2001 Nissan Altima at 156,000 mi

1N4DL01D91C123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Altima · L30 Altima 2.4 GXE sedan	Nissan KA24DE 2.4L four (2000–2001 Altima, 2000–2004 Frontier and Xterra)	156,000 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 Nissan 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

Intake manifold gasket leak at cylinder 4 (rough idle, P0304): Past the range (57,000–88,000 mi, the middle half of 26 owner reports) · if it fails: $600–$900
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 163,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 186,000 mi

Nothing else enters its reported range in this window.

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

Torque converter clutch code P0740 (automatic) **No published price**

Any mileage (2000–2001 Altima automatic) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 186,000 mi

$100–$160

Nothing else on the list before 186,000 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 156K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Intake manifold gasket leak at cylinder 4 (rough idle, P0304)	57,000–88,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Torque converter clutch code P0740 (automatic)	2000–2001 Altima automatic 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 Nissan Altima

Safety recall repairs are free at Nissan 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 1N4DL01D91C123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Nissan dealer for a campaign printout; it also lists completed campaigns.

2.4L KA24DE RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.4L KA24DE 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 NISSAN ALTIMA (0)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: ALTIMA. 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 (ALTIMA): 07E-074 covers aftermarket replacement headlamps, not factory parts, and 01V-065 covers Firestone tires in a 16-inch size fitted to SE models; both are left out of this GXE 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 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 (L30). Left out because they apply to other models, years, engine sizes or body codes: EGR codes and rough running (P0400 / P0402); Fuel pump terminal corrodes on the sending unit (recall 04V-230, Xterra).

1 Intake manifold gasket leak at cylinder 4 (rough idle, P0304)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 74 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 156,000 mi this car is past the reported range (57,000–88,000 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: 57,000–88,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [1]

On 2000–2001 Altimas the intake manifold gasket next to cylinder 4 commonly leaks. Owners and shops in the complaints say heat from the nearby EGR tube cooks that section of the gasket. The leak lets in unmetered air, so the engine idles roughly or high, shakes at stops, misfires on cylinder 4 (P0304) and can stall. The gasket is cheap; the labor is most of the bill. Nissan published no bulletin; this rests on owner complaints.

SYMPTOMS

- Rough or shaking idle at stops
- High or hunting idle
- Check-engine light with P0304 or lean codes
- Stalling when coming to a stop

IF IT'S LEFT TOO LONG

A long-running misfire can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Smoke-test the intake for leaks at the first rough idle; replace the gasket and check the EGR tube heat shielding.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=33)	**$600–$900** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=33)	**$600–$900** 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 ($750) is about 1.0× the early-fix midpoint ($750). A cost ratio, not a probability.

Where the numbers come from: Computed from 33 NHTSA owner complaints that quote a bill or estimate for the intake manifold gasket (middle half of the bills; median $840). Examples: ODI 10225771, 10248228, 10303356, 10285505. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR L30

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

WHAT TO ASK YOUR SHOP

- Rough idle or shaking at lights?
- Intake gasket ever replaced?

2 Torque converter clutch code P0740 (automatic)

Any mileage

Severity: Medium: leaks and wear · 24 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 Altima automatic), so mileage doesn't say much here. Range: 2000–2001 Altima automatic OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

Nissan issued a bulletin for 2000–2001 Altimas (and Quests) that turn on the check-engine light with an intermittent P0740 for the torque converter clutch solenoid valve.

SYMPTOMS

- Check-engine light with P0740
- Higher rpm at cruise or shudder

IF IT'S LEFT TOO LONG

A torque converter clutch that does not lock up runs the transmission hotter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the transmission fluid and follow the bulletin diagnosis before replacing the transmission.

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 L30

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

WHAT TO ASK YOUR SHOP

- Any transmission codes?
- Transmission fluid ever changed?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.4L KA24DE 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
Brakes	40	Brake complaints; not engine faults.
Air bags	37	Air bag complaints; not engine faults.
Steering / suspension	16	Steering and suspension complaints; not engine faults.

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

- Idle quality at a stop (shake, hunting)
- Scan for P0304 / P0400
- Open recalls by VIN

Ask the seller

- Intake gasket replaced?
- Timing chain noise on cold start?
- Recall 04V-230 done (Xterra)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Intake manifold gasket leak at cylinder 4 (rough idle, P0304): symptoms or fault codes present	$600–$900
Torque converter clutch code P0740 (automatic): 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/Nissan 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 2000–2001 Altima complaints, plus 2000–2004 Frontier and Xterra complaints that name the 2.4L or four-cylinder. Most truck complaints do not name the engine, so the truck counts under-count: 346 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Intake manifold gasket / cylinder 4 misfire	74	Item 1
Rough idle / stalling	74	Item 1
Brakes	40	Also reported
Air bags	37	Also reported
Transmission / clutch	24	Item 2
Steering / suspension	16	Also reported
EGR	7	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 2000–2001 Altima and 2000–2004 Frontier and Xterra complaints that name the 2.4L or four-cylinder, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Nissan NTB05-040A: 1998–2000 Frontier and Xterra with KA24 engine: MIL with DTC P0400 / P0402 (EGR), rough idle, drivability incidents, difficulty passing the I/M test for NOx (2005-06-15; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10015857

3. NHTSA recall records: 04V-230 (2000–2003 Xterra with four or six cylinders (and V6 Frontiers): the fuel pump terminal on the fuel-sending unit can crack and corrode, so the pump stops and the engine will not start or stalls; sending unit replaced or inspected and sealed), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V230000

4. Nissan NTB01-035: 2000–2001 Altima and Quest: MIL on with intermittent DTC P0740 (torque converter clutch solenoid valve) (2001-05-15; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=625185

5. Nissan NTB99-081: 2000 Altima: information for DTC P0335 (crankshaft position sensor) (1999-11-08; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=609959

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 Nissan dealer or qualified shop. Safety recall repairs are free at Nissan dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-KA24-123456-20261028 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.