2001 Honda Accord at 125,000 mi

1HGCG56421A123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Accord · CG5 Accord LX sedan (2.3L)	Honda F23 2.3L four-cylinder (F23A)	125,000 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 '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 inspection recommended now

1 to plan in the next 30,000 miles

2 to watch or check at each service

Safety recalls NHTSA lists for this model year (6 of 7)

- **19V-499** · Air bags · driver frontal inflator: The driver air bag inflator can rupture in a crash and throw metal fragments.
- **19V-182** · Air bags · driver frontal inflator: The driver air bag inflator can rupture in a crash and throw metal fragments.
- **15V-320** · Air bags · driver frontal inflator: The driver air bag inflator can rupture in a crash and throw metal fragments.
- **05V-025** · Ignition switch · key interlock (automatic): The key can be removed without shifting to Park, so the car can roll away if the parking brake is not set.
- **02V-051** · Seat belts · rear buckles: A rear seat belt still protects in a crash, but the buckle may be hard to unfasten afterwards.
- **01V-380** · Seat belts · rear buckles: A rear seat belt still protects in a crash, but the buckle may be hard to unfasten afterwards.

A model-year list, not a VIN check. The full report lists the others. 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

Automatic transmission failure: Past the range (65,000–106,000 mi, the middle half of 212 owner reports) · if it fails: $2,050–$3,650

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 137,000 mi — $753–$1,117

Timing belt, balance shaft and water pump (interference engine) — $753–$1,117

independent shop, installed

Any mileage (Parts seller cites the factory interval: 105,000 mi or 7 years)

Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

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

EGR valve or clogged EGR ports (P0401) — No published price

Any mileage (Any age; more likely at higher miles) · Inspect at each service; fix at the first sign

Rough idle and fuel-mixture codes — No published price

Past the range (46,000–102,000 mi, the middle half of 18 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 155,000 mi

$853–$1,277

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 125K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Automatic transmission failure	65,000–106,000 mi (middle half of 212 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	EGR valve or clogged EGR ports (P0401)	Any age; more likely at higher miles SHOP/RETAILER	Any mileage
3	Timing belt, balance shaft and water pump (interference engine)	Parts seller cites the factory interval: 105,000 mi or 7 years SHOP/RETAILER	Any mileage
4	Rough idle and fuel-mixture codes	46,000–102,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

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 Accord

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 1HGCG56421A123456.
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.

2.3L F23 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.3L F23 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 2001 HONDA ACCORD (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-499	Air bags · driver frontal inflator	The driver air bag inflator can rupture in a crash and throw metal fragments. Details
19V-182	Air bags · driver frontal inflator	The driver air bag inflator can rupture in a crash and throw metal fragments. Details
15V-320	Air bags · driver frontal inflator	The driver air bag inflator can rupture in a crash and throw metal fragments. Details
05V-025	Ignition switch · key interlock (automatic)	The key can be removed without shifting to Park, so the car can roll away if the parking brake is not set. Details
02V-051	Seat belts · rear buckles	A rear seat belt still protects in a crash, but the buckle may be hard to unfasten afterwards. Details
01V-380	Seat belts · rear buckles	A rear seat belt still protects in a crash, but the buckle may be hard to unfasten afterwards. Details
04V-256	Instrument panel lights · dimmer control	The dimmer control can overheat and fail, so the instrument lights go out at night. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: ACCORD. 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 (ACCORD): The 06E-/08E-/09E- recalls are aftermarket replacement lamps sold by other companies and are left out of this sample.

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 (CG5).

1 Automatic transmission failure

Past the range

Severity: Critical: rare, but can badly damage the engine · 823 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (65,000–106,000 mi (middle half of 212 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 65,000–106,000 mi (middle half of 212 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2000–2002 Accord automatic; Honda extension on 2000–2001 (ended)

WHAT FAILS SHOP/RETAILER [2][3][4]

The 4-speed automatic is the main complaint on these Accords. Honda has a tech note on slippage, flare and hard upshifts and extended the automatic transmission warranty on 2000–2001 Accords. A trade report on the class settlement says the faults included a bearing that could break apart and early wear of a third-gear clutch part. That coverage has ended.

SYMPTOMS

- Slipping or flaring between gears
- Hard upshifts
- Blinking D4 light or check-engine light
- No third or fourth gear

IF IT'S LEFT TOO LONG

A failed transmission strands the car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the ATF on schedule; act on slipping or a blinking D4 light early.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=79)	**$2,050–$3,650** 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: Computed from 79 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 10561994, 10487378, 10481927, 10425357. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR CG5

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

WHAT TO ASK YOUR SHOP

- Transmission ever replaced or rebuilt?
- Any slipping or blinking D4 light?

2 EGR valve or clogged EGR ports (P0401)

Any mileage

Severity: Medium: leaks and wear · 18 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any age; more likely at higher miles), so mileage doesn't say much here. Range: Any age; more likely at higher miles SHOP/RETAILER [5]

WHAT FAILS SHOP/RETAILER [5][6]

On the 2.3L F23 the EGR valve or its ports in the intake can clog with carbon, setting P0401 (EGR flow too low). Owners notice stumbling or misfire under part throttle when the valve opens. A Honda tech article says clogged ports are the most common cause, so clean the ports before buying a valve.

