2001 Honda CR-V at 185,000 mi

JHLRD18681C012345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
CR-V · RD1 CR-V LX 4WD (2.0L B20Z2, automatic)	Honda B20 2.0L four (B20Z2, 2000–2001 CR-V)	185,000 mi	4WD (Real Time)
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 '1' = 2001, 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	1	2
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)

- **20V-027** · Air bags · driver frontal inflator: The driver air bag inflator can rupture in a crash and throw metal fragments.

A model-year list, not a VIN check. Repairs are free at a Honda 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 Honda 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

Exhaust valves tighten, burn and recede into the head: Past the range (80,000–112,000 mi, the middle half of 12 owner reports) · if it fails: $1,500–$4,400
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 192,500 mi — **$1,220–$1,640**

Timing belt and water pump service — **$1,220–$1,640**
Any mileage (Interval: follow the owner's manual (we found no published figure); YourMechanic lists the job for the 2000–2001 CR-V)
independent shop, installed

Within the next 30,000 miles up to 215,000 mi

Nothing else enters its reported range in this window.

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

Rear differential moan (Real Time 4WD) — **$283–$365**
Any mileage (2000–2001 CR-V with 4WD (Honda bulletins 01-079 and tech line 2004)) · Inspect at each service; fix at the first sign
independent shop, installed

ATF leak at the cooler line banjo bolt — **No published price**
Any mileage (2000–2001 CR-V automatic (Honda tech line 2003)) · Inspect at each service; fix at the first sign

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

Planned through 215,000 mi
$1,320–$1,800
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 185K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Exhaust valves tighten, burn and recede into the head	80,000–112,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Timing belt and water pump service	Interval: follow the owner's manual (we found no published figure); YourMechanic lists the job for the 2000–2001 CR-V SHOP/RETAILER	Any mileage
3	Rear differential moan (Real Time 4WD)	2000–2001 CR-V with 4WD (Honda bulletins 01-079 and tech line 2004) OFFICIAL	Any mileage
4	ATF leak at the cooler line banjo bolt	2000–2001 CR-V automatic (Honda tech line 2003) 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 2001 Honda CR-V

Safety recall repairs are free at Honda 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 JHLRD18681C012345.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Honda dealer for a campaign printout; it also lists completed campaigns.

2.0L B20 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.0L B20 as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2001 HONDA CR-V (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-027	Air bags · driver frontal inflator	The driver air bag inflator can rupture in a crash and throw metal fragments. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: CR-V. 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 4 WEAK POINTS

Each weak point, one card each

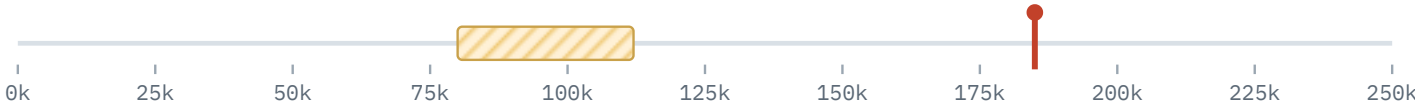
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (RD1).

1 Exhaust valves tighten, burn and recede into the head

Past the range

Severity: Critical: rare, but can badly damage the engine · 31 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 185,000 mi this car is past the reported range (80,000–112,000 mi (middle half of 12 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 80,000–112,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [2]

On 2000–2001 CR-Vs the exhaust valves can wear into their seats, so the valve clearance closes up. The valve then stops sealing, burns, and the cylinder loses compression: rough idle, hard starting and misfire codes. Honda's bulletin 03-038 covers these symptoms. Owners report valve jobs, and on second failures a new cylinder head.

SYMPTOMS

- Rough idle, worst when cold
- Hard starting
- Check-engine light with P0301–P0304 or P0172
- Low compression on one cylinder

IF IT'S LEFT TOO LONG

A burned valve means a valve job or a new head; driving on it can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have the valve clearance checked and set now if it has not been done recently; a compression test shows whether valves are already burned.

ESTIMATED REPAIR COST

Valve clearance check: no published price	**No published price** independent shop, installed
Owner-reported valve job and cylinder head bills and quotes in NHTSA complaints (n=9)	**$1,500–$4,400** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 9 NHTSA owner complaints that quote a bill or a quote for a valve job or new cylinder head (middle half; median $3,000). Lower figures are valve jobs, higher ones cylinder heads. Examples: ODI 10251688, 10222678, 10248042, 10154528, 10124224. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR RD1

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

WHAT TO ASK YOUR SHOP

- Valve clearance last set at what mileage?
- Head or valves ever replaced?
- Any misfire codes?

2 Timing belt and water pump service

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 2 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Interval: follow the owner's manual (we found no published figure); YourMechanic lists the job for the 2000–2001 CR-V), so mileage doesn't say much here. Range: Interval: follow the owner's manual (we found no published figure); YourMechanic lists the job for the 2000–2001 CR-V SHOP/RETAILER [6]

WHAT FAILS SHOP/RETAILER [6]

The B20 drives its camshafts with a rubber timing belt that wears with age and miles. On a car this old, a belt of unknown age is a risk; the water pump is usually replaced at the same time.

SYMPTOMS

- No warning before it breaks
- Squeal or coolant seep at the water pump

IF IT'S LEFT TOO LONG

If the belt breaks, the engine stops at once and the car must be towed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

If there is no record of a belt change, do it now with the water pump.

