# 2007 honda ex

Coronavirus update: New contactless services to help keep you safe. The dealer reached out to me immediately via email. He was very responsive to all of my questions. I had already purchased a car from a local dealer and didn't get to interact personally with this dealer. Really enjoyed our interaction. Couldn't make the purchase, but I wouldn't hesitate to in the future. Mr Mackoul provided an excellent description of this car and it's history. He also explained that MacKoul's Cars has been in business for over 30Yrs and is a family owned business. I am looking forward to driving this car soon. They were very helpful. Assisted me in every way. Answered any questions I had. Very polite and friendly. Very professional. I look forward to working with them. We purchased this car from autopik, The car was just as advertised, no surprises Paperwork was painless , they did everything they said they would. Super helpful. I made an appointment and they were ready for me. They had the cars I was interested in ready. I bought the Ford Fusion. Am very happy with it! Vehicle was not in great shape, break issues and a foul odor coming from interior of the vehicle as well. They are good with info on the cars and easy to work with. I had a great experience here. I explained to Terry where I needed my payment to be and he showed me my options. Once I picked the vehicle he was able to get me approved and driving the same day. I would definitely recommend this shop. The truck was exactly as represented and our salesman Jeff was an absolute professional. He explained everything very plainly and made buying my truck a very enjoyable experience. Won't hesitate to buy vehicles there again. Helpful friendly staff. Jerry was very helpful and showed me the truck I was interested in and said he had another truck similar to the one I interested. After viewing both trucks my wife and I decided on the truck had gone to see. Very knowledgeable salesman. He spent a lot of time answering questions for us. We are happy with our purchase. The manager involved was great to work with. He was straight forward in answering questions and had the car ready when we arrived to pick it up. We had a satisfactory experience overall. Danny contacted me within 4 hours. Unfortunately I was unable to get to the dealership before someone bought the truck Dealership contacted me immediately and I made an appointment two days later to test drive the Jeep. As I drove the vehicle, the check engine light came on and I decided not to purchase the Jeep. Austin D. If this dealership receives another like Jeep, I would gladly consider returning there to test drive and possibly purchase. Very accommodating and up-front guys here. The fact that they do their own work on the cars is a big plus, and they know Subaru flaws well. Heard from the dealer wrote a follow up note and never heard from the dealer. Maybe they sold the car. We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Best deals first. CarGurus User. Request Information. Image Not Available. Has some cosmetics issues, no tire removed tools, driver seat electrical problem, and pain peel off from hood and fenders. Features are ok. I was coming from an Audi A7 so hard to compare. Great value but did think the stereo was a little disappointing. We currently also own a Acura TI with the tech package and the audio system in that is way better then even the Audi with the Bose system. Other then that really like the Accord. Oh my, what a great vehicle. Superior function with great features! I feel it is an excellent buy. The touring model is tops! Why Use CarGurus? Honda Accord Hybrid For Sale 4 listings. If you're shopping in this class, it should be high on your list. Although the all-new, third-generation Honda CR-V is likely to appeal to buyers of all ages and both genders, Honda's target audience for its redesigned small SUV is women in their early 30s with a child under two. And when you drive the new CR-V, it's obvious the company had this audience in mind from the very beginning. The size of the previous-generation CR-V, for instance, was a major selling point for owners 60 percent of whom are women , so the new one hasn't grown any larger. It shares a platform with the latest Civic, yet has a shorter wheelbase than even the coupe. With the dimensions set, company designers focused on making the Honda CR-V more practical for the owner with a toddler in one arm and groceries in the other. Accordingly, the previous model's side-hinged rear gate and exterior-mounted spare tire were dumped in favor of a lightweight overhead liftgate and an under-floor spare. Additionally, the rear doors open a full 90 degrees and have numerous detents within their opening range to keep them from swinging back while you're bent over buckling in an infant. Unlike last year, all three rear seating positions have the LATCH setup for car seats, and once you're on the road, a front-seat sunglasses holder with a built-in conversation mirror takes the neck-twisting out of being an attentive parent. But it's not all

