2016 Acura MDX at 90,000 mi

5FRYD4H49GB123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
MDX · YD3 MDX SH-AWD (3.5L V6)	Honda J35 3.5L V6	90,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'G' = 2016, 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.

3
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (5 of 7)

- **23V-751** · Engine · connecting rod bearings: A manufacturing error can let the rod bearings wear and seize; the engine can run badly or stall, and a damaged engine is a fire risk.
- **19V-060** · Fuel system · fuel pump (3.5L V6): Particles in fuel can stick inside the fuel pump and weaken it, so the engine can stall.
- **26V-365** · Rear subframe · corrosion (salt states): In road-salt states the rear subframe can rust at the suspension mounts, which can affect handling.
- **23V-858** · Fuel system · fuel pump: The fuel pump in the tank can fail, so the engine can stall while driving.
- **16V-417** · Fuel tank · welds: Weak welds on the fuel tank can separate and leak fuel.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at an Acura dealer if open. 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, including 23V-751, 19V-060. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,051–$1,743

Timing belt, tensioner and water pump (interference engine)
$951–$1,583
independent shop, installed

Inside the range (Parts seller: replace at 90,000 mi (severe use) to 110,000 mi (normal use)) · if the records don't show it done

Inspection: check now, while it's cheaper to fix
$100–$160
about 1 h of shop labor, our estimate

Torque converter lock-up judder (automatic): Inside the range (55,000–107,000 mi, the middle half of 269 owner reports) · if it fails: $1,880–$5,000
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Connecting rod bearing wear and seizure (recall 23V-751)
`Free if open`

Recall 23V-751 is listed for this model year. Check the VIN; the repair is free at an Acura dealer if it is open.

Next 12 months up to about 102,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 120,000 mi

Nothing else enters its reported range in this window.

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

Engine mounts (cracked or worn)
$690–$1,650
independent shop, installed

Inside the range (60,000–100,000 mi, the middle half of 147 owner reports) · Inspect at each service; fix at the first sign

Transmission fluid warmer leaks coolant into the ATF (2016–2017 MDX, 9-speed)
`Free if covered` check the VIN

Any mileage (2016–2017 MDX: 9-speed transmission warmer covered to 10 years, unlimited miles) · Ask for this check at every service

Recommended now

$1,051–$1,743

Independent shop, installed. Dealers often charge more.

Planned through 120,000 mi

$1,051–$1,743

No other repairs on the list before 120,000 mi. 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 90,000 mi to 120,000 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][M2][M3][M4][M5]
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	— [M2][M3][M4]
Engine coolant Maintenance Minder car: coolant is due when the Minder shows code 5; no fixed mileage in the manual.	no fixed interval	— [M2][M3][M4]
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	— [M2][M3][M4]

M1. 2001 Acura MDX Owner's Manual - Maintenance Schedule for Normal Conditions OFFICIAL
https://archive.org/details/manualzz-id-902489

M2. 2012 Honda Accord Sedan Owner's Manual - Maintenance Minder (K24 / J35) OFFICIAL
https://archive.org/details/B-001-001-541

M3. 2009 Acura TL Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manualslib-id-1665

M4. 2010 Acura TSX Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manualslib-id-1669

M5. 2007 Honda Ridgeline Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manuals-plus-2007-honda-ridgeline-owners-manual-2362b88b

WHERE 90K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Connecting rod bearing wear and seizure (recall 23V-751)	71,000–119,000 mi (middle half of 189 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Torque converter lock-up judder (automatic)	55,000–107,000 mi (middle half of 269 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	Timing belt, tensioner and water pump (interference engine)	Parts seller: replace at 90,000 mi (severe use) to 110,000 mi (normal use) SHOP/RETAILER	Inside the range
4	Engine mounts (cracked or worn)	60,000–100,000 mi (middle half of 147 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
5	Transmission fluid warmer leaks coolant into the ATF (2016–2017 MDX, 9-speed)	2016–2017 MDX: 9-speed transmission warmer covered to 10 years, unlimited miles 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 2016 Acura MDX

Safety recall repairs are free at Acura 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 5FRYD4H49GB123456.
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.

