2013 Nissan Juke at 105,000 mi

JN8AF5MV0DT123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Juke · Juke (F15, 2011–2017)	Nissan 1.6L turbo direct-injection four (MR16DDT)	105,000 mi	AWD
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 'D' = 2013, 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
inspection recommended now

0
to plan in the next 30,000 miles · plus 3 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **14V-683** · Fuel pressure sensor: The fuel pressure sensor can loosen and leak fuel; with an ignition source nearby, this can start a fire.
- **15V-418** · Push-button ignition switch: The start/stop button can stick in its housing, and road vibration can then shut the engine off while driving, which raises the risk of a crash.

A model-year list, not a VIN check. Repairs are free at a Nissan dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Nissan dealer for a campaign printout, including 14V-683. 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

Timing chain, guides and tensioner (chain stretch, rattle, front-cover wear): Past the range (56,000–98,000 mi, the middle half of 32 owner reports) · if it fails: $3,000–$8,000

CVT judder, slipping and failure (automatic Juke): Past the range (61,000–94,000 mi, the middle half of 20 owner reports) · if it fails: $1,800–$5,000

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 117,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 135,000 mi

Nothing else enters its reported range in this window.

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

Turbocharger failure (oil feed tube replaced with it) — $2,619–$3,139

Any mileage (few owner reports state one) · Inspect at each service; fix at the first sign

independent shop, installed

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 135,000 mi

$100–$160

No other repairs on the list before 135,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “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

Scheduled maintenance from 105,000 mi to 135,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Iridium/platinum plugs; replace early if gap exceeds spec.	every 105,000 mi	**Due at 105,000 mi** [M1][M2]
Engine coolant First change at 105,000 mi or 84 months (factory blue coolant), then every 75,000 mi or 60 months.	first at 105,000 mi, then every 75,000 mi or 5 years	**Due by age: every 5 years (check records)** [M1][M2][M3]
Brake fluid Nissan sets brake fluid at 24 months; the mileage figure follows that model year's oil-service interval.	every 30,000 mi or 2 years	**Was due at 90,000 mi and by age (check records)** [M1][M3]
CVT fluid Nissan normal schedule says inspect only; replace every 60,000 mi only under severe use (towing, rough or muddy roads).	no fixed interval	— [M1][M2]

M1. Nissan USA official maintenance schedule lookup: 2015 Juke (component pages, Standard Driving Conditions) OFFICIAL
https://maintenance-schedules.nissanusa.com/maintenance-schedules/2015/juke/components/engine-coolant/

M2. Nissan USA official maintenance schedule lookup: 2018 Sentra (component pages, Standard Driving Conditions) OFFICIAL
https://maintenance-schedules.nissanusa.com/maintenance-schedules/2018/sentra/components/engine-coolant/

M3. 2011 Nissan Service and Maintenance Guide (Nissan North America, Pub. MB1E 0ALLU0) OFFICIAL
https://archive.org/details/manualzilla-id-6037219

WHERE 105K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chain, guides and tensioner (chain stretch, rattle, front-cover wear)	56,000–98,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
2	Turbocharger failure (oil feed tube replaced with it)	Any mileage; few owner reports state one OFFICIAL	● Any mileage
3	Fuel pressure sensor leak (recalls 12V-069, 18V-156, 14V-683)	2011–2014 Juke (recalls); fuel smell complaints also on later cars OFFICIAL	● Listed for this model and year: check by VIN
4	CVT judder, slipping and failure (automatic Juke)	61,000–94,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range

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 2013 Nissan Juke

Safety recall repairs are free at Nissan dealers. 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 JN8AF5MV0DT123456.
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.

