2010 Acura MDX at 110,000 mi

2HNYD2H29AH123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
MDX · YD2 MDX SH-AWD (3.7L)	Acura J37 3.7L V6	110,000 mi	AWD
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 'A' = 2010, 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 · plus 1 factory maintenance item

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **10V-002** · Air bags · A-pillar trim bolt: A bolt holding the A-pillar trim may be missing, so the trim can come loose when the side curtain air bag deploys and injure front occupants.

A model-year list, not a VIN check. Repairs are free at an Acura 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 an Acura 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**

Oil consumption (carbon-clogged oil control rings): Inside the range (19,000–117,000 mi, the middle half of 11 owner reports) · if it fails: $1,040–$2,100 labor only, parts extra

about 1 h of shop labor, our estimate

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 122,000 mi — $1,198–$1,477

Timing belt and water pump (interference engine) — $1,198–$1,477

Any mileage (Parts seller cites Honda: about 90,000 mi (severe use) to 110,000 mi (normal use); follow the Maintenance Minder)

independent shop, installed

`If it fails: $1,618–$1,768 · 1.3×`

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Torque converter lock-up judder (automatic) — $160–$260

Any mileage (2010–2013 MDX and ZDX, 2009–2014 TL and 2011–2012 RL; felt between 20 and 60 mph) · Inspect at each service; fix at the first sign

labor only, parts extra

Power steering pump (hard steering at low speed) — $30–$50

Any mileage (2007–2010 MDX (Acura extension of 7 years / 100,000 miles, now expired)) · Inspect at each service; fix at the first sign

labor only, parts extra

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

$1,298–$1,637

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 110,000 mi to 140,000 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]
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	— [M1][M2]
Engine coolant Maintenance Minder car: coolant is due when the Minder shows code 5; no fixed mileage in the manual.	no fixed interval	— [M1][M2]
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	— [M1][M2]

M1. 2009 Acura TL Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manualslib-id-1665

M2. 2010 Acura TSX Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manualslib-id-1669

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil consumption (carbon-clogged oil control rings)	19,000–117,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Torque converter lock-up judder (automatic)	2010–2013 MDX and ZDX, 2009–2014 TL and 2011–2012 RL; felt between 20 and 60 mph OFFICIAL	Any mileage
3	Timing belt and water pump (interference engine)	Parts seller cites Honda: about 90,000 mi (severe use) to 110,000 mi (normal use); follow the Maintenance Minder SHOP/RETAILER	Any mileage
4	Power steering pump (hard steering at low speed)	2007–2010 MDX (Acura extension of 7 years / 100,000 miles, now expired) 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 2010 Acura MDX

Safety recall repairs are free at Acura 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 2HNYD2H29AH123456.
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.

3.7L J37 V6 RECALLS WE TRACK

Other 3.7L J37 V6 recalls we track, not listed by NHTSA for this model and year: 12V-063 (fuel tank vent float valve case (2012 MDX)), 23V-858 (fuel pump may fail).

EVERY RECALL NHTSA LISTS FOR THE 2010 ACURA MDX (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
10V-002	Air bags · A-pillar trim bolt	A bolt holding the A-pillar trim may be missing, so the trim can come loose when the side curtain air bag deploys and injure front occupants. Details

Source: NHTSA recalls API, fetched 2026-10-28 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 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 (YD2). Left out because they apply to other models, years, engine sizes or body codes: Battery drain from the HandsFreeLink (Bluetooth) unit.

---

1 Oil consumption (carbon-clogged oil control rings)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 39 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is inside the reported range (19,000–117,000 mi (middle half of 11 owner complaints that state a mileage)), 91,000 miles past where reports start. Range: 19,000–117,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2010–2013 MDX, 2011–2012 RL, 2009–2014 TL SH-AWD and 2010–2013 ZDX (Acura extension of 8 years / 125,000 miles, now expired)

WHAT FAILS OFFICIAL [2][3]

Carbon deposits can clog the oil control rings, so they no longer scrape oil off the cylinder walls and the engine burns oil. The low oil pressure light may come on. Acura's fix after an oil-consumption test is new pistons, pins and rings. Acura covered it for 8 years or 125,000 miles; that window has closed for every covered car.

SYMPTOMS

- Oil level low between changes
- Low oil pressure light comes on
- Oil-fouled spark plugs or misfire

IF IT'S LEFT TOO LONG

Running low on oil can wear the bearings and ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil at every fill-up. A piston and ring job costs less than a replacement engine if caught early.

ESTIMATED REPAIR COST

Labor only, 10.4–13.1 h Acura warranty time plus pistons, pins, rings and gaskets	**$1,040–$2,100** OUR ESTIMATE [2] [9] labor only, parts extra
Labor only, 10.4–13.1 h Acura warranty time plus pistons, pins, rings and gaskets	**$1,040–$2,100** OUR ESTIMATE [2] [9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Acura warranty labor time of 10.4–13.1 h (bulletin [2]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR YD2

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

WHAT TO ASK YOUR SHOP

- How much oil does it use between changes?
- Were pistons and rings replaced under the extension?