3.5L J35 V6 RECALLS WE TRACK

23V-751 · Connecting rod bearings can wear and seize NHTSA lists this model and year: check by VIN

Certain 2015–2020 TLX, 2016–2020 MDX, 2016 and 2018–2019 Pilot, 2017 and 2019 Ridgeline and 2018–2019 Odyssey: a manufacturing error can make the rod bearings wear and seize, damaging the engine. Free inspection and repair or engine replacement. OFFICIAL [7]

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

19V-060 · Fuel pump can lose performance (V6 Accord, TLX, MDX)

NHTSA lists this model and year: check by VIN

Certain 2015–2017 Accord V6, 2015–2019 TLX V6 and 2016–2018 MDX: particulates can stick inside the fuel pump and reduce its output. Free fuel pump replacement. OFFICIAL [7]

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

Other 3.5L J35 V6 recalls we track, not listed by NHTSA for this model and year: 19V-298 (timing belt teeth may separate), 13V-382 (pistons not heat-treated (2013 Pilot and Odyssey)), 21V-215 (low-pressure fuel pump may fail (2019–2020 models)), 14V-112 (fuel pump strainer cover may leak (2005–2010 Odyssey)), 02V-226 (timing belt tensioner pulley misaligned (2002 MDX and Odyssey)), 04V-176 (automatic transmission second gear can chip or break (2001–2002 MDX, 2002–2004 Odyssey and other Honda V6 models)), 25V-031 (engine computer software can stall the engine (2023–2025 Pilot)).

EVERY RECALL NHTSA LISTS FOR THE 2016 ACURA MDX (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-751 3.5L J35 V6 tracked	Engine · connecting rod bearings	A manufacturing error can let the rod bearings wear and seize; the engine can run badly or stall, and a damaged engine is a fire risk. Details
19V-060 3.5L J35 V6 tracked	Fuel system · fuel pump (3.5L V6)	Particles in fuel can stick inside the fuel pump and weaken it, so the engine can stall. Details
26V-365	Rear subframe · corrosion (salt states)	In road-salt states the rear subframe can rust at the suspension mounts, which can affect handling. Details
23V-858	Fuel system · fuel pump	The fuel pump in the tank can fail, so the engine can stall while driving. Details
16V-417	Fuel tank · welds	Weak welds on the fuel tank can separate and leak fuel. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-259	Tailgate lights · wiring	Water can get into the tailgate light wiring and knock out the tail, position and license lights. Details
19V-256	Tailgate lights	Water can get into the tailgate lid lights and knock out the taillights. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: MDX. 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 5 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 (YD3). Left out because they apply to other models, years, engine sizes or body codes: Misfire from oil-fouled plugs (piston rings, VCM engines).

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1 Connecting rod bearing wear and seizure (recall 23V-751)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 982 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is inside the reported range (71,000–119,000 mi (middle half of 189 owner complaints that state a mileage)), 19,000 miles past where reports start. Range: 71,000–119,000 mi (middle half of 189 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2015–2020 TLX V6, 2016–2020 MDX, 2016 and 2018–2019 Pilot, 2017 and 2019 Ridgeline, 2018–2019 Odyssey

WHAT FAILS OFFICIAL [7]

A manufacturing error can leave the connecting rod bearings to wear and seize, damaging the engine. Honda inspects and repairs or replaces the engine under recall 23V-751.

SYMPTOMS

- Knocking from the lower engine
- Rough running or stall
- Oil pressure warning

IF IT'S LEFT TOO LONG

A seized bearing destroys the engine and can stall the car while driving.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Make sure recall 23V-751 is done before buying or after any knock.

ESTIMATED REPAIR COST

Free under recall 23V-751	**Free if covered** OFFICIAL [7] independent shop, installed
Owner-reported bills in NHTSA complaints, often a whole replacement engine (n=116)	**$7,410–$13,580** 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 116 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $9,990). Examples: ODI 11643995, 11662360, 11733896, 11631809. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR YD3

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

WHAT TO ASK YOUR SHOP

- Was recall 23V-751 done?
- Any knock or engine replacement?