1.6L MR16DDT TURBO RECALLS WE TRACK

12V-069 · Fuel pressure sensor may loosen and leak fuel (2011–2012 Juke) Not listed for MY2013

The fuel pressure sensor on the fuel rail may not have been tightened enough, so it can loosen with heat and vibration and leak fuel. Free inspection and retightening; 18V-156 redid the work on cars where the first remedy was not done right. OFFICIAL [5]

18V-156 · Fuel pressure sensor re-recall (2011–2012 Juke repaired under 12V-069) Not listed for MY2013

On some cars repaired under 12V-069 the sensor was still not tightened properly and can leak fuel. Free repair. OFFICIAL [5]

14V-683 · Fuel pressure sensor may loosen and leak fuel (2012–2014 Juke)

NHTSA lists this model and year: check by VIN

Fuel pressure sensors may not have been tightened enough and can leak fuel near hot engine parts. Free inspection and retightening or replacement. OFFICIAL [5]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 1.6L MR16DDT turbo recalls we track, not listed by NHTSA for this model and year: 11V-583 (turbo boost sensor bracket may separate (2011 Juke)).

EVERY RECALL NHTSA LISTS FOR THE 2013 NISSAN JUKE (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
14V-683 1.6L MR16DDT turbo tracked	Fuel pressure sensor	The fuel pressure sensor can loosen and leak fuel; with an ignition source nearby, this can start a fire. Details
15V-418	Push-button ignition switch	The start/stop button can stick in its housing, and road vibration can then shut the engine off while driving, which raises the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: JUKE. 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 (JUKE): None left out. 15V-418 covers only cars built in a set date range and 14V-683 only certain VINs; a VIN check shows whether either applies.

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 4 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 (Juke). Left out because they apply to other models, years, engine sizes or body codes: Engine shuts off or hesitates from a stop in hot weather (2015 Juke).

1 Timing chain, guides and tensioner (chain stretch, rattle, front-cover wear)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 67 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is past the reported range (56,000–98,000 mi (middle half of 32 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 56,000–98,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: all MR16DDT engines; campaign P4213 covered certain 2011–2013 Jukes until Sept 28, 2017

WHAT FAILS OFFICIAL [2][1]

The timing chain and its guides can wear and stretch. Owners report a rattle, a check engine light, poor running and stalls, and in bad cases the chain wears through the front cover and the engine dumps its oil. Nissan's free campaign P4213 replaced the chain, guides and crank sprocket on certain 2011–2013 Jukes but ended in September 2017, and some owners report the same failure again after the campaign repair.

SYMPTOMS

- Rattle from the front of the engine, worst at cold start
- Check engine light with cam or crank correlation codes
- Oil leak from the timing cover
- Stalling or hesitation when slowing down

IF IT'S LEFT TOO LONG

A badly stretched or broken chain stops the engine and can cause internal damage; a chain that wears through the cover can drain the oil.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Listen for rattle at every visit; on 2011–2013 cars check whether campaign P4213 was done. Replace the chain, guides and tensioner at the first rattle or correlation code.

ESTIMATED REPAIR COST

Timing chain tensioner replacement, Juke (RepairPal range)	**$1,712–$2,327** SHOP/RETAILER [3] independent shop, installed
Owner-reported timing chain / engine bills in NHTSA complaints (n=10)	**$3,000–$8,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: RepairPal estimate for the timing chain tensioner job on the Juke [3]; Nissan campaign labor for the full chain and guides is 3.4–3.6 h [2], so a full chain job costs more. If it fails: computed from 10 NHTSA owner complaints that name the timing chain and quote a bill (middle half; median $5,000); several are engine replacements. Examples: ODI 11111231, 10562900, 10692423, 11191338. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR JUKE

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

WHAT TO ASK YOUR SHOP

- Any rattle at cold start?
- Campaign P4213 (2011–2013) done, and when?
- Timing chain or front cover ever replaced?

2 Turbocharger failure (oil feed tube replaced with it)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 44 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; few owner reports state one), so mileage doesn't say much here.
Range: Any mileage; few owner reports state one OFFICIAL [1]
Applies to: 2011–2017 Juke and 2017–2019 Sentra with the MR16DDT (bulletin NTB16-035a)

WHAT FAILS OFFICIAL [4][1]

Owners report turbochargers that fail with smoke, loss of power and a check engine light. Nissan has no program for the turbo, but its bulletin says that whenever the turbo is replaced, the steel oil feed tube from the engine to the turbo must be replaced with it.

