2012 Honda Insight at 140,000 mi

JHMZE2H72CS123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Insight · ZE2 Insight EX hatchback (1.3L IMA hybrid, CVT)	Honda IMA hybrid (1.0L ECA, 1.3L LDA, 1.5L LEA)	140,000 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 'C' = 2012, 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

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (8)

- **19V-502** · Air bags · passenger frontal inflator (earlier replacement): A replacement inflator fitted under an earlier recall can explode and throw metal fragments.
- **19V-378** · Air bags · passenger frontal inflator (installed wrong): A replacement inflator may have been installed wrongly, so the passenger air bag may not deploy properly.
- **18V-661** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **18V-268** · Air bags · passenger frontal (installed wrong): A replacement passenger air bag may have been installed wrongly and may deploy improperly.
- **18V-042** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **17V-545** · Air bags · passenger frontal inflator (installed wrong): One dealer may have installed replacement inflators wrongly, so the air bag may deploy improperly.
- **17V-030** · Air bags · passenger frontal inflator: The inflator can rupture in a crash and throw metal fragments.
- **16V-061** · 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. 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

IMA hybrid battery wears out: Past the range (40,000–132,000 mi, the middle half of 40 owner reports) · if it fails: $160–$270 labor only, parts extra

Oil consumption, clogged oil control rings (2012–2013 Insight): Past the range (50,000–86,000 mi, the middle half of 24 owner reports) · if it fails: $840–$1,380 labor only, parts extra

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 150,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 170,000 mi

Nothing else enters its reported range in this window.

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

Nothing scheduled here.

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 170,000 mi

$100–$160

Nothing else on the list before 170,000 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 140K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	IMA hybrid battery wears out	40,000–132,000 mi (middle half of 40 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Oil consumption, clogged oil control rings (2012–2013 Insight)	50,000–86,000 mi (middle half of 24 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 2012 Honda Insight

Safety recall repairs are free at Honda 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 JHMZE2H72CS123456.
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.

1.0L / 1.3L / 1.5L IMA HYBRID RECALLS WE TRACK

11V-106 · IMA voltage converter can fail (2006–2007 Civic Hybrid) Not listed for MY2012

The converter that feeds IMA power to the 12-volt system can fail, so the 12-volt battery runs down and the car can stall. Free repair. OFFICIAL [9]

Other 1.0L / 1.3L / 1.5L IMA hybrid recalls we track, not listed by NHTSA for this model and year: 07V-034 (IMA parts under the rear seat cover can be damaged (2006 Civic Hybrid)), 11V-458 (stall with the car able to roll backward (2011 CR-Z manual)), 20V-770 (drive shaft coating can let road salt crack the shaft (2012 Civic Hybrid, 2013 ILX Hybrid, some states)).

EVERY RECALL NHTSA LISTS FOR THE 2012 HONDA INSIGHT (8)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-502	Air bags · passenger frontal inflator (earlier replacement)	A replacement inflator fitted under an earlier recall can explode and throw metal fragments. Details
19V-378	Air bags · passenger frontal inflator (installed wrong)	A replacement inflator may have been installed wrongly, so the passenger air bag may not deploy properly. Details
18V-661	Air bags · passenger frontal inflator	The inflator can explode in a crash and throw metal fragments. Details
18V-268	Air bags · passenger frontal (installed wrong)	A replacement passenger air bag may have been installed wrongly and may deploy improperly. Details
18V-042	Air bags · passenger frontal inflator	The inflator can explode in a crash and throw metal fragments. Details
17V-545	Air bags · passenger frontal inflator (installed wrong)	One dealer may have installed replacement inflators wrongly, so the air bag may deploy improperly. Details
17V-030	Air bags · passenger frontal inflator	The inflator can rupture in a crash and throw metal fragments. Details
16V-061	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: INSIGHT. 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 2 WEAK POINTS

Each weak point, one card each

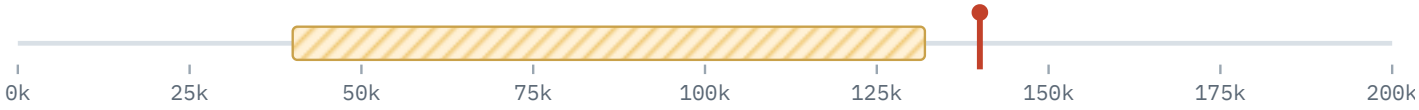
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (ZE2). Left out because they apply to other models, years, engine sizes or body codes: Motor power inverter (IIU) failure (2012–2015 Civic Hybrid); CVT belt slip and start clutch judder (2001–2005).

