2012 Toyota Prius at 125,000 mi

JTDKN3DU9C5123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Prius · XW30 Prius Two liftback (1.8L hybrid)	Toyota hybrid fours (2ZR-FXE 1.8L, 2AR-FXE and A25A-FXS 2.5L)	125,000 mi	FWD
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 'C' = 2012, 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.

2
jobs 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)

- **18V-684** · Hybrid inverter · power module (follow-up): The hybrid system can shut down while driving if the inverter power module sees too much voltage.
- **16V-487** · Air bags · side curtain inflator: A weld in the curtain air bag inflator can crack, so parts of it can be thrown into the cabin.
- **14V-053** · Hybrid inverter · power module: Heat can damage transistors in the inverter; the car goes into limp mode and the hybrid system can shut down.

A model-year list, not a VIN check. Repairs are free at a Toyota dealer if open. 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 — $150–$270 + parts

Hybrid battery cooling fan and filter clogging — $50–$110
labor only, parts extra

Inside the range (39,000–179,000 mi, the middle half of 11 owner reports)

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

Hybrid inverter (IPM) failure, 2010–2015 Prius and Prius V: Past the range (32,000–113,000 mi, the middle half of 26 owner reports) · **may be free at a Toyota dealer** (free under 23TE02 / 23TE03 (20 years)) · if it fails outside that coverage: $1,370–$3,840

Brake booster / booster pump (hybrid brake system): Inside the range (23,000–150,000 mi, the middle half of 390 owner reports) · if it fails: $2,970–$4,000

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 137,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

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

Oil consumption, 2010–2014 Prius 1.8 (2ZR-FXE) — $50–$80
labor only, parts extra

Past the range (93,000–122,000 mi, the middle half of 33 owner reports) · Ask for this check at every service

Recommended now

$150–$270 + parts

Independent shop, installed; "+ parts" or "+ labor" where only the labor or the parts are published. Dealers often charge more.

Planned through 155,000 mi

$150–$270 + parts

No other repairs on the list before 155,000 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 125,000 mi to 155,000 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][M3][M4][M5][M6]
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][M3][M4][M6]
Hybrid inverter coolant Hybrid inverter coolant: first change at 150,000 mi, then every 50,000 mi or 5 years.	first at 150,000 mi, then every 50,000 mi or 5 years	**Due at 150,000 mi** [M1][M7][M3][M4][M8][M5][M6]
Hybrid transaxle fluid No change on the normal schedule (inspect only); Toyota lists a 60,000-mi replacement only for towing, heavy loads or long idling/low-speed use.	no fixed interval	— [M2][M3]

M1. 2011 Toyota Prius Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-11Prius/pdf/T-MMS-11Prius.pdf

M2. 2017 Toyota Prius Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-17Prius/pdf/T-MMS-17Prius.pdf

M3. 2019 Toyota Camry Hybrid Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-19CamryHV/pdf/T-MMS-19CamryHV.pdf

M4. 2019 Toyota RAV4 Hybrid Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-19RAV4HV/pdf/T-MMS-19RAV4HV.pdf

M5. 2022 Toyota Prius Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-22Prius/pdf/T-MMS-22Prius.pdf

M6. 2015 Lexus ES 300h Warranty and Services Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/L-MMS-15ES300H/pdf/L-MMS-15ES300H.pdf

M7. 2016 Toyota Prius v Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-16PriusV/pdf/T-MMS-16PriusV.pdf

M8. 2021 Toyota Prius Prime Warranty & Maintenance Guide OFFICIAL
https://assets.sia.toyota.com/publications/en/omms-s/T-MMS-21PriusPrime/pdf/T-MMS-21PriusPrime.pdf

WHERE 125K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Hybrid inverter (IPM) failure, 2010–2015 Prius and Prius V	32,000–113,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Brake booster / booster pump (hybrid brake system)	23,000–150,000 mi (middle half of 390 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	Oil consumption, 2010–2014 Prius 1.8 (2ZR-FXE)	93,000–122,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Hybrid battery cooling fan and filter clogging	39,000–179,000 mi (middle half of 11 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 2012 Toyota Prius

Safety recall repairs are free at Toyota 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 JTDKN3DU9C5123456.
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.