baby-specific upgrades. The interior design, for example, is sharper and less utilitarian than before and materials are higher in quality. Additionally, there's a standard input jack for MP3 players, and for the first time, you can get a navigation system. With the nav installed, you also get gadgets like a PC card reader and a rear backup camera. On the road, it's obvious Honda paid more attention to handling dynamics than in years past, as the third-gen CR-V feels stable and confident around corners and has excellent steering feel. The one thing you might not like about this new Honda is its lack of a V6, something that compact foes like the Escape and RAV4 happen to offer. The CR-V still has a 2. Paired with a five-speed automatic transmission, the 2. It's smooth and stable on the road, intelligently designed on the inside, and more refined than just about any competitor you can name. The CR-V LX starts you out with inch steel wheels, really nice cloth upholstery, air-conditioning, a four-speaker CD stereo with an auxiliary input jack, full power accessories and a folding center tray. Moving up to the EX provides alloy wheels, body-color exterior trim, a moonroof, an upgraded six-speaker stereo with an in-dash CD changer, an outside temperature gauge and a rear cargo shelf. If you opt for the EX-L model, you get all these goodies, plus heated outside mirrors, leather upholstery, heated front seats, XM Satellite Radio and a fixed center console in lieu of the folding tray. Unfortunately, the CD changer moves from the dash to the center console on nav-equipped CR-Vs, and the magazine-style cartridge is flimsy. To offset this annoyance, Honda provides an additional single-CD player behind the nav screen. All CR-Vs are powered by a 2. A five-speed automatic transmission is standard, and all trims are available with either front-wheel drive or all-wheel drive. On all-wheel-drive models, power goes primarily to the front wheels and is rerouted to the rear when slippage occurs. All major safety features are standard on the Honda CR-V, including antilock disc brakes, stability control, brake assist, a tire-pressure monitor, front-seat side airbags and full-length side curtain airbags. A backup camera is available only on EX-L models equipped with the navigation system, but Honda dealers can sell you parking sensors for lower-line models. Driving around the city is pleasant enough in the Honda CR-V, but aggressive merging and passing maneuvers tap out the engine's torque reserves. The automatic transmission shifts crisply, but doesn't offer a manual mode. Ride quality is composed and comfortable, and the cabin is insulated from the road noise that plagued previous-generation CR-Vs. Driven around corners, the CR-V exhibits excellent balance for a small SUV, and the steering is well-weighted and communicative. Brake pedal action is smooth and consistent, but stopping distances are only average for the compact SUV class. Perhaps the best attribute of the new CR-V is its attractive yet practical cabin design. Honda's designers sweated every detail in here; not only are the controls and instrumentation ergonomically correct, but there are numerous parent-friendly conveniences as well. For starters, the wide-opening rear doors and lightweight rear liftgate make it simple to load infants and their strollers. We especially like the multiple detents on the rear doors, which keep them from swinging in tight parking spaces. From the front seat, you can monitor toddlers via the conversation mirror built into the sunglasses holder, while the folding center tray in LX and EX models allows for hasty dashes to the backseat. Cargo capacity measures The rear seats can fold and flip into an upright position, opening up 73 cubic feet of cargo capacity. Honda didn't try to make the Honda CR-V look more masculine. Nor did the company try to squeeze a V6 under the hood. Look inside and there are still just two rows of seating, which isn't surprising when you realize this SUV is 3 inches shorter than last year's CR-V. This isn't how redesigns in the small-SUV class are usually done. You're supposed to make your cute-ute bigger, more powerful and more aggressive in order to get more young, active male butts in the driver seat. So it's settled. This sport-ute's for girls. It's also better-dressed, better-equipped and better-handling than any previous Honda CR-V, which means you might like it even if you don't own a pair of wedges. Didn't need to grow It's one thing to market your compact SUV to a specific audience. It's quite another to have that audience in mind from the moment you begin roughing out the design. The size of the second-generation CR-V was a major selling point for current owners, 60 percent of whom are women, so the '07 CR-V still shares a platform with the Civic , yet now has a shorter wheelbase than even the coupe. Honda widened its compact sport-ute's track an inch to improve handling and open up more shoulder room, but lowered its stance: This CR-V sits just 7. In the process, the company carved out an additional cubic foot of cargo space. With 73 cubes of max capacity, the Honda equals the Toyota and surpasses the Ford. Built-in convenience Next, Honda set about making its small SUV more practical for the owner with a toddler in one arm and groceries in the other. The side-hinged rear gate and exterior-mounted spare tire were dumped in favor of a lighter, overhead liftgate and an under-floor spare. A foldable, removable shelf, as seen in Chevrolet's Equinox , was fitted to the Honda also designed rear doors that open a full 90 degrees. Better yet, the doors have numerous detents within their opening range, so you never have to worry about them swinging

