2009 Toyota Camry Hybrid at 130,000 mi

4T1BB46K69U245678

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Camry Hybrid · XV40 Camry Hybrid (2.4L hybrid, 2AZ-FXE)	Toyota AZ-family 2.4L hybrid four (2AZ-FXE)	130,000 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 '9' = 2009, 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 3 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **15V-689** · Visibility · power window devices and controls: The driver's power window master switch may lack lubricant; debris and moisture can then cause a short, and the switch can overheat and melt. Dealers inspect and grease the switch, or replace it.
- **12V-491** · Visibility · power window devices and controls: The driver's power window master switch can overheat and melt, which could start a fire. Dealers inspect the switch and apply a special grease.
- **09V-388** · Vehicle speed control · accelerator pedal: An unsecured or wrong driver's floor mat can trap the accelerator pedal wide open, making the car hard to stop. Free pedal and floor-mat remedy.

A model-year list, not a VIN check. Repairs are free at a Toyota 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 a Toyota 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

Brake actuator failure (brake, ABS and VSC warning lights): Inside the range (68,000–150,000 mi (middle half of 41 Camry Hybrid owner complaints that state a mileage)) · if it fails: $2,200–$3,200

Hybrid battery wear and cooling-fan clogging: Inside the range (100,000–190,000 mi, the middle half of 13 owner reports)

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 142,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 160,000 mi

Nothing else enters its reported range in this window.

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

Oil consumption (piston rings)

$1,550–$2,480

labor only, parts extra

Any mileage (2007–2011 Camry Hybrid (program ZE7) and 2010–2012 HS 250h (program ZTL) were covered; both have expired) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 160,000 mi

$100–$160

No other repairs on the list before 160,000 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 130,000 mi to 160,000 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
Spark plugs	every 120,000 mi	**Was due at 120,000 mi (check records)** [M1][M2]
Engine coolant Toyota Super Long Life Coolant: first change at 100,000 mi or 10 years, then every 50,000 mi or 5 years.	first at 100,000 mi, then every 50,000 mi or 5 years	**Was due at 100,000 mi and by age (check records)** [M1]
Hybrid inverter coolant Hybrid inverter coolant: first change at 100,000 mi, then every 50,000 mi or 5 years (2008 guide).	first at 100,000 mi, then every 50,000 mi or 5 years	**Was due at 100,000 mi, next 150,000 mi** [M1]

M1. 2008 Toyota Camry Hybrid Scheduled Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-08CamryHV/pdf/T-MMS-08CamryHV.pdf

M2. 2011 Toyota Camry Hybrid Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-11CamryHV/pdf/T-MMS-11CamryHV.pdf

M3. 2008 Lexus ES / GS / IS / LS / SC Warranty and Services Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/L-MMS-08ES350/pdf/L-MMS-08ES350.pdf

WHERE 130K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Brake actuator failure (brake, ABS and VSC warning lights)	68,000–150,000 mi (middle half of 41 Camry Hybrid owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Oil consumption (piston rings)	2007–2011 Camry Hybrid (program ZE7) and 2010–2012 HS 250h (program ZTL) were covered; both have expired OFFICIAL	Any mileage
3	Hybrid battery wear and cooling-fan clogging	100,000–190,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside 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 2009 Toyota Camry Hybrid

Safety recall repairs are free at Toyota 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 4T1BB46K69U245678.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Toyota dealer for a campaign printout; it also lists completed campaigns.

2.4L 2AZ-FXE HYBRID RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.4L 2AZ-FXE hybrid as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2009 TOYOTA CAMRY HYBRID (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
15V-689	Visibility · power window devices and controls	The driver's power window master switch may lack lubricant; debris and moisture can then cause a short, and the switch can overheat and melt. Dealers inspect and grease the switch, or replace it. Details
12V-491	Visibility · power window devices and controls	The driver's power window master switch can overheat and melt, which could start a fire. Dealers inspect the switch and apply a special grease. Details
09V-388	Vehicle speed control · accelerator pedal	An unsecured or wrong driver's floor mat can trap the accelerator pedal wide open, making the car hard to stop. Free pedal and floor-mat remedy. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: CAMRY HYBRID. 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

Left out of this list (CAMRY HYBRID): 13V-014 (Southeast Toyota passenger-seat sensor calibration after accessory installs) covers only cars that distributor fitted with accessories and is left out of this sample; a VIN check would show it if it applied.

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 (XV40).

