2001 Nissan Maxima at 164,000 mi

JN1CA31D51T812345

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Maxima · A33 Maxima GXE 3.0 sedan	Nissan VQ30DE-K 3.0L V6 (2000–2001 Maxima and Infiniti I30)	164,000 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
inspection recommended now

0
to plan in the next 30,000 miles

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **20V-008** · Air bags · frontal · passenger side: The passenger air bag uses a Takata inflator without a drying agent that can degrade with heat and humidity and explode in a crash, throwing metal fragments. Dealers replace the inflator.
- **15V-287** · Air bags: The passenger frontal air bag inflator can rupture when it deploys and throw metal fragments at the occupants. Dealers replace the inflator.
- **02V-146** · Suspension · front · control arm: The pin at the frame end of the front lower control arm can break, which causes a knocking noise and abnormal steering. Dealers replace the control arms.

A model-year list, not a VIN check. Repairs are free at a Nissan dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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. 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

Ignition coil failure: misfire, P1320, spark knock: Long past the range (37,000–68,000 mi, the middle half of 71 owner reports) · if it fails: $671–$1,000
At this mileage it may already be fixed: we check the records first.
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 171,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 194,000 mi

Nothing else enters its reported range in this window.

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

Engine (EGI) harness wire breakage — No published price

Any mileage (2000–2001 Maxima and I30) · Inspect at each service; fix at the first sign

Mass airflow sensor fault (P0100): surging and low power — No published price

Any mileage (2000–2001 Maxima and I30) · Inspect at each service; fix at the first sign

Oxygen sensor and catalyst codes (P0138–P0160, P0420) — No published price

Any mileage (2000–2001 Maxima and I30) · Inspect at each service; fix at the first sign

Automatic transmission: delayed 1–2 / 2–3 shifts — No published price

Any mileage (2000–2001 Maxima and I30 automatic) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 194,000 mi

$100–$160

Nothing else on the list before 194,000 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 164K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Ignition coil failure: misfire, P1320, spark knock	37,000–68,000 mi (middle half of 71 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
2	Engine (EGI) harness wire breakage	2000–2001 Maxima and I30 OFFICIAL	Any mileage
3	Mass airflow sensor fault (P0100): surging and low power	2000–2001 Maxima and I30 OFFICIAL	Any mileage
4	Oxygen sensor and catalyst codes (P0138–P0160, P0420)	2000–2001 Maxima and I30 OFFICIAL	Any mileage
5	Automatic transmission: delayed 1–2 / 2–3 shifts	2000–2001 Maxima and I30 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 Maxima

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 JN1CA31D51T812345.
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.

3.0L VQ30DE-K V6 RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 3.0L VQ30DE-K V6 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 MAXIMA (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-008	Air bags · frontal · passenger side	The passenger air bag uses a Takata inflator without a drying agent that can degrade with heat and humidity and explode in a crash, throwing metal fragments. Dealers replace the inflator. Details
15V-287	Air bags	The passenger frontal air bag inflator can rupture when it deploys and throw metal fragments at the occupants. Dealers replace the inflator. Details
02V-146	Suspension · front · control arm	The pin at the frame end of the front lower control arm can break, which causes a knocking noise and abnormal steering. Dealers replace the control arms. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: MAXIMA. 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 (MAXIMA): 22E-066 covers replacement air bag inflator service parts fitted after a theft or collision repair, and 09E-025, 09E-012 and 06E-026 cover aftermarket lamps, so they are left out of this sample; a VIN check would show 22E-066 if it 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 5 WEAK POINTS

Each weak point, one card each

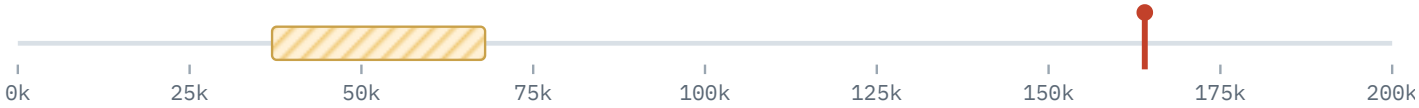
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (A33).