back while you're bent over buckling in the apple of your eye. Up front, there's a sunglasses holder with a built-in conversation mirror to take the neck-twisting out of being an attentive parent. When you do need to dash to the back, the folding center tray in cloth-upholstered CR-Vs provides walk-through access. Leather-lined CR-Vs get a fixed console. It's not all baby-specific upgrades, though: Honda knows its customers have iPods, so every CR-V comes with an auxiliary input jack. Plus, interior materials are higher in quality compared to the '06 model, and the unsightly dash and column-type shifter have been replaced by a sleek, ergonomic design that puts both the gear selector and the stereo controls at hand level. It's also easier to find a comfortable driving position with this year's standard tilt-and-telescoping steering wheel. Stands pat With all the V6s popping up in the small SUV segment, we expected Honda to take radical action under the hood. Instead, last year's 2. The result is 10 extra horsepower and 1 more pound-foot of torque for totals of and , respectively. These numbers are on par with the four-cylinder RAV4 hp, lb-ft and Jeep Compass hp, lb-ft. With only 5 percent of second-gen CR-V customers opting for a manual gearbox, Honda decided not to bother this time, leaving the five-speed automatic as the sole transmission choice. The five-speed's gearing has been tweaked, with a shorter 1st gear and final drive ratio. Buyers can go with front-wheel drive or four-wheel drive. Equipped with 4WD, the CR-V functions as a front-driver until the Real Time 4WD system detects wheel slippage and redirects power 20 percent more than last year to the rear. Driving around the city is pleasant enough, but merging and passing maneuvers tap out the engine's torque reserves. The automatic shifts crisply, but has no manual mode. Having gained only 70 pounds, the CR-V feels about as fast as the '06 model. It also feels a little quicker than the Compass, which takes 10 seconds to hit 60 mph. Of course, it feels slower than the V6-powered RAV4, which gets to 60 in 7 seconds. The carmaker says CR-V buyers are more concerned about fuel economy than speed. Trades power for agility As consolation, the Honda CR-V offers handling that borders on athletic. In front, they added caster, adjusted the angle of the struts and lowered the steering box to improve straight-line stability and steering response, while increasing suspension travel to allow for greater tuning precision. In back, they fiddled with the geometry to keep the CR-V level during acceleration and braking, and fitted a larger antiroll bar. The rack-and-pinion steering system continues to use hydraulic assist, but has a quicker ratio. Ride quality is smooth and comfortable, and the cabin is insulated from the road noise that plagued '06 CR-Vs. During our travels, though, we noticed the turning radius is a bit large. Honda's specs have it at Brake size hasn't changed, but the front discs are a few millimeters thicker, and the antilock brake system now has four-channel capability, instead of three, to allow for individualized braking of the rear wheels. The standard stability control system is fully integrated with the ABS and includes a new brake-assist feature. The volume-selling EX has alloy wheels, body-color exterior trim, a moonroof, an upgraded stereo with a normal-size head unit and an in-dash CD changer, and the aforementioned cargo shelf. Unfortunately, the CD changer moves from the dash to the console box on EX-L Navi models, and the magazine-style cartridge is flimsy. To offset this annoyance, Honda installed a single CD player behind the nav screen. Is this what women want? It's smooth and stable, attractively furnished and equipped with virtually every convenience a young mom or dad could want. That is, unless she's hungry for power. But Honda is betting that , buyers a year will be willing to make that compromise. Sales start September Edmunds attended a manufacturer-sponsored event, to which selected members of the press were invited, to facilitate this report. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Honda CR-V. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Could use more power for passing at highway speeds. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. The Honda CR-V is completely redesigned. It hasn't grown in size, power or seating capacity, but thanks to Honda's attention to detail, this small SUV is way up in practicality and refinement. Read more. Write a review See all reviews. I've been very happy with my CRV except for a few problems. First thing was the tires especially the front wearing out so quickly. I noticed in doing research I wasn't the only CRV owner with

this problem. The next issue with my CRV is the lock actuator problem. The left rear door will no longer lock permanently. It locks and unlocks You come to a stop and the door unlocks. Start driving and it locks again I had it fixed under lock problem warrant at Honda World in Downey but within a year it was the same problem. I couldn't get it back in there so went to Norm Reeves Honda in Cerritos and they replaced it in October under the same 'lock actuator' warranty. In March it started the same thing again. Says it's a different problem. It's the same door doing the same thing. Now this to me is a problem that Honda should gladly fix but they won't. I'm very satisfied with my CRV JUNE 30, I still really like this car. At , miles I took it in to the dealer to have a tune up. When I went back they told me they didn't do it because there was no need. Everything was just like it should be, spark plugs included. I asked how can that be, they had another service tech check it out with the same answer. This car is now 10 years old and has the original spark plugs etc and still getting excellent gas mileage. My biggest issue was the door actuator locks. The dealer worked with me at Auburn Honda since it had been done 2 times before but said Honda wouldn't stand behind the problem so I had to pay. It now has about , thousand miles on it and still running