1 Brake actuator failure (brake, ABS and VSC warning lights)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 282 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 130,000 mi this car is inside the reported range (68,000–150,000 mi (middle half of 41 Camry Hybrid owner complaints that state a mileage)), 62,000 miles past where reports start. Range: 68,000–150,000 mi (middle half of 41 Camry Hybrid owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2007–2011 Camry Hybrid

WHAT FAILS OFFICIAL [2][3][1]

A small internal brake-fluid leak inside the brake actuator turns on the brake, ABS and traction warning lights, shows a Check VSC message and stores codes C1391, C1252, C1253 or C1256. It is by far the largest group of Camry Hybrid complaints. Toyota's program ZE1 covered the actuator for 10 years or 150,000 miles from first use; that has run out on every car.

SYMPTOMS

- Brake, ABS and traction warning lights together
- Check VSC message
- Codes C1391, C1252, C1253 or C1256
- Brake pump running often or a buzzing from the brake unit

IF IT'S LEFT TOO LONG

The car keeps a basic hydraulic brake, but the pedal can feel hard or long and stopping distances can grow.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Scan for the C-codes as soon as the warning lights come on.

ESTIMATED REPAIR COST

Labor only, 1.2 h Toyota time; the actuator is extra	**$120–$192** OUR ESTIMATE [3][7] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=142)	**$2,200–$3,200** 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: Early: Toyota warranty labor time of 1.2 h (bulletin [3]) × $100–$160/h independent-shop labor rate [7]; parts extra. Fail: computed from 142 NHTSA owner complaints that quote a bill for this problem (middle half of the bills; median $2,900). Examples: ODI 10455779, 10486731, 10561951, 10966357. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR XV40

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

WHAT TO ASK YOUR SHOP

- Brake warning lights or a Check VSC message?
- Brake actuator ever replaced?

2 Oil consumption (piston rings)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 23 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2007–2011 Camry Hybrid (program ZE7) and 2010–2012 HS 250h (program ZTL) were covered; both have expired), so mileage doesn't say much here. Range: 2007–2011 Camry Hybrid (program ZE7) and 2010–2012 HS 250h (program ZTL) were covered; both have expired OFFICIAL [4][8]

Applies to: 2007–2011 Camry Hybrid (program ZE7) and 2010–2012 HS 250h (program ZTL)

WHAT FAILS OFFICIAL [4][5]

The 2AZ engine's piston rings can stop sealing, and the engine burns oil. Toyota's bulletin names the hybrid 2AZ-FXE as well as the 2AZ-FE, and its fix replaces the pistons and rings. Program ZE7 covered 2007–2011 Camry Hybrids for 10 years or 150,000 miles; that has now run out. Few hybrid owners report it to NHTSA.

SYMPTOMS

- Oil level low between changes
- More than a quart every 1,200 miles
- Blue smoke at start-up

IF IT'S LEFT TOO LONG

Running low on oil can wear the bearings and destroy the engine; burned oil can clog the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Track oil use between changes. A piston and ring job costs less than a replacement engine if caught before bearing damage.

ESTIMATED REPAIR COST

Labor only, 15.5 h Toyota warranty time plus pistons and rings	**$1,550–$2,480** OUR ESTIMATE [5] [7] labor only, parts extra
No published bill; a worn-out engine means a replacement engine	**No published price** 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: Toyota warranty labor time of 15.5 h for the Camry HV (bulletin [5]) × $100–$160/h independent-shop labor rate [7]. Parts are extra; check the VIN for any open coverage first.

PARTS FOR XV40

- 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?
- Was ZE7 piston work done?

3 Hybrid battery wear and cooling-fan clogging

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 24 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 130,000 mi this car is inside the reported range (100,000–190,000 mi (middle half of 13 owner complaints that state a mileage)), 30,000 miles past where reports start. Range: 100,000–190,000 mi (middle half of 13 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [6]

The hybrid battery loses capacity with age and miles. Its cooling fan draws cabin air through a vent behind the rear seat; dust and lint can clog it, and the battery then runs hot, with the check-engine light on and P0A80 or P0A7F stored. Toyota's bulletin says to clean the fan and replace the battery when it has failed.

SYMPTOMS

- Check-engine light with P0A80 or P0A7F
- Engine running more than usual; lower fuel economy
- Fan noise from behind the rear seat

IF IT'S LEFT TOO LONG

A weak battery cuts fuel economy and can end in a hybrid-system warning and a car that will not drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep the rear-seat battery vent clear and have the fan cleaned. Have the battery tested before buying a used car.