SYMPTOMS

- Check-engine light with P0401
- Stumble or misfire at part throttle
- Failed emissions test

IF IT'S LEFT TOO LONG

Mostly an emissions and drivability problem; it can cause pinging.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean the EGR ports first, then test the valve.

ESTIMATED REPAIR COST

Port cleaning (no published price)	**No published price** independent shop, installed
EGR valve replacement, Honda Accord (RepairPal estimate)	**$291–$414** SHOP/RETAILER [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR CG5

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

WHAT TO ASK YOUR SHOP

- Any P0401 or emissions failures?

3 Timing belt, balance shaft and water pump (interference engine)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Parts seller cites the factory interval: 105,000 mi or 7 years), so mileage doesn't say much here. Range: Parts seller cites the factory interval: 105,000 mi or 7 years SHOP/RETAILER [8]

WHAT FAILS SHOP/RETAILER [8][10]

The 1998–2002 Accord engines use a timing belt and are interference engines, so a broken belt bends valves. The tensioner, idler and water pump are best replaced at the same time. Honda also has a tech note on a balance shaft pulley coming loose on its shaft.

SYMPTOMS

- No warning before a break
- Noise from the timing belt area
- Coolant seep at the water pump

ESTIMATED REPAIR COST

Timing belt replacement, Honda Accord (RepairPal estimate)	**$753–$1,117** SHOP/RETAILER [9] independent shop, installed
Broken belt: valve and head repair (no published price)	**No published price** reported range for the bill after a failure

IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and usually bends valves.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace belt, tensioner and water pump together on schedule; ask for proof on a used car.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR CG5

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

WHAT TO ASK YOUR SHOP

- When was the timing belt done, with the water pump?

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4 Rough idle and fuel-mixture codes

Past the range

Severity: Medium: leaks and wear · 135 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (46,000–102,000 mi (middle half of 18 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 46,000–102,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2000–2002 Accord (cold-start rough idle); certain 2000 Accords (P0171/P0172)

WHAT FAILS OFFICIAL [11][12]

Honda has a bulletin for Accords that idle rough at cold start with the check-engine light on and codes P0107 or P0108, and one for certain 2000 Accords that set lean or rich codes P0171 or P0172.

SYMPTOMS

- Rough idle at cold start
- Check-engine light with P0107, P0108, P0171 or P0172

IF IT'S LEFT TOO LONG

Mostly drivability; a poor mixture can foul plugs and harm the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Scan the codes and follow the bulletin path before replacing parts.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR CG5

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

WHAT TO ASK YOUR SHOP

- Any check-engine light or rough idle?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.3L F23 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
Ignition switch	65	Some owners blame stalling on worn ignition switch contacts; check the VIN for open recalls.
Engine mounts	11	Owners report worn mounts (vibration); a wear item with no Honda bulletin found for these years.

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

- Road test every gear hot and cold
- ATF level and condition
- Timing belt service record
- P0401 or other stored codes

Ask the seller

- Transmission replaced or rebuilt?
- Timing belt and water pump done, at what mileage?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Automatic transmission failure: fault found on inspection	$2,050–$3,650
EGR valve or clogged EGR ports (P0401): symptoms or fault codes present	No published price
Timing belt, balance shaft and water pump (interference engine): original, no replacement invoice	$753–$1,117
Rough idle and fuel-mixture codes: symptoms or fault codes present	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 27, 2026 from NHTSA's complaints API for 2000–2002 Accord complaints that do not mention a V6, 3.0L or six-cylinder: 3,009 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
Transmission	823	Item 1
Rough idle / stalling	135	Item 4
Ignition switch	65	Also reported
EGR	18	Item 2
Timing belt	15	Item 3
Engine mounts	11	Also reported

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 2000–2002 Accord four-cylinder (complaints that do not mention the V6 or 3.0L), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Honda Service Bulletin 02-062: Warranty extension: Accord, Odyssey and Prelude automatic transmission (update) (2004-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012643

3. just-auto: Faulty automatic transmissions prompt extended Honda warranty (class settlement covering 2000–2001 Accord), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.just-auto.com/news/usa-faulty-automatic-transmissions-prompt-extended-honda-warranty

4. Honda Tech Line summary: Automatic transmission shift problems: slippage, flare, hard upshift (2002-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=636755

5. RepairPal: Honda Accord P0401 EGR flow failure (2.3L F23), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/problem/honda/accord/p0401-egr-flow-failure-761

6. Brake & Front End: Honda tech tip, dealing with EGR issues (P0401), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.brakeandfrontend.com/honda-tech-tip-dealing-with-egr-issues/

7. RepairPal: Honda Accord EGR valve replacement cost estimate, via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/honda/accord/egr-valve-replacement-cost

8. go-parts: 1998–2003 Honda Accord timing belt kit (factory interval and interference note), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.go-parts.com/garage/ps-1998-2003-honda-accord-timing-belt-kit

9. RepairPal: Honda Accord timing belt replacement cost estimate, via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/honda/accord/timing-belt-replacement-cost

10. Honda Tech Line summary: Balance shaft pulley loose on the shaft (2001-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=626758

11. Honda Service Bulletin 04-004: Rough idle at cold start; MIL on with DTC P0107 or P0108 (2000–2002 Accord) (2004-08-10), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008368

12. Honda Service Bulletin 00-018: MIL on with DTC P0171 (too lean) and/or P0172 (too rich), certain 2000 Accords (2000-07-25), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=614085

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-HONF23-123456-20261028 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.