2 Torque converter lock-up judder (automatic)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 20 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2010–2013 MDX and ZDX, 2009–2014 TL and 2011–2012 RL; felt between 20 and 60 mph), so mileage doesn't say much here. Range: 2010–2013 MDX and ZDX, 2009–2014 TL and 2011–2012 RL; felt between 20 and 60 mph OFFICIAL [4][5][6][14][15][16]

WHAT FAILS OFFICIAL [4][5][6][14]

A judder is felt between about 20 and 60 mph when the torque converter locks up. Acura found worn transmission fluid was the cause, not the converter, and the transmission is not damaged by it. The fix is a software update and a fluid flush; on 2009–2011 TL Acura 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 driving over rumble strips

IF IT'S LEFT TOO LONG

Mostly a drivability problem; the fluid keeps wearing if left.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for the software update and fluid flush before anyone replaces the converter.

ESTIMATED REPAIR COST

Labor only, 1.6 h Acura warranty time plus ATF	**$160–$260** OUR ESTIMATE [4][9] labor only, parts extra
Labor only, 1.6 h Acura warranty time plus ATF	**$160–$260** OUR ESTIMATE [4][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($210) is about 1.0× the early-fix midpoint ($210). A cost ratio, not a probability.

Where the numbers come from: Estimate: Acura warranty labor time of 1.6 h (bulletin [4]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR YD2

- 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 flush done?

3 Timing belt and water pump (interference engine)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Parts seller cites Honda: about 90,000 mi (severe use) to 110,000 mi (normal use); follow the Maintenance Minder), so mileage doesn't say much here. Range: Parts seller cites Honda: about 90,000 mi

(severe use) to 110,000 mi (normal use); follow the Maintenance Minder SHOP/RETAILER [12]

WHAT FAILS SHOP/RETAILER [12][11]

The J37 uses a timing belt. It is an interference engine, so a belt that breaks lets the valves hit the pistons. The belt is replaced on a schedule, usually with the tensioner and the water pump that sits behind the same covers. Most of the cost is labor.

SYMPTOMS

- No warning before a break
- Due on the Maintenance Minder
- Coolant seep at the water pump behind the covers

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

Do it on schedule with the water pump and tensioner; ask for proof on a used car.

ESTIMATED REPAIR COST

Timing belt replacement, 2010 RL 3.7L (RepairPal estimate)	**$1,198–$1,477** SHOP/RETAILER [10] independent shop, installed
Timing belt replacement, 2010 MDX (KBB fair range); a broken belt costs far more	**$1,618–$1,768** SHOP/RETAILER [11] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.3× The failure-bill midpoint ($1,693) is about 1.3× the early-fix midpoint ($1,338). A cost ratio, not a probability.

PARTS FOR YD2

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

WHAT TO ASK YOUR SHOP

- When was the timing belt done, and was the water pump replaced too?

---

4 Power steering pump (hard steering at low speed)

Any mileage

Severity: Medium: leaks and wear · 13 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2007–2010 MDX (Acura extension of 7 years / 100,000 miles, now expired)), so mileage doesn't say much here. Range: 2007–2010 MDX (Acura extension of 7 years / 100,000 miles, now expired) OFFICIAL [8]

WHAT FAILS OFFICIAL [8]

On some 2007–2010 MDXs the engine-driven power steering pump does not give enough assist at low speed and low engine rpm, so the wheel is hard to turn in parking lots. Acura replaced the pump under an extension that has ended.

SYMPTOMS

- Steering heavy in parking lots
- Steering eases when the engine is revved
- Pump whine

ESTIMATED REPAIR COST

Labor only, 0.3 h Acura warranty time plus the power steering pump	**$30–$50** OUR ESTIMATE [8][9] labor only, parts extra
Labor only, 0.3 h Acura warranty time plus the	**$30–$50** OUR ESTIMATE [8][9] labor only, parts extra

IF IT'S LEFT TOO LONG

Hard steering at low speed; no engine damage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pump if steering is heavy at idle and the fluid and belt are fine.

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

1.0× The failure-bill midpoint ($40) is about 1.0× the early-fix midpoint ($40). A cost ratio, not a probability.

Where the numbers come from: Estimate: Acura warranty labor time of 0.3 h (bulletin [8]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR YD2

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

WHAT TO ASK YOUR SHOP

- Is steering heavy when parking?
- Was the pump replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.7L J37 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
Stalling / loss of power	28	Mixed causes in the complaint text (battery and electrical faults, fuel); not one engine fault. Check fuel recalls 12V-063 and 23V-858.
Engine compartment fire	24	Some owners report fires; we found no Acura recall or bulletin on engine fires for these cars. Battery-drain fire worries in the text point to the HFL unit.
Active dampers (MDX, ZDX)	15	Acura extended warranty on Active Damper System dampers (2007–2013 MDX, 2010–2012 ZDX) for leaks in cold areas; suspension, not engine.