SYMPTOMS

- Blue or white smoke under load
- Loss of boost, slow acceleration
- Whistle or siren noise from the turbo
- Oil in the intake piping

IF IT'S LEFT TOO LONG

A failing turbo can shed debris into the engine and starve the bearings of oil; the car may go into limp mode.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the oil on time with the right grade and let the engine idle a moment after hard driving. If the turbo is replaced, insist on the new oil feed tube.

ESTIMATED REPAIR COST

Turbocharger assembly replacement, 2013 Juke (RepairPal range)	**$2,619–$3,139** SHOP/RETAILER [6] independent shop, installed
Same job	**$2,619–$3,139** SHOP/RETAILER [6] 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 ($2,879) is about 1.0× the early-fix midpoint ($2,879). A cost ratio, not a probability.

PARTS FOR JUKE

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

WHAT TO ASK YOUR SHOP

- Any smoke or loss of boost?
- Turbo ever replaced, and was the oil feed tube replaced too?

3 Fuel pressure sensor leak (recalls 12V-069, 18V-156, 14V-683)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 69 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: 2011–2014 Juke (recalls); fuel smell complaints also on later cars. Range: 2011–2014 Juke (recalls); fuel smell complaints also on later cars OFFICIAL [5]

12V-069: Not listed for MY2013

18V-156: Not listed for MY2013

14V-683: NHTSA lists this model and year: check by VIN

Applies to: 2011–2014 Juke (12V-069 / 18V-156: 2011–2012; 14V-683: 2012–2014)

WHAT FAILS OFFICIAL [5][1]

The fuel pressure sensor on the high-pressure fuel rail may not have been tightened to spec at the factory, so it can loosen with heat and vibration and leak fuel near the hot engine. Nissan recalled 2011–2014 Jukes, then recalled some 2011–2012 cars again (18V-156) because the first repair was not done right. Owners still report fuel smells and sensor replacements after the recall.

SYMPTOMS

- Raw fuel smell in or around the car
- Wet fuel at the top of the engine
- Check engine light with fuel pressure codes

IF IT'S LEFT TOO LONG

Fuel leaking onto a hot engine can start a fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open recalls 12V-069, 18V-156 and 14V-683; they are free at a Nissan dealer. Treat any fuel smell as urgent.

ESTIMATED REPAIR COST

Free under the recall	**Free if covered** OFFICIAL [5] 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 JUKE

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

WHAT TO ASK YOUR SHOP

- Fuel pressure sensor recalls done?
- Any fuel smell?

---

4 CVT judder, slipping and failure (automatic Juke)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 52 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 105,000 mi this car is past the reported range (61,000–94,000 mi (middle half of 20 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 61,000–94,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: CVT models only

WHAT FAILS OFFICIAL [7][8][1]

The CVT on automatic Jukes can judder, slip, whine or go into fail-safe. Nissan's bulletin for 2015–2017 Jukes

ESTIMATED REPAIR COST

inspects the belt and replaces the CVT sub-assembly or the control valve when certain codes are stored. Nissan extended CVT coverage on 2013–2017 Jukes to 7 years or 84,000 miles; that window has now ended on all of them.

SYMPTOMS

- Shudder or judder pulling away
- Whine that rises with speed
- Engine revs flare without acceleration
- Fail-safe (limp) mode with a warning light

IF IT'S LEFT TOO LONG

A slipping CVT gets worse and can leave the car stranded; the fix is usually a replacement transmission.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the CVT fluid on schedule and road-test for judder before buying. Manual-transmission Jukes do not have this item.

CVT fluid change (routine price)	**No published price** independent shop, installed
Owner-reported CVT / transmission bills in NHTSA complaints (n=5)	**$1,800–$5,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: If it fails: computed from 5 NHTSA owner complaints that name the CVT or transmission and quote a bill (middle half; median $4,825). Only 5 bills, so treat this as a rough guide. Examples: ODI 11111046, 11232875, 11299913, 11340734. Owner-reported, often dealer prices; not shop quotes. Nissan bulletin labor for the CVT sub-assembly replacement is 3.0–3.8 h plus removal [7].