ESTIMATED REPAIR COST

No published price for fan cleaning	**No published price** independent shop, installed
No published price for a replacement pack	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Toyota's bulletin gives 2.0 h to clean the fan and replace the battery [6]; we found no published installed price for this pack.

PARTS FOR XV40

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

WHAT TO ASK YOUR SHOP

- Hybrid battery ever replaced? New, used or rebuilt?
- Battery fan cleaned?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.4L 2AZ-FXE 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
Brakes (other)	756	General brake complaints (pedal feel, warning lights, pads); most of the costly ones are the actuator item. HS 250h brake complaints are also counted here.
Stalling / hybrid warnings	90	Mixed causes in a small number of complaints, many alongside brake-actuator warnings.
Dashboard melting / sticky	74	Owners report the dashboard turning sticky or shiny in heat; an interior fault, not an engine item.
Steering	70	Steering complaints; not an engine fault.
Suspension	64	Suspension complaints, many on the HS 250h; not an engine fault.
Sudden acceleration / floor mats	41	Handled by Toyota floor-mat and pedal recall 09V-388; not an engine wear item.
Air bags	40	Air-bag complaints; not an engine fault.
Water pump	17	Some owners report a leaking or failed engine water pump; we found no Toyota bulletin for it on this engine and too few bills to price it.

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

- Scan the brake and hybrid systems for stored codes
- Hybrid battery vent and fan
- Oil level against the last change

Ask the seller

- Brake actuator replaced?
- Hybrid battery replaced (new, used or rebuilt)?
- ZE7 piston work done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Brake actuator failure (brake, ABS and VSC warning lights): symptoms or fault codes present	$120–$192 + parts
Oil consumption (piston rings): fault found on inspection	No published price
Hybrid battery wear and cooling-fan clogging: fault found on inspection	No published price
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/Toyota 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 2007–2011 Camry Hybrid complaints and all 2010–2011 HS 250h complaints. NHTSA's search for CAMRY HYBRID returns gas Camry complaints too, so we kept only those filed for the Camry Hybrid itself or that mention the hybrid; Camry Hybrid complaints filed under the plain Camry name and not mentioning the hybrid are missed, so the counts under-count: 1,205 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Brakes (other)	756	Also reported
Brake actuator / booster	282	Item 1
Stalling / hybrid warnings	90	Also reported
Dashboard melting / sticky	74	Also reported
Steering	70	Also reported
Suspension	64	Also reported
Sudden acceleration / floor mats	41	Also reported
Air bags	40	Also reported
Hybrid battery	24	Item 3
Oil consumption	23	Item 2
Water pump	17	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 2007–2011 Camry Hybrid (complaints filed for the Camry Hybrid itself, or that mention the hybrid) and 2010–2011 Lexus HS 250h, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Toyota Warranty Enhancement Program ZE1: Extension of warranty coverage for the brake actuator assembly and skid control ECU, 2007–2011 Camry Hybrid; primary coverage to November 30, 2015, then 10 years / 150,000 miles from first use (2014-06-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10132799-9999.pdf

3. Toyota T-SB-0041-14 Rev1: ABS / brake warning light on, DTC C1391, C1252, C1253 or C1256 from an internal brake-fluid leak in the brake actuator, 2007–2011 Camry HV (2014-09-11; R&R brake actuator 1.2 h), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10109482-9999.pdf

4. Toyota Warranty Enhancement Program ZE7: Extension of warranty coverage for 2AZ engine oil consumption, certain 2007–2009 Camry, 2007–2011 Camry Hybrid and other 2AZ models; to October 31, 2016, then 10 years / 150,000 miles from first use (2015-04-24), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10111382-9999.pdf

5. Toyota T-SB-0030-15 Rev1: 2AZ engine oil consumption repair procedure (piston and ring replacement; 15.5 h for the Camry HV 2AZ-FXE) (2015-05-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10111520-9999.pdf

6. Toyota T-SB-0012-14: MIL on with P0A80 or P0A7F from dust or debris in the HV battery cooling fan, 2007–2011 Camry HV (2014-02-20; 2.0 h to clean the fan and replace the HV battery; hybrid warranty 8 years / 100,000 miles, 10 years / 150,000 miles in California-emission states), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10131907-9999.pdf

7. 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

8. Lexus bulletin POL14-04 (warranty enhancement ZTL): 2AZ engine oil consumption, 2010–2012 HS 250h (published 2015-05-19), filed with NHTSA as TSB 10057807 OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10057807

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

No warranty

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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.