Used Honda Accord Euro inspection checklist

What to check on a used Accord Euro, what a problem looks like, and when to walk away.

COVERS **CU** 2008–2015

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Lights.** Turn on every light including indicators, reverse and brake lights and check each lens is clear, not hazy or cracked. Hazy or yellowed lenses cut how far the lights reach at night. $
- ☐ **Panel gaps.** Look along panel gaps and paint colour, including door and boot seals, for mismatched colour or uneven gaps. Overspray on rubber seals is an easy sign of hidden repair work. $
- ☐ **VIN plate.** Find the VIN plate in a door frame or under the bonnet and check it is undamaged and matches the rego papers. A re-riveted or re-stamped plate can point to a stolen or rebuilt car.
- ☐ **Alloy wheels.** Check all four wheels for kerbing, cracks or corrosion around the rims. A badly kerbed wheel can be bent even if it looks round from a distance. $

2 Under the bonnet

- ☐ **Engine oil.** Pull the dipstick and check the oil sits between the marks and looks brown, not black or gritty. A low level between services can mean the engine is steadily burning oil. $
- ☐ **Coolant.** Check the coolant reservoir is at the mark and the coolant looks clean, not rusty or milky. Milky coolant can mean a leaking gasket letting oil and coolant mix. $
- ☐ **Power steering fluid.** Find the power steering reservoir and check the fluid level is correct and looks clean, not dark or gritty. Low or dirty fluid along with whining when turning points to a failing pump. $
- ☐ **Belts.** Look over the drive belts for cracking, fraying or glazing without touching anything while the engine runs. A perished, cracked belt is a failure waiting to happen and can strand you on the road. $
- ☐ **Cold start noise.** Ask to start the car from cold and listen closely for the first 10-20 seconds before the engine warms up. A rattle that fades as revs rise is a sign to budget for repair. $

3 Underbody and wheels

- ☐ **Structural rust.** Look under the car for rust on the floor or around the suspension mounts, and check for any bare or flaking metal. Structural rust here can weaken the car in a crash and is costly to repair properly. !
- ☐ **Suspension bushes.** Push down hard on each front corner and let go; it should settle quickly, not keep bouncing, and check for clunks as it settles. A dull clunk over bumps often means worn control arm bushings. $
- ☐ **Brakes.** Look through the wheel spokes at the brake discs for deep grooves, a raised outer edge or uneven wear. A lip you can feel with a fingernail means the discs are thin and due for replacement. $
- ☐ **Tyre tread.** Check tread depth on all four tyres is above the wear bars and wears evenly across each tyre. Wear on one edge only usually means the wheels are out of alignment. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key to "on" without starting; every dash light should come on then go out once the engine is running. An airbag, brake or engine light that stays on needs an explanation before you buy. !
- ☐ **Seatbelts.** Pull each seatbelt out fully and let it retract, checking the webbing for fraying and the buckle for a solid latch. A belt that doesn't retract smoothly may not hold properly in a crash. !
- ☐ **Door locks.** Test every door lock and unlock button, including the key fob and central locking, and listen for each door latching properly. A door that won't lock or unlock on command points to a failed lock actuator. $
- ☐ **Dashboard.** Look over the dashboard top and trim for cracks, sticky or shiny patches, or a strong plastic smell. A sticky dash is common on older cars left in the sun and is costly to fully fix. $

5 Test drive

- ☐ **Automatic gearbox.** Accelerate gently from a stop and feel for any shudder, flare or clunk as the gearbox changes up through the gears. A shudder or hesitation around light throttle points to a gearbox needing attention. $

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

5 Test drive continued

- [ ] **Brakes.** Brake firmly from speed on a quiet road; the car should stop straight without pulling, pulsing or grinding. Pulsing through the pedal often means warped discs from heat or age. !
- [ ] **Steering feel.** Drive at low speed and turn the wheel fully each way, feeling for any heaviness, whining or inconsistent assistance. Sudden heaviness or a whine when turning points to a failing power steering pump. !
- [ ] **Noises at speed.** Drive at highway speed on a quiet stretch and listen for any humming or droning that changes with speed. A hum that grows louder with speed is often a worn wheel bearing. $

6 Documentation

- [ ] **Seller's ID.** Check the seller's photo ID matches the name shown on the rego papers, and that the VIN on those papers matches the VIN plate on the car.
- [ ] **Service history.** Ask for the logbook and receipts showing regular servicing, and check when the transmission fluid and power steering fluid were last changed. A transmission fluid that's never been changed raises the risk of shift problems later. $
- [ ] **Registration status.** Check the car's registration status online to confirm it is current, and ask for a roadworthy certificate if your state requires one for sale. An unregistered or soon-to-expire car adds cost and delay before you can drive it home. $

What this guide can't tell you about the Accord Euro you're looking at

2+
recalls on Accord Euros built since 2008*

13
common faults reported on Accord Euros built since 2008*

456
owner complaints on Accord Euros (also sold as the Acura TSX) built 2009–2014*

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* Shufti analysis, November 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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