2019 Kia Niro at 85,000 mi

KNDCB3LC3K5123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Niro · Niro Hybrid (DE, 2017–2022)	Hyundai/Kia 1.6L Kappa GDI hybrid four (Smartstream G1.6 hybrid) with the 6-speed DCT	85,000 mi	FWD
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 'K' = 2019, 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 inspection recommended now

0 to plan in the next 30,000 miles

2 to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **23V-534** · Hydraulic clutch actuator (6-speed DCT): Fluid can leak onto the circuit board inside the hydraulic clutch actuator and short it, which can start a fire in the engine compartment.

A model-year list, not a VIN check. Repairs are free at a Kia dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Kia dealer for a campaign printout, including 23V-534. 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

Coolant loss through the EGR cooler or exhaust heat exchanger (overheating, head gasket): Inside the range (60,000–112,000 mi, the middle half of 13 owner reports) · if it fails: $2,120–$4,650

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 97,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 115,000 mi

Nothing else enters its reported range in this window.

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

6-speed DCT: double clutch noise, shift shock and wear — **$460–$740** labor only, parts extra

Any mileage (Usually after about 6,000 mi (Kia bulletin); owner reports span low and high mileage) · Inspect at each service; fix at the first sign

Lean misfire and hesitation from the cylinder head (2017–2019 Niro) — **$770–$1,230** labor only, parts extra

Any mileage (2017–2019 Niro HEV / PHEV built Jan 2016 to Nov 13, 2018) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 115,000 mi

$100–$160

Nothing else on the list before 115,000 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 (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 85K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant loss through the EGR cooler or exhaust heat exchanger (overheating, head gasket)	60,000–112,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Inside the range
2	Hydraulic clutch actuator fluid leak, fire risk (recalled)	2017–2022 Niro HEV / PHEV (recall 23V-534); 2017 Niro and Ioniq Hybrid (cap seal recalls) OFFICIAL	● Listed for this model and year: check by VIN
3	6-speed DCT: double clutch noise, shift shock and wear	Usually after about 6,000 mi (Kia bulletin); owner reports span low and high mileage OFFICIAL	● Any mileage
4	Lean misfire and hesitation from the cylinder head (2017–2019 Niro)	2017–2019 Niro HEV / PHEV built Jan 2016 to Nov 13, 2018 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 2019 Kia Niro

Safety recall repairs are free at Kia dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter KNDCB3LC3K5123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Kia dealer for a campaign printout; it also lists completed campaigns.

1.6L KAPPA GDI HYBRID RECALLS WE TRACK

23V-534 · Hydraulic clutch actuator fluid leak, fire risk (2017–2022 Niro HEV / PHEV)

NHTSA lists this model and year: check by VIN

Fluid can leak onto the circuit board inside the hydraulic clutch actuator and short it, which can start an engine compartment fire. Dealers inspect and replace the actuator as needed and fit a new fuse, free (Kia SC276). Earlier recall 18V-257 (2017 Niro) and 18V-260 (2017 Ioniq Hybrid) covered the actuator cap seal. OFFICIAL [5]

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

18V-257 · Hydraulic clutch actuator cap seal (2017 Niro) Not listed for MY2019

The actuator inner oil seal may leak into the cap area and cause an electrical short. Free inspection and cap or actuator replacement. OFFICIAL [5]

18V-260 · Hydraulic clutch actuator cap seal (2017 Ioniq Hybrid) Not listed for MY2019

The actuator inner oil seal may leak into the cap area and cause an electrical short. Free inspection and repair. OFFICIAL [5]

Other 1.6L Kappa GDI hybrid recalls we track, not listed by NHTSA for this model and year: 22V-836 (power relay assembly main relay may overheat (2017–2018 Niro HEV)), 22V-459 (power relay assembly may overheat (2017–2018 Ioniq Hybrid / Plug-in)), 23V-589 (motor control software may cause unintended acceleration (2021–2023 Elantra Hybrid)), 26V-308 (hybrid power control unit may overheat (2024–2026 Elantra Hybrid)).