PARTS FOR JUKE

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

WHAT TO ASK YOUR SHOP

- CVT fluid ever changed?
- Any judder or slipping?
- CVT replaced under the extended warranty?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.6L MR16DDT turbo 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
Airbags	28	Airbag complaints (including the Takata inflator recalls); not an engine fault.
Engine fire	22	Few reports with mixed causes; the fuel pressure sensor recalls cover the main fuel-leak fire risk.

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

- Cold-start timing chain rattle
- Smoke or boost loss from the turbo
- Fuel smell at the fuel rail
- CVT judder on the road test

Ask the seller

- Timing chain campaign or repair done?
- Fuel pressure sensor recalls done?
- CVT fluid changed or CVT replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chain, guides and tensioner (chain stretch, rattle, front-cover wear): fault found on inspection	$3,000–$8,000
Turbocharger failure (oil feed tube replaced with it): symptoms or fault codes present	$2,619–$3,139
Fuel pressure sensor leak (recalls 12V-069, 18V-156, 14V-683): no recall record on a listed car	Free if covered
CVT judder, slipping and failure (automatic Juke): fault found on inspection	$1,800–$5,000
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

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 2011–2017 Juke complaints; 2017–2019 Sentra complaints that mention the turbo or Nismo. Few Sentra owners name the engine, so the Sentra under-counts: 480 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
Stalling / loss of power	76	Other years or engine sizes
Fuel leak / fuel pressure sensor	69	Item 3
Timing chain	67	Item 1
CVT / transmission	52	Item 4
Turbocharger	44	Item 2
Airbags	28	Also reported
Engine fire	22	Also reported

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 2011–2017 Nissan Juke and 2017–2019 Sentra SR Turbo / Nismo (turbo or Nismo filter), pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Nissan NTB14-030d: Voluntary service campaign P4213, 2011–2013 Juke timing chain, guides and crank sprocket replacement (3.4–3.6 h), ended Sept 28, 2017 (2016-01-20), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10192723-9999.pdf

3. RepairPal: Nissan Juke timing chain tensioner replacement cost (2012 Juke $1,712–$2,327; all years $1,720–$2,336), checked Oct 28, 2026 `SHOP/RETAILER`
https://repairpal.com/estimator/nissan/juke/timing-chain-tensioner-replacement-cost

4. Nissan NTB16-035a: 2011–2017 Juke and 2017 Sentra (MR16DDT) turbocharger service: replace the turbo oil feed tube whenever the turbo is replaced (2017-03-13), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2017/MC-10109203-9999.pdf

5. NHTSA recall records: 12V-069 and 18V-156 (2011–2012 Juke fuel pressure sensor), 14V-683 (2012–2014 Juke fuel pressure sensor), 11V-583 (2011 Juke boost sensor bracket), checked Oct 28, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=14V683000

6. RepairPal: 2013 Nissan Juke turbocharger assembly replacement cost estimate ($2,619–$3,139; labor $598–$877, parts $2,021–$2,262), checked Oct 28, 2026 `SHOP/RETAILER`
https://repairpal.com/estimator/nissan/juke/2013/turbocharger-assembly-replacement-cost

7. Nissan NTB20-091A: 2015–2017 Juke (RE0F10D CVT) with DTC P17F0, P17F1, P0776, P2813, P1715 or P0841: belt inspection, CVT sub-assembly or control valve replacement (2021-12-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10206377-0001.pdf

8. Nissan CVT Warranty Extension (May 11, 2020): 2012–2017 Versa, 2013–2017 Sentra, 2013–2016 Altima, 2013–2017 Juke: CVT coverage extended to 84 months/84,000 miles (2020-05-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10176204-0001.pdf

9. Nissan NTB16-087: 2015 Juke (not Nismo RS): engine turns off or hesitates when accelerating from a stop in hot weather (+100°F): ECM reprogram (2016-09-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/SB-10091603-2280.pdf

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.

Trademarks and independence

Not affiliated with Nissan Motor Co., Ltd. or Nissan North America, Inc. Nissan and model names are trademarks of Nissan Motor Co., Ltd., used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-MR16-123456-20261028 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.