2001 Mazda 626 · GF 626 LX 2.0 sedan, 4-speed automatic · FWD

1YVGF22C515234567

ODOMETER IN: 139,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

No tracked engine recalls listed for this model year.

B · INSPECTION POINTS, IN PLAN ORDER

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

Check now · Past the range (50,000–80,000 mi, the middle half of 41 owner reports)

Road test all shifts cold and hot, including kick-down	☐ OK ☐ Watch ☐ Fix
Check ATF level, colour and smell	☐ OK ☐ Watch ☐ Fix
Scan for transmission codes	☐ OK ☐ Watch ☐ Fix

ATF: clean / dark / burnt

Parts (GF): Ask your parts supplier for the OE part number for this VIN.

2. Rough idle, stumble and misfire codes (626)

Watch · Any mileage (2000–2002 626)

Scan for P0300–P0304	☐ OK ☐ Watch ☐ Fix
Check misfire counts by cylinder	☐ OK ☐ Watch ☐ Fix

Scan for: P0300, P0301, P0302, P0303, P0304

Parts (GF): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE

Not on this report for this car. Check the service records and the maker's schedule (brake fluid, spark plugs, coolant, transmission fluid). ☐ Records checked ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.0L FS-DE / 1.8L FP-DE, QUICK CHECKS

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

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Automatic transmission failure: slipping, harsh shifts, no drive
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. At 139,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $2,600, before tax and shop supplies.
Ask: have you noticed slipping or flaring between gears, or harsh, late or banging shifts?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.

Reference only. Follow Mazda repair procedures and your shop's judgment.