2 Torque converter lock-up judder (automatic)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 933 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is inside the reported range (55,000–107,000 mi (middle half of 269 owner complaints that state a mileage)), 35,000 miles past where reports start. Range: 55,000–107,000 mi (middle half of 269 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2009–2014 TL, 2012–2015 MDX, 2013–2017 Accord V6, 2011–2017 Odyssey and others

WHAT FAILS OFFICIAL [8][9]

A judder is felt between about 20 and 60 mph when the torque converter locks up. Honda found worn transmission fluid was the cause, not the converter. The fix is a software update and new fluid; on 2009–2011 TL Honda also extended the converter warranty to 8 years or 105,000 miles (now ended).

SYMPTOMS

- Judder or shudder at 20–60 mph under light throttle
- Feels like rumble strips

IF IT'S LEFT TOO LONG

Left alone it can wear the converter; it rarely strands the car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask a Honda dealer for the software update and fluid change first.

ESTIMATED REPAIR COST

Labor only, 0.5 h Honda warranty time plus ATF	**$50–$80** OUR ESTIMATE [9][11] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=144)	**$1,880–$5,000** 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: Estimate: Honda warranty labor time of 0.5 h (bulletin [9]) × $100–$160/h independent-shop labor rate [11]. Parts are extra unless stated; check the VIN for open warranty coverage first. Failure bill: Computed from 144 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 11699427, 10361820, 10331265, 10296485. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR YD3

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

WHAT TO ASK YOUR SHOP

- Any shudder at 20–60 mph?
- Transmission software or fluid service done?

3 Timing belt, tensioner and water pump (interference engine)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is inside the reported range (Parts seller: replace at 90,000 mi (severe use) to 110,000 mi (normal use)), 0 miles past where reports start. Range: Parts seller: replace at 90,000 mi (severe use) to 110,000 mi (normal use) SHOP/RETAILER [14]



WHAT FAILS SHOP/RETAILER [14]

The J35 V6 uses a rubber timing belt on an interference engine, so a broken belt lets the valves hit the pistons. The water pump is driven by the belt behind the same covers, so shops replace the belt, tensioner and water pump together.

SYMPTOMS

- No warning before a break
- Coolant seep at the water pump behind the timing cover
- Oil wetness at the belt tensioner

IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and can bend valves and damage pistons.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes, if there is no record of it in the last 105,000 miles or so. On Maintenance Minder cars the belt comes up as part of service code 4.

ESTIMATED REPAIR COST

Timing belt replacement, 2002 Odyssey (RepairPal estimate; water pump extra)	**$951–$1,583** SHOP/RETAILER [15] independent shop, installed
Broken belt: valve and piston damage (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 YD3

- 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 and tensioner?

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4 Engine mounts (cracked or worn)

Inside the range

Severity: Medium: leaks and wear · 460 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 90,000 mi this car is inside the reported range (60,000–100,000 mi (middle half of 147 owner complaints that state a mileage)), 30,000 miles past where reports start. Range: 60,000–100,000 mi (middle half of 147 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Bulletin for 2004–2008 TL (on this page, the 2007–2008 TL Type-S); owners of other models report it too

WHAT FAILS OFFICIAL [10]

High engine-bay heat can crack the front engine mount, causing a knock or vibration from the front while driving. Honda replaces the mount.

ESTIMATED REPAIR COST

Owner-reported repair bills in	**$690–$1,650** COMPUTED FROM NHTSA DATA [1] independent shop, installed

SYMPTOMS

- Vibration at idle or when VCM switches cylinders off
- Clunk when shifting into gear
- Knock from the front over bumps

IF IT'S LEFT TOO LONG

A broken mount lets the engine move and stresses hoses and axles.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a cracked or collapsed mount when found.

NHTSA complaints (n=115)	
Owner-reported repair bills in NHTSA complaints (n=115)	**$690–$1,650** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,170) is about 1.0× the early-fix midpoint ($1,170). A cost ratio, not a probability.

Where the numbers come from: Computed from 115 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,000). Examples: ODI 10819256, 10694306, 10659318, 10607703. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR YD3

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

WHAT TO ASK YOUR SHOP

- Any vibration at idle?
- Mounts ever replaced?