great. And still has the original spark plugs in it! It averages my in town driving at about 21 to 22 Miles per gallon. Yesterday out on the road at 70 it was hitting right at 31 MPG so it is still running great and getting good mileage. The driver's leather seat is showing the wear and the driver's door handle has worn some of the leather completely off. Even the front passenger seat that isn't used too much has shown the wear. I've had the vehicle detailed and hand waxed multiple times over the years so for the most part, the paint is in good condition. For some reason on the back tailgate, it almost seems like the paint is missing as opposed to faded. And on the passenger side window bar, the black is all faded out. It has been garage kept for the most part so I find those things annoying. Oil changes, one set of brakes, 3 sets of tires. The last Michelins are the best, can't even see any wear after 30, and 2 years. I'd buy it again in a heartbeat! July 6,, Now my car is 12 years old. Still all the original spark plugs. Never tuned up and runs great. On the road gas mileage will still hit about 30 mpg, in town depends on traffic and distance but around 22 to 23 mpg. Paint problem in the back is getting worse as well as the driver's seat showing wear but the car runs great and I would still buy it all over again! January update, In September the Honda started having a noticeable drag when starting. Like the battery was bad but it was fairly new so I knew that wasn't it. Something was making a whining noise. I took it in and turns out the alternator had gone bad. A couple of days later as I'm driving down the street every dash light on the car lit up flashing and the car obviously not running well. Go back to the shop with it, turn it off. They start it up just fine, do the diagnostics and tell me nothing is wrong with it. Ok, that's weird. From that point on every time I started the car I could tell it was like a low battery. Back to the shop. I could tell there was something wrong so I took it to Sears. They checked it out, did the diagnostics and told me there was nothing wrong, First day spins right over like new, Traded it. Read less. Pre-certifired means nothing. It is my third one to own. I have always bought brand new until the It was pre-certified, and I thought that meant something. Although it was going 4 years old and had a scratch on the hood, it only had 35, miles on it, and Hondas are supposed to do K, right? The certified meant it had nothing wrong with it, etc At miles and 3 years later, the air conditioner has stopped working. I took it to my local Honda to be told there was no recall on my vin and two day later, the air went to blowing only hoth wit the heat index at degrees! The condenser broke and the whole system has to be replaced. I was 13 weeks too late. What troubles me is that the dealer knew the Honda had this problem and that it was not a case of if it would break but when. It is a design defect! I am stuck. How could they certify a vehicle with a design defect that guaranteed the AC would go bad somewhere around 85, miles? Trading it in will give me low value and keeping it with no AC in the South could be a health hazard. I consider what Honda did to be unethical. Their certified still carries a "buyer beware, While I've had several Honda's and Toyota's in the past this is the only one of two fully manufactured in Japan cars I've had. The ones sourced and assembled elsewhere I've never had the same bullet proof luck with. This Honda has never missed a regular scheduled maintenance. The acceleration was never anything to brag about but it has held it's own in the pace with highway and stop and go traffic. This was a CRV we purchased new at the time the new model was available. While some may balk at the suggestion that a fully made Japanese Honda shouldn't make a difference I've noticed the interior plastics are more durable than the newer American Accord we also own. I appreciate the exterior appearance of this car as it looks like a hybrid between the newer HR-V and the current CRV. I don't feel like I'm missing out by not getting a new car. I never received notification about this. I've had the vehicle for almost 8 yrs but well under the mileage. Honda service said "oh well". Honda of America may pay "a portion" of the repair but won't tell me how much. Honda has known about this problem and did nothing for owners to remedy it before failure. I guess the good Honda name means nothing

now. Honda does not stand behind their product. Google this and you will see complaint after complaint about this problem. Also OEM tires ride horribly and lasted miles. Highway ride is rough. Inside dome light doesn't work. I am so done with Honda. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 3. But that isn't who Honda's after. Sponsored cars related to the CR-V. Sign Up. The Honda Civic continues to set the bar for the small car segment. Strong on comfort, safety and customization, this is one car that every shopper needs to consider. Can the Honda Civic be all things to small-car buyers? This legendary nameplate comes in a wide range of configurations, from the green-themed Hybrid and natural-gas-fueled models to the adrenaline-pumping Si. If this car were human, therapists would probably be trying to treat it for multiple personality disorder. Thankfully, all is well with the Honda Civic. The wide selection of styles only enhances the car's legendary strengths of fuel efficiency, intelligent design, safety, refinement and performance. Rather than have just one model trying to do it all, Honda offers different versions to suit