1 Ignition coil failure: misfire, P1320, spark knock

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 199 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 164,000 mi this car is long past the reported range (37,000–68,000 mi (middle half of 71 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 37,000–68,000 mi (middle half of 71 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [2][1]

The coil-on-plug ignition coils on the 2000–2001 Maxima and I30 fail often. Nissan issued a bulletin for the check-engine light with P1320 and for spark knock caused by the coils. Owners report misfires, a flashing check-engine light, stumbling under load and, after one coil goes, others following, so dealers often replace all six.

SYMPTOMS

- Misfire or stumble under load
- Flashing check-engine light with P0300–P0306 or P1320
- Spark knock (pinging)
- Rough idle

IF IT'S LEFT TOO LONG

Misfires overheat and can ruin the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace failed coils with the updated part at the first misfire; many shops replace all six and the plugs together.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=76)	**$671–$1,000** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=76)	**$671–$1,000** 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 ($836) is about 1.0× the early-fix midpoint ($836). A cost ratio, not a probability.

Where the numbers come from: Computed from 76 NHTSA owner complaints that quote a bill or estimate for ignition coil replacement (middle half of the bills; median $800; per-coil part prices left out). Examples: ODI 10106375, 10129766, 10221117, 10159922. Owner-reported, often dealer prices for all six coils; not shop quotes.

PARTS FOR A33

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

WHAT TO ASK YOUR SHOP

- Any misfires or check-engine light?
- Coils replaced? All six or only some?

2 Engine (EGI) harness wire breakage

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 Maxima and I30), so mileage doesn't say much here. Range: 2000–2001 Maxima and I30 OFFICIAL [3]

WHAT FAILS OFFICIAL [3]

Nissan issued a bulletin for wires breaking inside the engine (EGI) harness on 2000–2001 Maxima and I30. A broken wire can set check-engine codes, cause a no-start or rough idle, upset the A/C and stop the oil pressure light working.

SYMPTOMS

- Check-engine light with several unrelated codes
- Intermittent no-start or rough idle
- A/C or oil pressure light not working

IF IT'S LEFT TOO LONG

A broken harness wire can stop the engine or hide a real oil pressure warning.

IS IT WORTH DOING EARLY? OUR ESTIMATE

When codes do not add up, inspect the engine harness for broken wires before replacing sensors.

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 A33

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

WHAT TO ASK YOUR SHOP

- Intermittent no-starts or odd electrical faults?

3 Mass airflow sensor fault (P0100): surging and low power

Any mileage

Severity: Medium: leaks and wear · 14 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 Maxima and I30), so mileage doesn't say much here. Range: 2000–2001 Maxima and I30 OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

Nissan issued bulletins for the check-engine light with P0100 (mass airflow sensor) on 2000–2001 Maxima and I30, with the engine running rough, surging or down on power.

SYMPTOMS

ESTIMATED REPAIR COST

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

- Check-engine light with P0100
- Surging at steady speed
- Low power

IF IT'S LEFT TOO LONG

Poor running and fuel economy.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the MAF sensor and its connector; follow the bulletin before replacing the sensor.

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 A33

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

WHAT TO ASK YOUR SHOP

- Any surging or P0100?

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4 Oxygen sensor and catalyst codes (P0138–P0160, P0420)

Any mileage

Severity: Medium: leaks and wear · 62 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 Maxima and I30), so mileage doesn't say much here. Range: 2000–2001 Maxima and I30 OFFICIAL [5][6]

WHAT FAILS OFFICIAL [5][6]

Nissan issued several bulletins for check-engine lights from the front and rear oxygen sensors and for P0420 (catalyst efficiency) on 2000–2001 Maxima and I30; some were fixed with an ECM reprogram. Owners often report sensor and converter codes after coil misfires.

SYMPTOMS

- Check-engine light with O2 sensor or P0420 codes
- Failed emissions test

IF IT'S LEFT TOO LONG

Ignoring misfires can turn a sensor code into a converter replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix any misfire first, then follow the bulletins before replacing sensors or converters.