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5 Transmission fluid warmer leaks coolant into the ATF (2016–2017 MDX, 9-speed)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2016–2017 MDX: 9-speed transmission warmer covered to 10 years, unlimited miles), so mileage doesn't say much here. Range: 2016–2017 MDX: 9-speed transmission warmer covered to 10 years, unlimited miles OFFICIAL [16]
Applies to: 2016 MDX and a few 2017 MDX with the 9-speed automatic (Acura bulletin 17-026; eligibility is by VIN)

WHAT FAILS OFFICIAL [16]

The warmer that heats the 9-speed transmission's fluid with engine coolant can leak inside, so coolant and transmission fluid mix. No fluid shows on the outside. The engine can overheat, the transmission shifts poorly or chirps on the 3-4 shift. Acura extended the warmer's warranty to 10 years from the original purchase date with unlimited mileage; the car qualifies when the owner reports one of those symptoms and the warmer fails a pressure test.

ESTIMATED REPAIR COST

Free under extension 17-026 (10 years, unlimited miles)	**Free if covered** OFFICIAL [16] independent shop, installed
No published bill outside the extension	**No published price** reported range for the bill after a failure

SYMPTOMS

- Engine overheats
- Poor shift quality
- Chirp during the 3-4 shift
- Coolant level dropping with no outside leak

IF IT'S LEFT TOO LONG

Coolant in the transmission fluid ruins the transmission; lost coolant overheats the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at an Acura dealer inside the 10-year window; check the VIN and have the warmer pressure-tested at the first symptom.

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

Where the numbers come from: Free under Acura service bulletin 17-026 for 10 years from the original purchase date, unlimited mileage, on eligible 2016–2017 MDX VINs (only a few 2017 VINs) [16]. Cars with a salvage or branded title are excluded. No published bill for a car outside the extension.

PARTS FOR YD3

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

WHAT TO ASK YOUR SHOP

- Any overheating, poor shifts or a chirp on the 3-4 shift?
- Coolant ever topped up?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.5L J35 V6 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
Transmission	5,528	Counts every transmission complaint (early 5-speed automatics, 9-speed); not an engine fault.
Stalling / idle-stop no restart	3,482	Includes idle-stop no-restart (Honda software update and starter warranty extensions on 2016-on Pilot, Ridgeline, Odyssey, MDX, TLX) and fuel pump recalls.
Timing belt	180	Recall 19V-298 replaced belts whose teeth could separate (2018–2019 Pilot, MDX, Odyssey, Ridgeline, TLX). We did not find a Honda document with the belt interval; follow the Maintenance Minder.
Oil consumption	176	On VCM engines this is usually the piston-ring problem in the misfire weak point; the 3.7L Acura extension does not apply to the J35.

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

- Misfire codes and plug fouling on cylinders 1–4
- Recall 23V-751 status (2015–2020)
- Light-throttle judder at 20–60 mph
- Engine mounts

Ask the seller

- Piston-ring extension work done?
- Timing belt and water pump history?
- Transmission software and fluid service?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Connecting rod bearing wear and seizure (recall 23V-751): fault found on inspection	$7,410–$13,580
	Torque converter lock-up judder (automatic): symptoms or fault codes present	$50–$80 + parts
●	Timing belt, tensioner and water pump (interference engine): original, no replacement invoice	$951–$1,583
	Engine mounts (cracked or worn): symptoms or fault codes present	$690–$1,650
	Transmission fluid warmer leaks coolant into the ATF (2016–2017 MDX, 9-speed): fault found on inspection	No published price
	Pre-ticked rows (●), if no records clear them	**$951–$1,583**

