2014 Honda CR-V at 104,000 mi

5J6RM4H55EL123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
CR-V · RM4 CR-V EX 2.4 AWD	Honda K24 2.4L four-cylinder (K24A/K24Z/K24W)	104,000 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 'E' = 2014, 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 · plus 1 factory maintenance item

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **23V-858** · Fuel system, gasoline · delivery · fuel pump: Fuel pump failure can cause an engine stall while driving, increasing the risk of a crash.

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

Water pump bearing seizes (drive belt shreds): Past the range (25,000–100,000 mi, the middle half of 19 owner reports) · if it fails: $140–$220 labor only, parts extra
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 116,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 134,000 mi

Nothing else enters its reported range in this window.

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

Cold-start rattle (VTC actuator) — **$200–$320** labor only, parts extra

Past the range (30,000–90,000 mi, the middle half of 74 owner reports) · Inspect at each service; fix at the first sign

Cam chain tensioner knock at cold start — **$60–$110** labor only, parts extra

Past the range (34,000–90,000 mi, the middle half of 43 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 134,000 mi

$100–$160

No other repairs on the list before 134,000 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 104,000 mi to 134,000 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]
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]
Engine coolant Maintenance Minder car: coolant is due when the Minder shows code 5; no fixed mileage in the manual.	no fixed interval	— [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	— [M2]

M1. 2005 Honda Accord Sedan Owner's Manual - Maintenance Schedule for Normal Conditions (4-cyl and V6) OFFICIAL
https://archive.org/details/B-001-001-208

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

M3. 2009 Honda Element Owner's Manual - Maintenance Minder OFFICIAL
https://archive.org/details/manualzilla-id-7034352

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

WHERE 104K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Cold-start rattle (VTC actuator)	30,000–90,000 mi (middle half of 74 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
2	Cam chain tensioner knock at cold start	34,000–90,000 mi (middle half of 43 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
3	Water pump bearing seizes (drive belt shreds)	25,000–100,000 mi (middle half of 19 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 2014 Honda CR-V

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 5J6RM4H55EL123456.
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.

2.4L K24 RECALLS WE TRACK

Other 2.4L K24 recalls we track, not listed by NHTSA for this model and year: 15V-121 (connecting rod bolts not torqued (2014–2015 Accord L4, 2015 CR-V)), 17V-305 (wrong pistons in replacement engines (2015–2016 CR-V)).

EVERY RECALL NHTSA LISTS FOR THE 2014 HONDA CR-V (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-858	Fuel system, gasoline · delivery · fuel pump	Fuel pump failure can cause an engine stall while driving, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: CR-V. 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 3 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 (RM4). Left out because they apply to other models, years, engine sizes or body codes: Oil consumption (sticking piston rings); A/C compressor clutch (CR-V).

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1 Cold-start rattle (VTC actuator)

Past the range

Severity: Medium: leaks and wear · 454 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 104,000 mi this car is past the reported range (30,000–90,000 mi (middle half of 74 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 30,000–90,000 mi (middle half of 74 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2008–2016 Accord four-cylinder and 2012–2016 CR-V, after a cold overnight soak

WHAT FAILS OFFICIAL [5][11]

The variable valve timing (VTC) actuator on the intake cam can rattle loudly for about 2 seconds at a cold start. Honda says a lock pin inside does not hold, so the vane moves. The fix is a new actuator.

SYMPTOMS

- Loud rattle for 1–3 seconds right after a cold start
- Noise from the top front of the engine

IF IT'S LEFT TOO LONG

Mostly a noise problem; a worn actuator can later set cam timing codes.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the actuator if the rattle is loud or getting longer.

ESTIMATED REPAIR COST

Labor only, 2 h Honda warranty time plus the VTC actuator	**$200–$320** OUR ESTIMATE [5][9] labor only, parts extra
Labor only, 2 h Honda warranty time plus the VTC actuator	**$200–$320** OUR ESTIMATE [5][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($260) is about 1.0× the early-fix midpoint ($260). A cost ratio, not a probability.

Where the numbers come from: Estimate: Honda warranty labor time of 2 h (bulletin [5]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR RM4

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

WHAT TO ASK YOUR SHOP

- Any rattle at cold start?
- Was the VTC actuator ever replaced?

2 Cam chain tensioner knock at cold start

Past the range

Severity: Medium: leaks and wear · 130 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 104,000 mi this car is past the reported range (34,000–90,000 mi (middle half of 43 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 34,000–90,000 mi (middle half of 43 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2017 Accord four-cylinder and 2015–2017 CR-V

WHAT FAILS OFFICIAL [6]

A worn check valve in the cam chain tensioner lets oil pressure leak away after shutdown, so the chain is slack at the next cold start and knocks or clicks. Honda replaces the tensioner.

SYMPTOMS

- Knocking or clicking at cold start
- Noise fades once oil pressure builds

IF IT'S LEFT TOO LONG

A slack chain can wear the guides; have it fixed when the noise starts.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the tensioner; it is a short job.

ESTIMATED REPAIR COST

Labor only, 0.6–0.7 h Honda warranty time plus the cam chain tensioner	**$60–$110** OUR ESTIMATE [6][9] labor only, parts extra
Labor only, 0.6–0.7 h Honda warranty time plus the cam chain tensioner	**$60–$110** OUR ESTIMATE [6][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($85) is about 1.0× the early-fix midpoint ($85). A cost ratio, not a probability.