ESTIMATED REPAIR COST

Timing belt replacement, 2000 CR-V (YourMechanic shop/dealer range)	**$1,220–$1,640** SHOP/RETAILER [6] independent shop, installed
Same job after a failure, before any engine repair	**$1,220–$1,640** 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 ($1,430) is about 1.0× the early-fix midpoint ($1,430). A cost ratio, not a probability.

PARTS FOR RD1

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

WHAT TO ASK YOUR SHOP

- Timing belt last changed when?
- Water pump replaced with it?

3 Rear differential moan (Real Time 4WD)

Any mileage

Severity: Medium: leaks and wear · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 CR-V with 4WD (Honda bulletins 01-079 and tech line 2004)), so mileage doesn't say much here. Range: 2000–2001 CR-V with 4WD (Honda bulletins 01-079 and tech line 2004) OFFICIAL [3]

[4]

WHAT FAILS OFFICIAL [3][4]

The Real Time 4WD rear differential uses Honda Dual Pump fluid. Worn or wrong fluid makes it moan or groan in tight turns or when braking at low speed. Honda's fix is fresh Dual Pump fluid, and on some cars new clutch parts.

SYMPTOMS

- Moan or groan from the rear in tight, slow turns
- Shudder when braking at parking speed

IF IT'S LEFT TOO LONG

Left alone, worn clutches and bearings get louder and more expensive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the rear differential fluid with genuine Dual Pump fluid at the first moan.

ESTIMATED REPAIR COST

Rear differential fluid change, 1997 CR-V 2.0L (YourMechanic shop/dealer range; nearest listed year)	**$283–$365** SHOP/RETAILER [7] independent shop, installed
Differential clutch repair: 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 RD1

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

WHAT TO ASK YOUR SHOP

- Rear differential fluid ever changed?

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4 ATF leak at the cooler line banjo bolt

Any mileage

Severity: Medium: leaks and wear · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 CR-V automatic (Honda tech line 2003)), so mileage doesn't say much here. Range: 2000–2001 CR-V automatic (Honda tech line 2003) OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

Automatic transmission fluid can seep from the banjo bolt where the cooler line joins the transmission. The fix is new sealing washers and the correct torque.

SYMPTOMS

- Red fluid drips under the front of the car
- Low transmission fluid level

IF IT'S LEFT TOO LONG

Running the automatic low on fluid damages it.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix leaks early and keep the ATF level right.

ESTIMATED REPAIR COST

No published price	**No published price** 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 RD1

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

WHAT TO ASK YOUR SHOP

- Any fluid leaks?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L B20 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	105	Takata inflator recalls on 2000–2001 CR-Vs; not an engine fault. Check the VIN.
Tires	27	Tire failures; not an engine fault.
Stalling / loss of power	22	Mixed causes; several owners blame the ignition switch. No Honda bulletin or recall on the 2000–2001 CR-V was found for it.
A/C	13	A few A/C compressor and evaporator failures; Honda tech line items cover compressor control logic. 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

- Compression test and idle quality
- Timing belt records
- Rear differential noise in tight turns (4WD)
- ATF leaks

Ask the seller

- Valve clearance last set?
- Head or valves ever replaced?
- Timing belt last changed?

Documents to request

- Service-history records for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Exhaust valves tighten, burn and recede into the head: fault found on inspection	$1,500–$4,400
Timing belt and water pump service: original, no replacement invoice	$1,220–$1,640
Rear differential moan (Real Time 4WD): symptoms or fault codes present	$283–$365
ATF leak at the cooler line banjo bolt: seeping or leaking	No published price
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 28, 2026 from NHTSA's complaints API for All 2000–2001 CR-V complaints (one engine): 291 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. About 290 complaints, a third of them air bag complaints.

COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Air bags	105	Also reported
Valves / compression / misfire	31	Item 1
Tires	27	Also reported
Stalling / loss of power	22	Also reported
Transmission	15	Item 4
A/C	13	Also reported
Rear differential (4WD)	3	Item 3
Timing belt	2	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 2000–2001 Honda CR-V (all complaints; the CR-V had only the 2.0L B20 in these years), pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Honda Service Bulletin 03-038: Rough idle, hard to start, poor engine performance, or MIL on with DTC P0301–P0304 or P0172, 2000–2001 CR-V (2004-11-05), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008524

3. Honda Service Bulletin 01-079 and parts bulletin A02-0016: Noise from the rear differential, 2000–2001 CR-V (2001-10-30), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=626648

4. Honda Tech Line (June 2004): Rear differential moans with the brakes applied at low speed (4WD), 2000–2001 CR-V, filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10014181

5. Honda Tech Line (Dec 2003): ATF leaks from the cooler line banjo bolt, 2000–2001 CR-V, filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10014328

6. YourMechanic: Honda CR-V timing belt replacement cost (shop/dealer price range by model year), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/honda/cr-v/timing-belt-replacement

7. YourMechanic: Honda CR-V differential / gear oil replacement cost (no 2000–2001 listing; 1997 CR-V 2.0L rear differential used), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/honda/cr-v/differential-gear-oil-replacement

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 Honda dealer or qualified shop. Safety recall repairs are free at Honda 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-HONB20-012345-20261028 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.