● = 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 2008–2017 Accord complaints that mention the V6 or 3.5L, 2007–2008 TL complaints that mention the Type-S or 3.5L, 2009–2014 TL complaints that do not mention SH-AWD or 3.7L, 2010–2014 TSX and 2015–2020 TLX complaints that mention the V6, 2022–2025 MDX complaints that do not mention the Type S, turbo or hybrid, 2012–2015 Crosstour complaints that do not mention the 2.4L, and all Odyssey (2000 on), Pilot, Passport, Ridgeline, 2001–2006 and 2014–2020 MDX, 2013–2018 RDX, 2005–2008 RL, non-hybrid RLX and 2010–2011 Crosstour complaints for the listed years. The 2010–2011 Accord Crosstour, 2012 Accord V6 and 2012 TSX V6 files hold every Accord or TSX complaint, so for those years only complaints that name the V6 or 3.5L (or Crosstour) are kept: 29,461 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Transmission	5,528	Also reported
Stalling / idle-stop no restart	3,482	Also reported
Rod bearing / knock / seized engine	982	Item 1
Torque converter judder	933	Item 2
Misfire / VCM / oil fouling	588	Other years or engine sizes
Engine mounts	460	Item 4
Timing belt	180	Also reported
Oil consumption	176	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 V6 Accord, Odyssey, Pilot, Passport, Ridgeline, Crosstour, Acura MDX, RDX, RL, RLX, TL, TSX V6 and V6 TLX, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Honda Service Bulletin 13-078: Warranty extension (Soto settlement): MIL on with DTCs P0301–P0304, 2008–2012 Accord V6 (2018-12-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10152430-0001.pdf

3. Honda Service Bulletin 13-081: Warranty extension: MIL on with DTCs P0301–P0304, 2011–2013 Odyssey (2020-10-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10181078-0001.pdf

4. Honda Service Bulletin 13-082: Warranty extension (Soto settlement): MIL on with DTCs P0301–P0304, 2009–2013 Pilot (2022-07-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10216874-0001.pdf

5. Honda Service Bulletin 26-001: Warranty extension: 2013–2017 Odyssey MIL on with DTCs P0301–P0304 (piston rings) (2026-02-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11028515-0001.pdf

6. Honda Service Bulletin 26-002: Warranty extension: 2013–2015 Pilot MIL on with DTCs P0301–P0304 (piston rings) (2026-02-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11028516-0001.pdf

7. NHTSA recall records: 23V-751 (connecting rod bearings), 19V-298 (timing belt teeth), 13V-382 (pistons), 19V-060, 21V-215 and 14V-112 (fuel pumps), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V751000

8. Honda Service Bulletin 17-017: 2013–2017 Accord V6: judder from the torque converter lock-up clutch (2018-02-27), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10129795-9999.pdf

9. Honda Service Bulletin 16-033: Warranty extension: software update for lock-up clutch function, 2009–2011 TL (2016-06-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10084319-2280.pdf

10. Honda Service Bulletin 11-007: Knocking or vibration from the front: front engine mount cracked by high temperatures, 2004–2008 TL (2011-05-20), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10040486

11. 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

12. Honda Service Bulletin 13-080: Warranty extension (Soto settlement): MIL on with DTCs P0301–P0304, 2008–2010 Odyssey (2018-12-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10152432-0002.pdf

13. NHTSA recall records: 02V-226 (timing belt tensioner pulley, 2002 MDX and Odyssey), 04V-176 (automatic transmission second gear, 2001–2002 MDX and 2002–2004 Odyssey) and 25V-031 (engine computer software, 2023–2025 Pilot), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V176000

14. Hybrid Racing: Honda J-series V6 timing belt 14400-RCA-A01 ("Fits J30A, J32A, J35A, J37A"; replace at 90k-110k miles depending on conditions; J-series engines are interference engines), checked Nov 6, 2026 SHOP/RETAILER
https://www.hybrid-racing.com/products/honda-j-series-timing-belt-14400-rca-a01

15. RepairPal: 2002 Honda Odyssey timing belt replacement cost estimate ($951-$1,583; water pump, tensioners and pulleys not included), checked Nov 6, 2026 SHOP/RETAILER
https://repairpal.com/estimator/honda/odyssey/2002/timing-belt-replacement-cost

16. Acura Service Bulletin 17-026: Warranty extension: MDX transmission chirps during the 3-4 shift, poor shift quality or engine overheats because of a defective ATF warmer, 2016–2017 MDX: 10 years from the original purchase date, unlimited mileage (2018-04-07), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10134518-9999.pdf

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