Where the numbers come from: Estimate: Honda warranty labor time of 0.6–0.7 h (bulletin [6]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR RM4

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

WHAT TO ASK YOUR SHOP

- Any knock at cold start?

3 Water pump bearing seizes (drive belt shreds)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 137 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 104,000 mi this car is past the reported range (25,000–100,000 mi (middle half of 19 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 25,000–100,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2016 Accord four-cylinder and CR-V

WHAT FAILS OFFICIAL [7]

The water pump bearing can be out of specification. It can seize and shred the drive belt. Honda replaces the pump and, if damaged, the belt.

SYMPTOMS

- Squeal or grinding from the belt area
- Shredded or missing drive belt
- Temperature rising, battery light on

IF IT'S LEFT TOO LONG

A seized pump stops coolant flow and the belt drives the alternator; the car can overheat and stall.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pump at the first bearing noise or wobble.

ESTIMATED REPAIR COST

Labor only, 1.4 h Honda warranty time plus the water pump and belt	**$140–$220** OUR ESTIMATE [7][9] labor only, parts extra
Labor only, 1.4 h Honda warranty time plus the water pump and belt	**$140–$220** OUR ESTIMATE [7][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($180) is about 1.0× the early-fix midpoint ($180). A cost ratio, not a probability.

Where the numbers come from: Estimate: Honda warranty labor time of 1.4 h (bulletin [7]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR RM4

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

WHAT TO ASK YOUR SHOP

- Any belt squeal or pump replacement?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.4L K24 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	2,268	Counts every transmission complaint (2003–2007 automatics, 2013–2017 CVT); not an engine fault. Check recall 11V-395 on 2005–2010 automatics.
Stalling / loss of power	1,355	Mixed causes in the complaint text (ignition switch, sensors, fuel); not one 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

- Oil level and consumption history
- Cold-start rattle or knock after an overnight sit
- Water pump bearing and drive belt (2013–2016)
- A/C cooling

Ask the seller

- Piston/ring extension work done (2008–2011)?
- VTC actuator or tensioner replaced?
- Water pump history?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Cold-start rattle (VTC actuator): symptoms or fault codes present	$200–$320 + parts
Cam chain tensioner knock at cold start: symptoms or fault codes present	$60–$110 + parts
Water pump bearing seizes (drive belt shreds): symptoms or fault codes present	$140–$220 + 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 28, 2026 from NHTSA's complaints API for 2003–2017 Accord complaints that do not mention a V6, 3.5L or hybrid, all 2002–2016 CR-V, 2003–2011 Element, 2004–2009 TSX, 2016–2022 ILX (not hybrid) and 2012–2015 Civic Si complaints, 2010–2014 TSX and 2015–2020 TLX complaints that do not mention the V6, plus 2017–2019 CR-V, 2012–2015 Crosstour, 2012–2015 Civic and 2013–2015 ILX complaints that name the 2.4L (or LX / Si). Most of those complaints do not name the engine, so those counts are small: 22,558 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	2,268	Also reported
Stalling / loss of power	1,355	Also reported
Cold-start rattle / VTC	454	Item 1
Oil consumption	319	Other years or engine sizes
A/C compressor	230	Other years or engine sizes
Water pump / coolant loss	137	Item 3
Cam chain tensioner	130	Item 2

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 2003–2017 Accord (four-cylinder), 2002–2019 CR-V (2.4L), 2003–2011 Element, 2012–2015 Civic Si and Crosstour 2.4, and Acura TSX, ILX 2.4 and TLX 2.4, pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Honda Service Bulletin 12-087: Warranty extension: sticking rings resulting in high engine oil consumption, 2008–2011 Accord L4 (2018-12-19), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10152428-0001.pdf

3. Honda Service Bulletin 12-089: Warranty extension: sticking rings resulting in high engine oil consumption, 2010–2011 CR-V (2019-04-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10158734-0001.pdf

4. Honda Service Bulletin 13-006: Warranty extension: sticking rings resulting in high engine oil consumption, 2009–2011 TSX (2019-06-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10162002-0001.pdf

5. Honda Service Bulletin 09-010: Engine rattles at cold start-up (VTC actuator), 2008–2012 Accord, 2012–2013 CR-V (2017-02-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/SB-10108045-9340.pdf

6. Honda Service Bulletin 19-019: Knocking or clicking from engine during cold startup (cam chain tensioner), 2014–2017 Accord L4, 2015–2017 CR-V (2019-02-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10153879-0001.pdf

7. Honda Service Bulletin 17-063: Water pump seizes or the drive belt is shredded, 2013–2016 Accord L4 and CR-V (2017-09-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10118005-9999.pdf

8. Honda Service Bulletin 12-072: Warranty extension: A/C compressor clutch, 2007–2011 CR-V (2014-05-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/CSC-10056005-7706.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. NHTSA recall records: 15V-121 (connecting rod bolts, 2014–2015 Accord L4 and 2015 CR-V) and 17V-305 (wrong pistons in replacement engines, 2015–2016 CR-V), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V121000

11. Honda ServiceNews article A18010F: Engine rattle at startup for 1 to 3 seconds: VTC actuator lock pin, 2013–2016 Accord and CR-V (2018-01-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10127348-9999.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 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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