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

- Oil level and consumption history
- Light-throttle judder at 20–60 mph
- Timing belt service record
- Key-off battery draw
- Steering effort at idle (2007–2010 MDX)

Ask the seller

- Piston and ring work done under the extension?
- Timing belt and water pump done, at what mileage?
- Transmission software and fluid flush done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil consumption (carbon-clogged oil control rings): fault found on inspection	$1,040–$2,100 + parts
Torque converter lock-up judder (automatic): symptoms or fault codes present	$160–$260 + parts
Timing belt and water pump (interference engine): original, no replacement invoice	$1,198–$1,477
Power steering pump (hard steering at low speed): symptoms or fault codes present	$30–$50 + 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

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 All 2007–2013 MDX, 2009–2012 RL and 2010–2013 ZDX complaints, plus 2009–2014 TL complaints that mention SH-AWD, AWD or 3.7L: 459 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
Oil consumption	39	Item 1
Battery drain / HandsFreeLink	39	Other years or engine sizes
Stalling / loss of power	28	Also reported
Engine compartment fire	24	Also reported
Torque converter judder	20	Item 2
Active dampers (MDX, ZDX)	15	Also reported
Power steering	13	Item 4
Timing belt	5	Item 3

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 2007–2013 MDX, 2009–2012 RL, 2010–2013 ZDX and 2009–2014 TL SH-AWD (TL complaints that mention SH-AWD, AWD or 3.7L), pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Acura Service Bulletin 19-006: Warranty extension: engine oil consumption exceeds client expectations (3.7L: 2010–2013 MDX, 2011–2012 RL, 2009–2014 TL SH-AWD, 2010–2013 ZDX) (2019-08-10), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10163804-0001.pdf

3. Acura Dealer message: Warranty extension: 2009–2014 Acura 3.7L oil consumption, powertrain coverage to 8 years / 125,000 miles (2019-01-16), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10152760-0001.pdf

4. Acura Service Bulletin 16-062: 2012–2015 MDX: judder from the torque converter lock-up clutch (2018-09-28), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10145420-9999.pdf

5. Acura Service Bulletin 18-047: 2012–2014 TL: judder from the torque converter lock-up clutch (2018-09-28), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10145422-9999.pdf

6. Acura Service Bulletin 16-033: Warranty extension: software update for lock-up clutch function, torque converter to 8 years / 105,000 miles, 2009–2011 TL (2016-06-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10084319-2280.pdf

7. Acura Service Bulletin 08-057: HandsFreeLink (HFL) does not work, or battery is too low to start the engine (2005–2008 TL, 2008 MDX) (2016-03-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10099406-9340.pdf

8. Acura Service Bulletin 12-017: Warranty extension: steering wheel is hard to turn at low speeds (power steering pump), 2007–2010 MDX (2012-08-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/CSC-10045679-3872.pdf

9. 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

10. RepairPal: 2010 Acura RL timing belt replacement cost estimate, via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/acura/rl/2010/timing-belt-replacement-cost

11. Kelley Blue Book: 2010 Acura MDX timing belt replacement (fair repair range incl. parts and labor), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.kbb.com/acura/mdx/2010/timing-belt-replacement/

12. Hybrid Racing: Honda J-series V6 timing belt 14400-RCA-A01 (fits J30/J32/J35/J37; replacement interval and interference note), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.hybrid-racing.com/products/honda-j-series-timing-belt-14400-rca-a01

13. NHTSA recall records: 12V-063 (fuel tank vent shut float valve, 2012 MDX) and 23V-858 (fuel pump, 2013-on models), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V063000

14. Acura Service Bulletin 12-007: Software update for the transmission to minimize judder from the torque converter lock-up clutch, 2010–2012 MDX and ZDX (2012-03-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10043474-9128.pdf

15. Acura Service Bulletin 17-005 / 17-007: 2012–2013 ZDX: judder from the torque converter lock-up clutch (2018), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10133010-9999.pdf

16. Acura Service Bulletin 16-065: 2012 RL, 2014–17 RLX: judder from the torque converter lock-up clutch (2017-03-24), filed with NHTSA; a March 2017 Acura owner notice extends the same update and converter coverage to the 2011 RL OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/SB-10108304-9340.pdf

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 an Acura dealer or qualified shop. Safety recall repairs are free at Acura dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with Honda Motor Co., Ltd. or American Honda Motor Co., Inc. Acura and model names are trademarks of Honda Motor Co., Ltd., used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-ACUJ37-123456-20261028 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.