZine forum: 1st-gen RDX P0234 turbo overboost, stuck wastegate (owner reports) FORUM/BLOG
https://acurazine.com/forums/1g-rdx-2007-2012-147/1st-gen-rdx-p0234-turbo-overboost-problem-stuck-wastegate-999358

3. CarComplaints: 2011 Acura RDX turbo boost failure (owner reports; dealer replaced turbo flow actuator and solenoid for about $2,000), via search extract Oct 28, 2026 FORUM/BLOG
https://www.carcomplaints.com/Acura/RDX/2011/engine/turbo_boost_failure.shtml

4. RepairPal: Acura RDX turbocharger assembly replacement estimate ($4,139–$4,422), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/acura/rdx/turbocharger-assembly-replacement-cost

5. Acura Service Bulletin 12-036: MIL comes on with DTC P0420: fuel tank unit flapper valve can cause a lean condition and damage the warm-up catalyst, 2007–2010 RDX (2014-01-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/SB-10048879-7034.pdf

6. Acura Service Bulletin 10-049: Engine oil leak at the cylinder head cover (paint overspray in the gasket groove), 2007–2010 RDX (2010-11-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10034886

7. YourMechanic: 2010 Acura RDX 2.3L turbo valve cover gasket replacement (estimate $650; shop/dealer $754–$1,049), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/acura/rdx/valve-cover-gasket-replacement

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

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 an Acura dealer or qualified shop. Safety recall repairs are free at Acura 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-ACUK23-123456-20261028 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.