just about every interested shopper. The Civic follows up on a full redesign that took place last year. The redesign brought about a more contemporary look, added more distinctiveness between the coupe and sedan models, and introduced new features. There were also major improvements to the Hybrid and Si specialty models. For , Honda hasn't changed the Civic much, though it did expand the availability of the Si trim. For the first time ever in the U. Will a Civic be the next car in your garage? The Honda Civic is a small car available as a sedan or coupe. Each is offered in three primary trim levels. The Si also comes with a sport-tuned suspension, inch wheels and special interior trim, while the Hybrid has automatic climate control but no moonroof. For the EX, Hybrid and Si, satellite radio and a navigation system are optional. That power is sent through the front wheels through a five-speed manual transmission or an optional five-speed automatic. The GX also has a 1. It only has a cruising range of miles, but with Honda's Phill device, you can refuel from the comfort of your own garage. For the Civic Si, Honda installs a hp 2. The gasoline-fueled 1. Its 1. All Civics come with front seat-mounted side airbags, full-length side curtain airbags and active front head restraints. Antilock brakes are also standard; EX and Si models have four-wheel discs, while the rest have rear drums. Stability control is an exclusive standard feature on the Si sedan only. Side-impact tests resulted in a four-star rating for front passengers and five stars for rear passengers. The mainstream Civic models are responsive in a way that Honda fans will instantly recognize. The Civic's suspension, steering and brakes all work together seamlessly, and it's clear that Honda's design ethos has regard for some mild sporting character. It's also a simple car to drive, with intuitive response to inputs and controls falling readily at hand. This is also true of the Civic Hybrid; other than being slower in acceleration, it has few vices. The natural-gas GX is the least sporting member of the Civic family, though its limited fuel range means it's best suited as a city car anyway. The Civic Si, meanwhile, is a fantastic performance bargain. Possessing nimble handling, spirited acceleration and an addictive engine note, the Si is one of the few cars available in any price range that makes you want to drive it just for the sake of driving. Honda has kept the analog tachometer in the traditional location and placed a digital speedometer and gas gauge at the base of the windshield. Though some drivers find the two-tier display distracting, others say it makes quick visual checks of speed easier. Otherwise, the Honda Civic continues to be one of the best small cars in terms of room and refinement. Its controls are easy to operate and materials are of high quality. Available styles include LX 4dr Sedan 1. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Honda Civic. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Honda lease specials Check out Honda Civic lease specials. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Controversial gauge cluster design, slow acceleration times of Hybrid and GX models. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. The performance-oriented Si trim level becomes available for the sedan body style in addition to the coupe. The Civic's large dash features an unusual layout. Read more. Write a review See all reviews. I waited almost 4 months for my

hybrid, and it was worth the wait. I've had it for 2 months with almost miles and no complaints. I really like the gauge layout, I'm not bothered by the emergency brake handle, and I've had several cars that I can't quite see the front of from inside. I was a little concerned about poor acceleration until I passed someone my first day with the car with no problem. I wasn't sure how it would do in the Minnesota cold This car teaches you to drive efficiently. Mileage was around 50mpg when it was warmer, but dropped in the cold. I'm not sure if global warming is real, but in case it is, I'm trying to do my part to pollute as little as possible. Read less. This is a superb car! It's very powerful for that comparatively small engine. Both the interior and exterior are attractive. The interiors are very spacious and so is the boot I didn't expect the boot to be so big considering that its a coupe. Honda has done a great job in making a compact yet spacious car. Overall this car drives very smoothly and gives good mileage too! I'm happy with my experiences. A smart, powerful, economical car is how I will summarize it. Go for it! The Civics have been involved in a class action lawsuit involving the rear control arms. If you purchase a used civic make sure the rear control arms have the letter "C" stamped on them, otherwise you will rapidly wear out tires. Fuel economy is excellent. Tire wear is terrible because of a defective Rear Upper Control Arm. Honda did not do a recall but there was a class action suit forcing Honda to replace the defective parts and reimburse customers for premature tire wear. Unfortunately for me, I did not find out until after the expiration of the settlement which was January 16, The seats are wearing out much faster than any car I have ever owned and I am average size and the car only has 80, miles on it. See all reviews of the Used Honda Civic. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Civic. Sign Up. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I ha

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 d the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search.