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 A33

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

WHAT TO ASK YOUR SHOP

- Any O2 sensor or catalyst codes?
- Converters or sensors replaced?

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5 Automatic transmission: delayed 1–2 / 2–3 shifts

Any mileage

Severity: Medium: leaks and wear · 43 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 Maxima and I30 automatic), so mileage doesn't say much here.
Range: 2000–2001 Maxima and I30 automatic OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

Nissan issued bulletins for slow or delayed shifts from first to second or second to third gear, mostly at half throttle or more, on 2000–2001 Maxima and I30 automatics.

SYMPTOMS

- Delayed or slipping 1–2 or 2–3 shift
- Flare in rpm between gears

IF IT'S LEFT TOO LONG

Slipping shifts wear the clutches.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the fluid and follow the bulletin 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 A33

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

WHAT TO ASK YOUR SHOP

- Any slipping or late shifts?
- Fluid changed?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L VQ30DE-K V6 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	108	Brake complaints; not engine faults.
Steering / suspension	75	Steering and suspension complaints (lower control arm recall 02V-146 on 2001 cars); not engine faults.
Air bags	72	Air bag complaints, including Takata inflator recalls on 2001 cars; not engine faults.
Engine mounts / vibration	57	Engine mount and vibration complaints, often with misfires; no bulletin pattern beyond the coil item.

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

- Misfire or stumble under load
- Check-engine light history (coils, O2, P0420)
- Shift quality 1–2 and 2–3

Ask the seller

- Ignition coils replaced? All six?
- Spark plugs last changed?
- Catalysts or O2 sensors replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Ignition coil failure: misfire, P1320, spark knock: symptoms or fault codes present	$671–$1,000
Engine (EGI) harness wire breakage: symptoms or fault codes present	No published price
Mass airflow sensor fault (P0100): surging and low power: symptoms or fault codes present	No published price
Oxygen sensor and catalyst codes (P0138–P0160, P0420): symptoms or fault codes present	No published price
Automatic transmission: delayed 1–2 / 2–3 shifts: 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 Maxima and Infiniti I30 complaints (one engine): 687 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text.

COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Ignition coils / misfire	199	Item 1
Brakes	108	Also reported
Stalling / rough idle	90	Item 1
Steering / suspension	75	Also reported
Air bags	72	Also reported
Oxygen sensors / catalyst	62	Item 4
Engine mounts / vibration	57	Also reported
Automatic transmission	43	Item 5
Mass airflow sensor	14	Item 3

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 Nissan Maxima and Infiniti I30, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Nissan NTB01-059 / Infiniti ITB01-052: 2000–2001 Maxima and I30: MIL on with DTC P1320 and/or spark knock (detonation) due to ignition coil(s) (2001-09-06; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=628197

3. Nissan NTB01-076B / ITB01-072A: 2000–2001 Maxima and I30: EGI engine harness wire breakage: MIL with stored codes, no start, rough idle, A/C faults, oil pressure light inoperative (2002-01-09; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=629170

4. Nissan NTB01-036A / ITB01-029B: 2000–2001 Maxima and I30: MIL with DTC P0100 (mass airflow sensor), rough running, surging and low power (2001-10-05; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=625505

5. Nissan NTB02-051A: 2000–2001 Maxima: MIL with rear O2 sensor codes P0138, P0139, P0158, P0159, P1147, P1167 (2003-07-16); NTB02-002: front O2 sensor codes P0134, P0135, P0154, P0155 (2002-01-01); NHTSA summaries only, filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10003459

6. Nissan NTB00-070A / ITB00-054A: 2000–2001 Maxima and I30: MIL with DTC P0420 (three-way catalyst function) (2004-06-07; NHTSA summary only), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=619999

7. Nissan NTB00-039D: 2000–2001 Maxima: slow or delayed shifting from first to second or second to third gear (2001-09-25; NHTSA summary only), filed with NHTSA `OFFICIAL`
https://www.nhtsa.gov/?nhtsaId=625508

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-VQ30-812345-20261028 and we'll correct and reissue it.