EVERY RECALL NHTSA LISTS FOR THE 2019 KIA NIRO (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-534 1.6L Kappa GDI hybrid tracked	Hydraulic clutch actuator (6-speed DCT)	Fluid can leak onto the circuit board inside the hydraulic clutch actuator and short it, which can start a fire in the engine compartment. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: NIRO. 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 (NIRO): None left out. NHTSA files 2019 Niro Hybrid recalls under NIRO; Niro EV recalls are filed under NIRO ELECTRIC and do not apply.

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 4 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 (Niro).

1 Coolant loss through the EGR cooler or exhaust heat exchanger (overheating, head gasket)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 54 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 85,000 mi this car is inside the reported range (60,000–112,000 mi (middle half of 13 owner complaints that state a mileage)), 25,000 miles past where reports start. Range: 60,000–112,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: all; Kia pitstops PS709 / PS730 cover 2017–2022 Niro HEV and 2018–2022 Niro PHEV; most complaints are Niros

WHAT FAILS OFFICIAL [2][3][1]

The EGR cooler and the exhaust heat recovery system (a coolant heat exchanger in the exhaust) can leak coolant internally. Coolant then disappears with no visible leak, the engine misfires or overheats, and owners report blown head gaskets and replaced engines. Kia's 2021 and 2022 pitstops for 2017–2022 Niro hybrids tell technicians to test the EGR cooler for an internal leak and to check the heat recovery bypass valve, which can stick and overheat the coolant.

SYMPTOMS

- Coolant level keeps dropping with no puddle
- Engine overheat warning, coolant boiling in the reservoir
- White smoke from the exhaust
- Misfires or hesitation, often with an HEV warning

IF IT'S LEFT TOO LONG

Running low on coolant overheats the engine and can blow the head gasket; several owners report engine replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the coolant level at every visit and pressure-test the system if it drops; fix an EGR cooler leak before it overheats the engine.

ESTIMATED REPAIR COST

EGR cooler replacement, Kia Niro (estimate range)	**$584–$1,084** SHOP/RETAILER [4] independent shop, installed
Owner-reported cooling / engine bills in NHTSA complaints (n=11)	**$2,120–$4,650** 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: Early: third-party estimate range for the Niro EGR cooler job [4]. If it fails: computed from 11 NHTSA owner complaints that name coolant loss, overheating or the EGR cooler and quote a bill (middle half; median $3,000); the high bills are head gasket or engine jobs. Examples: ODI 11733667, 11478282, 11556603, 11591574, 11688703. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR NIRO

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

WHAT TO ASK YOUR SHOP

- Coolant added between services?
- Any overheat warning or white smoke?
- EGR cooler or heat exchanger replaced?

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2 Hydraulic clutch actuator fluid leak, fire risk (recalled)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 80 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: 2017–2022 Niro HEV / PHEV (recall 23V-534); 2017 Niro and Ioniq Hybrid (cap seal recalls). Range: 2017–2022 Niro HEV / PHEV (recall 23V-534); 2017 Niro and Ioniq Hybrid (cap seal recalls) OFFICIAL [5]

23V-534: NHTSA lists this model and year: check by VIN

18V-257: Not listed for MY2019

18V-260: Not listed for MY2019

Applies to: 2017–2022 Niro HEV and 2018–2022 Niro PHEV (23V-534); 2017 Niro (18V-257) and 2017 Ioniq Hybrid (18V-260). Later Ioniqs are not in these recalls and have only isolated actuator complaints.

WHAT FAILS OFFICIAL [5][1]

The hydraulic clutch actuator works the engine clutch between the engine and the hybrid motor. Fluid can leak past its seals onto the circuit board inside, which can short it and start a fire in the engine bay. Kia recalled 2017–2022 Niro HEV and PHEV models to inspect and, if needed, replace the actuator and fit a new fuse. Owners report actuator leaks after the recall inspection was passed and disputes over who pays.

SYMPTOMS

- Check Hybrid System warning
- Surging or jerking at low speed
- Loss of drive power
- Burning smell from the engine bay

IF IT'S LEFT TOO LONG

A shorted actuator can start an engine compartment fire or leave the car without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open recall 23V-534 (Kia SC276), and for 18V-257 / 18V-260 on 2017 cars. If the actuator leaks after the recall was done, ask Kia to handle it under the recall.

ESTIMATED REPAIR COST

Free under the recall	**Free if covered** OFFICIAL [5] independent shop, installed
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 NIRO

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

WHAT TO ASK YOUR SHOP

- Recall 23V-534 / SC276 done, and was the actuator replaced or only inspected?
- Any hybrid warning or surging?