1.8 / 2.5L HYBRID RECALLS WE TRACK

Other 1.8 / 2.5L Hybrid recalls we track, not listed by NHTSA for this model and year: 20V-064 (cracked engine block casting can leak coolant (2020 Camry Hybrid, Avalon Hybrid, 2019–2020 RAV4 Hybrid)), 23V-041 (hybrid system can shut down in cold weather in EV mode (2021 RAV4 Prime)), 23V-478 (DC-DC converter can short-circuit and overheat (2021–2022 RAV4 Prime, 2022 Lexus NX 450h+)).

EVERY RECALL NHTSA LISTS FOR THE 2012 TOYOTA PRIUS (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
18V-684	Hybrid inverter · power module (follow-up)	The hybrid system can shut down while driving if the inverter power module sees too much voltage. Details
16V-487	Air bags · side curtain inflator	A weld in the curtain air bag inflator can crack, so parts of it can be thrown into the cabin. Details
14V-053	Hybrid inverter · power module	Heat can damage transistors in the inverter; the car goes into limp mode and the hybrid system can shut down. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: PRIUS. 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 (PRIUS): Three Southeast Toyota distributor campaigns (16V-396 accessory seat heaters, 13V-123 load labels, 13V-014 passenger seat sensor after accessory installs) cover only cars the distributor fitted with accessories and are left out of this sample; a VIN check would show them if they 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 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 (XW30). Left out because they apply to other models, years, engine sizes or body codes: Coolant leak at the exhaust heat exchanger, 2016–2019 Prius.

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1 Hybrid inverter (IPM) failure, 2010–2015 Prius and Prius V

Past the range

Severity: Critical: rare, but can badly damage the engine · 318 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (32,000–113,000 mi (middle half of 26 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 32,000–113,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2010–2015 Prius and 2012–2017 Prius V; covered 20 years, no mileage limit

WHAT FAILS OFFICIAL [2][3]

The intelligent power module inside the hybrid inverter can fail. The car shows hybrid-system warnings and may lose power or stop. Toyota covers the IPM and inverter for 20 years from first use under a class settlement.

SYMPTOMS

- Check hybrid system warning
- Check-engine light with P0A7A, P0A78, P0A94, P324E, P0A1A or P3004
- Loss of power or the car will not move

IF IT'S LEFT TOO LONG

The car can lose drive power in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a Toyota dealer for 20 years from first use; check the VIN.

ESTIMATED REPAIR COST

Free under 23TE02 / 23TE03 (20 years)	**Free if covered** OFFICIAL [2] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=40)	**$1,370–$3,840** 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 40 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 11359917, 10495661, 11437830, 11114118. Owner-reported, often dealer prices; not shop quotes. Out-of-pocket only on models the program does not cover.

PARTS FOR XW30

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

WHAT TO ASK YOUR SHOP

- Any hybrid warnings?
- Inverter replaced?

2 Brake booster / booster pump (hybrid brake system)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 4048 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is inside the reported range (23,000–150,000 mi (middle half of 390 owner complaints that state a mileage)), 102,000 miles past where reports start. Range: 23,000–150,000 mi (middle half of 390 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2010–2015 Prius and Prius PHV, 2012–2014 Camry Hybrid, 2013–2015 Avalon Hybrid; secondary coverage 10 years / 150,000 miles

WHAT FAILS OFFICIAL [4][5]

The electric brake booster assembly can fail internally. Brake warning lights come on and pedal feel changes. Toyota covered it under support programs; on most cars the 10-year window has now ended.

