SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 3.5L J35 V6
RA-ACUJ35-123456-20261027

2016 Acura MDX · YD3 MDX SH-AWD (3.5L V6) · AWD

5FRYD4H49GB123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
90,000			

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

23V-751 · Connecting rod bearings can wear and seize	☐ Open ☐ Done ☐ N/A
19V-060 · Fuel pump can lose performance (V6 Accord, TLX, MDX)	☐ Open ☐ Done ☐ N/A
26V-365 · Rear subframe · corrosion (salt states)	☐ Open ☐ Done ☐ N/A
23V-858 · Fuel system · fuel pump	☐ Open ☐ Done ☐ N/A
16V-417 · Fuel tank · welds	☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Timing belt, tensioner and water pump (interference engine)

Now · Inside the range (Parts seller: replace at 90,000 mi (severe use) to 110,000 mi (normal use))

Look for a belt-service sticker under the hood or an invoice	☐ OK ☐ Watch ☐ Fix
Check the water pump and tensioner area for coolant or oil	☐ OK ☐ Watch ☐ Fix

Belt: done (miles) / unknown

Parts (YD3): Ask your parts supplier for the OE part number for this VIN.

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

Check now · Inside the range (71,000–119,000 mi, the middle half of 189 owner reports)

Check the VIN on nhtsa.gov/recalls	☐ OK ☐ Watch ☐ Fix
Listen for lower-end knock	☐ OK ☐ Watch ☐ Fix

Recall 23V-751: done / open

Parts (YD3): Ask your parts supplier for the OE part number for this VIN.

3. Torque converter lock-up judder (automatic)

Check now · Inside the range (55,000–107,000 mi, the middle half of 269 owner reports)

Road test at light throttle 20–60 mph	☐ OK ☐ Watch ☐ Fix
Check ATF condition	☐ OK ☐ Watch ☐ Fix

Judder: none / slight / strong

Parts (YD3): Ask your parts supplier for the OE part number for this VIN.

4. Engine mounts (cracked or worn)

Watch · Inside the range (60,000–100,000 mi, the middle half of 147 owner reports)

Inspect the front and rear mounts for cracks	☐ OK ☐ Watch ☐ Fix
Watch engine movement on a brake-torque test	☐ OK ☐ Watch ☐ Fix

Mounts: good / cracked

Parts (YD3): Ask your parts supplier for the OE part number for this VIN.

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

Watch · Any mileage (2016–2017 MDX: 9-speed transmission warmer covered to 10 years, unlimited miles)

Pressure-test the ATF warmer	☐ OK ☐ Watch ☐ Fix
Check the ATF and coolant for cross-contamination	☐ OK ☐ Watch ☐ Fix
Check the VIN status for bulletin 17-026	☐ OK ☐ Watch ☐ Fix

ATF: clean / milky

Parts (YD3): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 120,000 MI (ASK FOR RECORDS)

Brake fluid · every 3 years · $129 ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 3.5L J35 V6, QUICK CHECKS

- **Transmission** (5528 complaints): Counts every transmission complaint (early 5-speed automatics, 9-speed); not an engine fault.
- **Stalling / idle-stop no restart** (3482 complaints): 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 complaints): 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 complaints): 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.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Timing belt, tensioner and water pump (interference engine)
The J35 V6 uses a rubber timing belt on an interference engine, so a broken belt lets the valves hit the pistons. At 90,000 mi it is due, unless the records show it done.
Ask: have you noticed coolant seep at the water pump behind the timing cover, or oil wetness at the belt tensioner?

2. Connecting rod bearing wear and seizure (recall 23V-751)
A manufacturing error can leave the connecting rod bearings to wear and seize, damaging the engine. At 90,000 mi your car is in the mileage range where owners report it. A recall or warranty extension may pay for it: we check the VIN.
Ask: have you noticed knocking from the lower engine, or rough running or stall?

3. Torque converter lock-up judder (automatic)
A judder is felt between about 20 and 60 mph when the torque converter locks up. At 90,000 mi your car is in the mileage range where owners report it. Our price is $110, before tax and shop supplies.
Ask: have you noticed judder or shudder at 20–60 mph under light throttle, or feels like rumble strips?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.