3 6-speed DCT: double clutch noise, shift shock and wear

Any mileage

Severity: Medium: leaks and wear · 114 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Usually after about 6,000 mi (Kia bulletin); owner reports span low and high mileage), so mileage doesn't say much here. Range: Usually after about 6,000 mi (Kia bulletin); owner reports span low and high mileage OFFICIAL [7][1]

WHAT FAILS OFFICIAL [7][8][1]

The 6-speed dry dual clutch transmission can grind or growl on the 4–3 downshift, clunk when pulling away, or slip as the clutches wear. Kia's bulletins replace the double clutch or the whole DCT on 2018–2019 Niros built from August 2018 to September 2019, and inspect for shift shock and change the transmission oil on 2019–2020 Niros.

SYMPTOMS

- Grinding or growl for 1–2 seconds on the 4th-to-3rd downshift
- Clunk or shift shock pulling away from a stop
- Slipping or shudder

IF IT'S LEFT TOO LONG

Worn clutches get worse and can leave the car unable to pull away.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Road-test for downshift noise and pull-away shock; ask the dealer to check whether TSB TRA092 / TRA093 applies to this VIN.

ESTIMATED REPAIR COST

Labor only, 4.6 h Kia warranty time for the double clutch	**$460–$740** OUR ESTIMATE [7][9] labor only, parts extra
Owner-reported DCT / clutch bills in NHTSA complaints (n=12)	**$2,940–$6,230** 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: Early: Estimate: Kia warranty labor time of 4.6 h for the double clutch replacement (bulletin [7]) × $100–$160/h independent-shop labor rate [9]. Parts are extra; check the VIN for open warranty coverage first. If it fails: computed from 12 NHTSA owner complaints that name the DCT or clutch and quote a bill (middle half; median $5,000); some include clutch actuator work. Examples: ODI 11739377, 11657864, 11748846, 11722316, 11741038. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR NIRO

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

WHAT TO ASK YOUR SHOP

- Any grinding on downshifts or clunk pulling away?
- Clutch or DCT replaced?

4 Lean misfire and hesitation from the cylinder head (2017–2019 Niro)

Any mileage

Severity: Medium: leaks and wear · 17 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2017–2019 Niro HEV / PHEV built Jan 2016 to Nov 13, 2018), so mileage doesn't say much here. Range: 2017–2019 Niro HEV / PHEV built Jan 2016 to Nov 13, 2018 OFFICIAL [10]

Applies to: 2017–2019 Niro HEV / PHEV built before Nov 14, 2018

WHAT FAILS OFFICIAL [10][3]

On some early Niros, EGR operation can cause misfire codes and a slight hesitation between 24 and 37 mph. Kia replaces the cylinder head (supplied with valves and springs) on cars and heads within its production date range. A coolant leak from the EGR cooler can cause similar misfires, so it is checked first.

SYMPTOMS

- Check engine light with P0300–P0304
- Slight hesitation at 24–37 mph
- Hesitation goes away with the EGR valve unplugged

IF IT'S LEFT TOO LONG

Ongoing misfires can damage the catalytic converter and hurt fuel economy.

IS IT WORTH DOING EARLY? OUR ESTIMATE

If the misfire codes appear, ask a Kia dealer to check the production dates against TSB ENG212.

ESTIMATED REPAIR COST

Labor only, 7.7 h Kia warranty time for the cylinder head	**$770–$1,230** OUR ESTIMATE [10] [9] labor only, parts extra
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

Where the numbers come from: Early: Estimate: Kia warranty labor time of 7.7 h for the cylinder head replacement (bulletin [10]) × $100–$160/h independent-shop labor rate [9]. The head is extra; check the VIN for open warranty coverage first.

PARTS FOR NIRO

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

WHAT TO ASK YOUR SHOP

- Any misfire codes or hesitation around 25–35 mph?
- Cylinder head replaced under TSB ENG212?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.6L Kappa GDI hybrid 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
Brakes	151	Brake feel and regenerative / integrated brake unit complaints; not an engine fault.
Hybrid system warnings / power relay	80	Mixed hybrid-system faults; the power relay assembly overheating is covered by recalls 18V-666 / 22V-836 (Niro) and 18V-704 / 22V-459 (Ioniq), listed under recalls.
Stalling / loss of power	78	Mixed causes: clutch actuator, power relay, cooling and hybrid-system faults.
Airbags	40	Airbag and occupant-sensing complaints; not an engine fault.
12V battery	31	12-volt battery drain and no-start reports; not an engine fault.

