2001 Mazda 626 at 139,000 mi

1YVGF22C515234567

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
626 · GF 626 LX 2.0 sedan, 4-speed automatic	Mazda FS-DE 2.0L and FP-DE 1.8L four (2000–2003 Protege, 2000–2002 626)	139,000 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 '1' = 2001, 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	0	1
inspection recommended now	to plan in the next 30,000 miles	to watch or check at each service

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Mazda 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

Automatic transmission failure: slipping, harsh shifts, no drive: Past the range (50,000–80,000 mi, the middle half of 41 owner reports) · if it fails: $2,000–$3,000
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 144,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 169,000 mi

Nothing else enters its reported range in this window.

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

Rough idle, stumble and misfire codes (626) **No published price**

Any mileage (2000–2002 626) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 169,000 mi

$100–$160

Nothing else on the list before 169,000 mi. Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 139K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Automatic transmission failure: slipping, harsh shifts, no drive	50,000–80,000 mi (middle half of 41 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Rough idle, stumble and misfire codes (626)	2000–2002 626 OFFICIAL	Any mileage

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 2001 Mazda 626

Safety recall repairs are free at Mazda 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 1YVGF22C515234567.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Mazda dealer for a campaign printout; it also lists completed campaigns.

2.0L FS-DE / 1.8L FP-DE RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.0L FS-DE / 1.8L FP-DE 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 2001 MAZDA 626 (0)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: 626. 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 (626): Left out: 05E-065 (certain aftermarket replacement fuel filters, not factory equipment; check the filter only if a non-Mazda filter was fitted).

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 2 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 (GF). Left out because they apply to other models, years, engine sizes or body codes: Engine rattle when cold at 1,000–3,000 rpm (Protege); Hard starting and hesitation (Protege); Ignition coil failure on the 1.8L Protege (emission recall 0702F).

1 Automatic transmission failure: slipping, harsh shifts, no drive

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 419 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 139,000 mi this car is past the reported range (50,000–80,000 mi (middle half of 41 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 50,000–80,000 mi (middle half of 41 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [1]

The four-speed automatic in the 2000–2002 Mazda 626 is the most-reported problem in NHTSA complaints for these cars, and Protege owners report the same pattern less often. Owners describe slipping, flaring between gears, harsh or late shifts, the O/D light flashing, and finally no drive, often between 50,000 and 80,000 miles and often more than once after rebuilds. No Mazda bulletin or recall covers it.

SYMPTOMS

- Slipping or flaring between gears
- Harsh, late or banging shifts
- O/D or check-engine light flashing
- Car will not move in Drive or Reverse

IF IT'S LEFT TOO LONG

Once it slips it usually needs a rebuild or replacement transmission; losing drive on a highway is dangerous.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the ATF with the correct fluid and fix leaks early; budget for a rebuild on high-mileage automatics.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=38)	**$2,000–$3,000** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=38)	**$2,000–$3,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($2,500) is about 1.0× the early-fix midpoint ($2,500). A cost ratio, not a probability.

Where the numbers come from: Computed from 38 NHTSA owner complaints that quote a bill or quote for a transmission rebuild or replacement (middle half; median $2,500; e.g. ODI 10280727, 10289671, 10057018, 10120176). Owner-reported; not shop quotes. 626 counts include some V6 cars whose complaints do not name the engine.

PARTS FOR GF

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

WHAT TO ASK YOUR SHOP

- Transmission ever rebuilt or replaced? When, and by whom?
- ATF last changed?
- Any slipping or flashing O/D light?

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2 Rough idle, stumble and misfire codes (626)

Any mileage

Severity: Medium: leaks and wear · 17 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2002 626), so mileage doesn't say much here. Range: 2000–2002 626

OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

Mazda issued a bulletin for rough idle, hesitation, stumble and misfire with codes P0300–P0304 on 2000–2002 626s.

SYMPTOMS

- Rough idle
- Stumble or hesitation
- Check-engine light with P0300–P0304

IF IT'S LEFT TOO LONG

Misfires can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Follow the bulletin; check plugs, wires and coils before replacing parts.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
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

PARTS FOR GF

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

WHAT TO ASK YOUR SHOP

- Any misfires or rough idle?
- Plugs and wires last changed?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L FS-DE / 1.8L FP-DE 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
Air bags / seat belts	129	Air bag and seat belt complaints; not engine faults.
Brakes	82	Brake complaints (recalls 00V-074 and 01V-024 on 2000–2001 Protege); not engine faults.
Stalling	45	Stalling complaints with mixed causes (transmission, fuel and ignition); no single bulletin or recall pattern.
Oil or coolant leaks	32	Scattered oil and coolant leak complaints; too few with a common cause for a 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

- Automatic shift quality cold and hot; ATF condition
- Cold-start rattle (Protege)
- Misfire or rough idle
- Open recalls by VIN

Ask the seller

- Transmission rebuilt or replaced?
- Timing belt last replaced when?
- ATF last changed?

Documents to request

- Service records, especially transmission work
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Automatic transmission failure: slipping, harsh shifts, no drive: symptoms or fault codes present	$2,000–$3,000
Rough idle, stumble and misfire codes (626): symptoms or fault codes present	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/Mazda 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 2002–2003 Protege complaints, 2000–2001 Protege complaints that do not name the 1.6L or DX, and 2000–2002 626 complaints that do not name the V6. Many complaints name no engine, so some 1.6L Protege and V6 626 cars are included, and engine-specific counts are approximate: 854 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Automatic transmission	419	Item 1
Air bags / seat belts	129	Also reported
Brakes	82	Also reported
Stalling	45	Also reported
Oil or coolant leaks	32	Also reported
Engine noise	28	Other years or engine sizes
Hard start / hesitation	24	Other years or engine sizes
Misfire / rough idle	17	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 2000–2003 Mazda Protege and 2000–2002 Mazda 626 (four-cylinder), pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mazda bulletin 01-027/04: 2000–2002 626: rough idle, hesitation, stumble, misfire and check-engine light with DTC P0300–P0304 (2004-08-02; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10009908

3. Mazda bulletin 01-004/03: 2001–2003 Protege: engine rattle noise at 1,000–3,000 rpm with a cold engine (2003-04-17; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10001515

4. Mazda bulletin 01-009/04: 1999–2003 Protege: engine hard to start (2004-02-23; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10006153

5. Mazda bulletin 01-022/03: 2003 Protege: hesitation and/or intermittent stumble under acceleration (2005-01-28 update; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004462

6. Mazda emission recall campaign 0702F: 1999–2000 Protege with the 1.8L engine: ignition coil failure causes hesitation, rough idle and check-engine light (2002-07-01; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=635043

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 Mazda dealer or qualified shop. Safety recall repairs are free at Mazda 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-FS-234567-20261028 and we'll correct and reissue it.

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