SYMPTOMS

- Brake, ABS and VSC warning lights together
- Pump runs a long time or buzzes
- Hard or long brake pedal

IF IT'S LEFT TOO LONG

Reduced braking assist is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for ZJB / ZKK coverage; otherwise repair at the first brake warning.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=401)	**$2,970–$4,000** 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: Computed from 401 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,270). Examples: ODI 11759364, 11732957, 11666573, 11619669. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR XW30

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

WHAT TO ASK YOUR SHOP

- Any brake warning lights?
- Brake booster replaced?

3 Oil consumption, 2010–2014 Prius 1.8 (2ZR-FXE)

Past the range

Severity: Medium: leaks and wear · 98 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (93,000–122,000 mi (middle half of 33 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 93,000–122,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2010–2014 Prius, 2012–2014 Prius V and Prius PHV built before the piston change

WHAT FAILS OFFICIAL [6][7]

Some 2ZR-FXE engines burn oil. Toyota redesigned the pistons and rings; its bulletin confirms the use with an inspection, then replaces the pistons and rings.

SYMPTOMS

- Oil level low between changes
- Oil light

IF IT'S LEFT TOO LONG

Running low on oil can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level monthly; the piston fix is a big job, so confirm with the inspection first.

ESTIMATED REPAIR COST

Labor only, 0.5 h Toyota warranty time	**$50–$80** OUR ESTIMATE [6][10] labor only, parts extra
Labor only, 16.6 h Toyota warranty time plus pistons and rings	**$1,660–$2,660** OUR ESTIMATE [7] [10] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: Estimate: Toyota warranty labor time of 0.5 h (bulletin [6]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first. If it fails: Estimate: Toyota warranty labor time of 16.6 h (bulletin [7]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR XW30

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

WHAT TO ASK YOUR SHOP

- Oil added between changes?

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4 Hybrid battery cooling fan and filter clogging

Inside the range

Severity: Medium: leaks and wear · 68 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 125,000 mi this car is inside the reported range (39,000–179,000 mi (middle half of 11 owner complaints that state a mileage)), 86,000 miles past where reports start. Range: 39,000–179,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: All listed hybrids; worse with pets, dust or rear-seat use

WHAT FAILS OFFICIAL [8]

ESTIMATED REPAIR COST

Dust and lint clog the hybrid battery cooling fan and its intake filter. The battery runs hot and sets P0A80 or P0A7F. Toyota cleans the fan and filter.

SYMPTOMS

- Hybrid battery cooling warning
- Check-engine light with P0A80 or P0A7F
- Fan noise from the rear seat

IF IT'S LEFT TOO LONG

A battery that runs hot ages faster and can need replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean the intake filter and fan as maintenance.

Labor only, 0.5–0.7 h Toyota warranty time	**$50–$110** OUR ESTIMATE [8][10] labor only, parts extra
Hybrid battery replacement: 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

Where the numbers come from: Estimate: Toyota warranty labor time of 0.5–0.7 h (bulletin [8]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR XW30

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

WHAT TO ASK YOUR SHOP

- Battery filter ever cleaned?
- Hybrid battery replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.8 / 2.5L 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
Stalling / loss of power	464	Mixed causes; many are hybrid-system or inverter faults.
Head gasket / EGR	228	Owners report head-gasket and EGR-cooler failures on the 1.8; we found no Toyota bulletin for it, so it is not a listed weak point.

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 hybrid system for inverter and battery codes
- Brake warning lights
- Battery cooling filter
- Oil level (2010–2014 Prius)

Ask the seller

- Inverter or brake booster replaced?
- Hybrid battery replaced or filter cleaned?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Hybrid inverter (IPM) failure, 2010–2015 Prius and Prius V: fault found on inspection	$1,370–$3,840
	Brake booster / booster pump (hybrid brake system): fault found on inspection	$2,970–$4,000
	Oil consumption, 2010–2014 Prius 1.8 (2ZR-FXE): fault found on inspection	$1,660–$2,660 + parts
●	Hybrid battery cooling fan and filter clogging: original, no replacement invoice	$50–$110 + parts
	Pre-ticked rows (●), if no records clear them	**$50–$110 + parts**