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

- Coolant level and pressure test
- Hydraulic clutch actuator recall status
- DCT downshift noise and pull-away shock
- Misfire codes

Ask the seller

- Coolant added between services?
- Recall 23V-534 done, actuator replaced?
- Clutch or DCT replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant loss through the EGR cooler or exhaust heat exchanger (overheating, head gasket): fault found on inspection	$2,120–$4,650
Hydraulic clutch actuator fluid leak, fire risk (recalled): no recall record on a listed car	Free if covered
6-speed DCT: double clutch noise, shift shock and wear: symptoms or fault codes present	$460–$740 + parts
Lean misfire and hesitation from the cylinder head (2017–2019 Niro): symptoms or fault codes present	$770–$1,230 + parts
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/Kia documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for All complaints filed under Niro Hybrid, Niro Plug-in Hybrid / PHEV, Ioniq Hybrid / HEV / Plug-in and Elantra Hybrid / HEV; plain Niro complaints (2021–2025) that do not mention the EV. Niro EV and Ioniq Electric are on the Kona/Niro/Ioniq EV page: 720 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Brakes	151	Also reported
DCT / transmission	114	Item 3
Hydraulic clutch actuator / fire	80	Item 2
Hybrid system warnings / power relay	80	Also reported
Stalling / loss of power	78	Also reported
Coolant loss / overheating	54	Item 1
Airbags	40	Also reported
12V battery	31	Also reported
Misfire / hesitation	17	Item 4

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 2017–2025 Kia Niro Hybrid / Plug-in Hybrid (plain Niro 2021–2025 without EV mentions), 2017–2022 Hyundai Ioniq Hybrid / Plug-in and 2021–2025 Elantra Hybrid, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Kia Pitstop PS730: random misfires / overheating due to low coolant: EGR cooler internal leak test, 2017–2022 Niro HEV and 2018–2022 Niro PHEV (2022-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212200-0001.pdf

3. Kia Pitstop PS709: engine overheating in Niro HEV / PHEV: exhaust heat recovery system bypass valve stuck closed, 2017–2022 Niro HEV and 2018–2022 Niro PHEV (2021-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10201616-0001.pdf

4. Bruiser (formerly Bruisers.com): Kia Niro EGR cooler replacement cost estimate ($584–$1,084), read Oct 28, 2026; the page is no longer online (checked Nov 2, 2026) SHOP/RETAILER

5. NHTSA recall records: 23V-534 (2017–2022 Niro and 2018–2022 Niro Plug-in Hybrid hydraulic clutch actuator, Kia SC276), 18V-257 (2017 Niro) and 18V-260 (2017 Ioniq Hybrid) actuator cap seal, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V534000

6. NHTSA recall records: 18V-666 / 22V-836 (2017–2018 Niro power relay assembly), 18V-704 / 22V-459 (2017–2018 Ioniq Hybrid / Plug-in power relay assembly), 23V-589 (2021–2023 Elantra HEV motor control software), 26V-308 (2024–2026 Elantra Hybrid HPCU), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V836000

7. Kia TSB TRA092: 6-speed double clutch or DCT replacement for 4th-to-3rd downshift noise, 2018–2019 Niro HEV / PHEV built Aug 10, 2018 to Sept 30, 2019 (4.6 h) (2020-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10185035-0001.pdf

8. Kia TSB TRA093: 6-speed DCT shift impact / noise inspection and oil replacement, 2019–2020 Niro HEV / PHEV built after Jan 11, 2019 (2021-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10187822-0001.pdf

9. 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

10. Kia TSB ENG212 Rev 1: cylinder head replacement for lean misfire (P0300–P0304, hesitation at 24–37 mph from EGR operation), 2017–2019 Niro HEV / PHEV built Jan 1, 2016 to Nov 13, 2018 (7.7 h) (2020-07-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10177749-0001.pdf

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Kia dealer or qualified shop. Safety recall repairs are free at Kia 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-KHEV-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.