1 IMA hybrid battery wears out

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 229 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 140,000 mi this car is past the reported range (40,000–132,000 mi (middle half of 40 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 40,000–132,000 mi (middle half of 40 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [2][3][4][5]

The nickel-metal-hydride IMA battery behind the rear seat loses capacity with age and heat. The IMA light comes on, the electric assist and auto-stop stop working and the 12-volt battery can run down. Honda extended IMA battery coverage on 2000–2004 Insights and 2003–2011 Civic Hybrids and updated the battery software on 2006–2008 Civic Hybrids and 2010–2012 Insights and CR-Zs; every one of those extensions has now ended.

SYMPTOMS

- IMA warning light
- Little or no electric assist; auto-stop no longer works
- Charge gauge swings between full and empty
- DTC P0A7F or P1449

IF IT'S LEFT TOO LONG

The car keeps running on the gas engine, but fuel economy drops and a failing pack can leave the car hard to start.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Read the IMA codes and test the pack before buying; on 2010–2012 Insight and 2011–2012 CR-Z make sure the battery software update (14-064) was done.

ESTIMATED REPAIR COST

Labor only, 0.3 h Honda warranty time for the IMA battery software update (2010–2012 Insight, 2011–2012 CR-Z; free if the product update is still open)	**$30–$50** OUR ESTIMATE [5][10] labor only, parts extra
Labor only, 1.6–1.7 h Honda warranty time plus the IMA battery module (no published price for the pack)	**$160–$270** OUR ESTIMATE [2][3][10] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Honda warranty labor time of 1.6–1.7 h (bulletin [2]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first. The 1.6–1.7 h includes diagnosis and moving the junction board to the new pack; the pack itself is extra and

we found no published shop price. The early figure is 0.3 h for the battery software update (bulletin [5]).

PARTS FOR ZE2

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

WHAT TO ASK YOUR SHOP

- IMA light ever on?
- IMA battery ever replaced? When?
- Battery software update done?

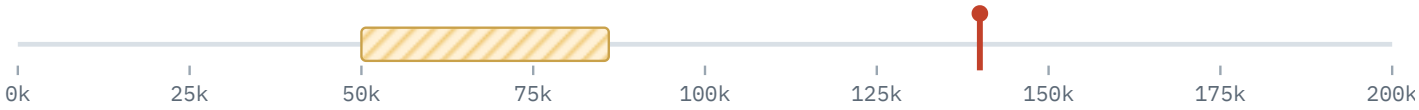
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2 Oil consumption, clogged oil control rings (2012–2013 Insight)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 63 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 140,000 mi this car is past the reported range (50,000–86,000 mi (middle half of 24 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 50,000–86,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [7]

Carbon can clog the oil control rings on 2012–2013 Insight engines, so the engine burns oil. That leads to misfires, fouled spark plugs and, at worst, cylinder or head damage. Honda extended engine coverage for oil consumption to 8 years from purchase with no mileage limit; that coverage has ended.

SYMPTOMS

- Oil level drops between changes
- Misfire, flashing check-engine light
- Fouled spark plugs

IF IT'S LEFT TOO LONG

Running low on oil can ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level at every fill-up; if it uses a quart in under about 1,000 miles, ask whether the piston and ring work was done under the extension.