● = 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 All complaints for the Prius, Prius V, Prius Plug-in / Prime, Camry, Corolla, Highlander and Avalon Hybrid, RAV4 Hybrid and Prime, 2021-on Sienna and Venza, Crown Signia and Lexus CT 200h, ES 300h, NX 300h / 350h / 450h+ and RX 350h / 450h+ in the years shown, plus Corolla complaints that mention a hybrid, and Crown and Grand Highlander Hybrid complaints that do not mention the Hybrid MAX or turbo. Corolla Hybrids filed under the plain Corolla name that do not say hybrid are missed, so that count under-counts. NHTSA files the 2012–2013 Camry HV, 2015–2017 Camry Hybrid, 2017 RAV4 Hybrid, 2013–2016 Avalon Hybrid, 2019 ES 300h, 2015 NX 300h and 2024 NX 350h / 450h+ with the whole nameplate's complaint list, so for those years only complaints that mention the hybrid are kept: 8,018 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
Brake booster / brakes	4,048	Item 2
Stalling / loss of power	464	Also reported
Inverter / hybrid system	318	Item 1
Head gasket / EGR	228	Also reported
Oil consumption	98	Item 3
Hybrid battery	68	Item 4
Coolant leak	66	Other years or engine sizes

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 2010–2022 Prius, Prius V, Prius Plug-in / Prime, 2012–2025 Camry Hybrid, 2016–2025 RAV4 Hybrid, 2021–2025 RAV4 Prime, 2013–2022 Avalon Hybrid, 2020–2025 Corolla and Highlander Hybrid, 2021–2025 Sienna, 2021–2024 Venza, 2023–2025 Crown, 2024 Grand Highlander Hybrid, 2025 Crown Signia and Lexus CT 200h, ES 300h, NX and RX hybrids, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Toyota Customer Confidence Program 23TE02: Intelligent Power Module (IPM) / inverter coverage for 20 years, no mileage limit, 2010–2015 Prius and 2012–2017 Prius V (class settlement) (2023-02-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10240055-9999.pdf

3. Toyota T-SB-0003-21: MIL ON with P0A94, P324E, P0A1A and/or P3004: inverter with converter malfunction, 2010–2015 Prius and 2012–2017 Prius V (2021-01-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10187254-9999.pdf

4. Toyota Customer Support Program ZJB: Brake booster assembly internal malfunction, 2010–2015 Prius and Prius PHV; secondary coverage 10 years / 150,000 miles (2019-08-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164922-9999.pdf

5. Toyota Customer Support Program ZKK: Brake booster and booster pump, 2012–2014 Camry Hybrid and 2013–2015 Avalon Hybrid; secondary coverage 10 years / 150,000 miles (2019-09-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10166001-9999.pdf

6. Toyota T-SB-0168-16: 2ZR-FXE engine oil consumption inspection procedure, 2010–2014 Prius, Prius V, Prius PHV (2016-11-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10132912-9999.pdf

7. Toyota T-SB-0169-16: 2ZR-FXE engine oil consumption repair procedure (new pistons and rings) (2016-11-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10132913-9999.pdf

8. Toyota T-SB-0074-20: MIL ON with P0A80 / P0A7F due to dust or debris in the HV battery cooling fan / filter, 2003–2020 hybrids (2020-08-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10179698-9999.pdf

9. Toyota T-SB-0135-19: Low coolant, MIL ON P148F00 and/or poor heater: coolant leak at the front exhaust pipe heat exchanger, 2016–2019 Prius and 2017–2019 Prius Prime (2019-09-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10166037-9999.pdf

10. 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

11. NHTSA recall records: 20V-064 (2020 Camry Hybrid, Avalon Hybrid and 2019–2020 RAV4 Hybrid 2.5L block casting), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=20V064000

12. NHTSA recall records: 23V-041 (2021 RAV4 Prime hybrid system shutdown in cold EV-mode driving) and 23V-478 (2021–2022 RAV4 Prime and 2022 NX 450h+ DC-DC converter), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=23V478000

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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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-TOYHY-123456-20261027 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.