ESTIMATED REPAIR COST

Oil consumption test: no published price	**No published price** independent shop, installed
Labor only, 8.4–8.6 h Honda warranty time plus new pistons and rings or a short block	**$840–$1,380** OUR ESTIMATE [7] [10] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Honda warranty labor time of 8.4–8.6 h (bulletin [7]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR ZE2

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

WHAT TO ASK YOUR SHOP

- How often is oil added?
- Pistons and rings replaced under the extension?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.0L / 1.3L / 1.5L IMA 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
Air bags	225	Takata inflator recalls on 2001–2011 cars; not an engine fault. Check the VIN.
Software update complaints	204	Many 2006–2008 Civic Hybrid owners complain that the 2010–2011 IMA battery software update (part of a class-action settlement) cut fuel economy and assist. Not a separate fault.
Stalling / loss of power	139	Mixed causes: IMA battery, the 2006–2007 voltage converter (recall 11V-106), the 2012–2015 inverter, CVT and auto-stop concerns.
Brakes	119	Includes brake-pedal feel investigations on 2010–2014 Insight and 2011–2016 CR-Z; 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

- IMA codes and assist/charge gauges on a test drive
- Oil level (2012–2013 Insight)
- CVT judder from a stop (2001–2005)
- Open recalls and product updates on the VIN

Ask the seller

- IMA battery ever replaced?
- Inverter replaced under the 2012–2015 extension?
- How often is oil added?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
IMA hybrid battery wears out: fault found on inspection	$160–$270 + parts
Oil consumption, clogged oil control rings (2012–2013 Insight): fault found on inspection	$840–$1,380 + 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/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 Insight (2000–2006, 2010–2014), CR-Z and 2004–2005 Civic Hybrid complaints, plus 2003 and 2006–2015 Civic and 2013 ILX complaints that mention the hybrid or IMA. Civic Hybrid owners who do not say "hybrid" are missed, so counts under-count: 1,145 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS IN THIS REPORT	
IMA battery	229	Item 1
Air bags	225	Also reported
Software update complaints	204	Also reported
Transmission / CVT	140	Other years or engine sizes
Stalling / loss of power	139	Also reported
Brakes	119	Also reported
Oil consumption	63	Item 2
Inverter (IIU) / multiple warning lights	16	Other years or engine sizes

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 2000–2006 Insight, 2003–2015 Civic Hybrid (2003 and 2006–2015 only when the complaint mentions the hybrid or IMA), 2010–2014 Insight, 2011–2016 CR-Z and 2013–2014 Acura ILX Hybrid, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Honda Service Bulletin 12-077: Warranty extension: IMA battery module, 2003–2008 Civic Hybrid (extra 12 months / 12,000 miles) (2012-12-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10051509-6014.pdf

3. Honda Service Bulletin 15-006: Warranty extension: 2009–2011 non-PZEV Civic Hybrid IMA battery to 10 years / 150,000 miles (2015-01-27), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10115168-9999.pdf

4. Honda Service Bulletin 06-057: Warranty extension: 2000–2004 Insight IMA battery module (10 years / 150,000 miles) (2012-12-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10024567-1880.pdf

5. Honda Service Bulletin 14-064: Product update: IMA battery control module software (memory effect, DTC P0A7F), 2010–2012 Insight and 2011–2012 CR-Z (2014-10-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10118839-9999.pdf

6. Honda Service Bulletin 20-030: Warranty extension: motor power inverter (intelligent inverter unit), 2012–2015 Civic Hybrid, 15 years / 150,000 miles (2020-12-18), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10184658-0001.pdf

7. Honda Service Bulletin 16-101: Warranty extension: 2012–2013 Insight engine oil consumption (oil control rings clogged with carbon), 8 years with no mileage limit (2017-03-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/SB-10108262-9340.pdf

8. Honda Service Bulletins 07-050 and 07-049: Warranty extensions: CVT drive belt slippage and CVT start clutch judder (2001–2005 Insight and 2003–2005 Civic Hybrid, among others) (2008-02-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2008/CSC-10024235-7187.pdf

9. NHTSA recall records: 07V-034 (IMA parts under the rear seat cover, 2006 Civic Hybrid), 11V-106 (IMA voltage converter, 2006–2007 Civic Hybrid), 11V-458 (stall and roll-back, 2011 CR-Z manual), 20V-770 (drive shafts, 2012 Civic Hybrid, 2013 ILX Hybrid), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=11V106000

10. 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 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-HONIMA-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.