2001 Toyota Camry at 130,000 mi

4T1BG22K61U245678

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Camry · XV20 Camry LE 2.2 (5S-FE)	Toyota S-family 2.2L four (5S-FE)	130,000 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	2
job 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 Toyota dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $816–$1,410

Timing belt replacement — $816–$1,410 (independent shop, installed)
Past the range (Every 90,000 miles (most-cited interval for the 5S-FE; some sources say 60,000)) · if the records don't show it done

Next 12 months up to about 142,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 160,000 mi

Nothing else enters its reported range in this window.

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

Engine oil gel (sludge) — **No published price**

Any mileage (worst on engines with stretched oil-change intervals) · Ask for this check at every service

Check-engine light from the EVAP system (charcoal canister, vacuum switching valve) — **No published price**

Any mileage (check-engine light with an EVAP code) · Inspect at each service; fix at the first sign

Recommended now

$816–$1,410

Independent shop, installed. Dealers often charge more.

Planned through 160,000 mi

$816–$1,410

Nothing else on the list before 160,000 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 130K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Engine oil gel (sludge)	Any mileage; worst on engines with stretched oil-change intervals OFFICIAL	Any mileage
2	Timing belt replacement	Every 90,000 miles (most-cited interval for the 5S-FE; some sources say 60,000) FORUM/BLOG	Past the range
3	Check-engine light from the EVAP system (charcoal canister, vacuum switching valve)	Any mileage; check-engine light with an EVAP code 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 Toyota Camry

Safety recall repairs are free at Toyota 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 4T1BG22K61U245678.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Toyota dealer for a campaign printout; it also lists completed campaigns.

2.2L 5S-FE RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.2L 5S-FE 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 TOYOTA CAMRY (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
01V-072	Structure · frame and members	The front subframe on some Kentucky-built cars was not welded well enough and could fail after long use. Dealers inspect it and replace it if needed. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: CAMRY. 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 (CAMRY): 01V-012 (accelerator cable at the cruise-control actuator) covers V6 Camrys only and is left out of this 2.2L sample; 06E-026 and 09E-025 cover aftermarket replacement lamps (Pro-A Motors, Dope Inc.), not the car as built. A VIN check would show any recall that 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 3 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 (XV20).

1 Engine oil gel (sludge)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 17 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; worst on engines with stretched oil-change intervals), so mileage doesn't say much here. Range: Any mileage; worst on engines with stretched oil-change intervals OFFICIAL [2]

WHAT FAILS OFFICIAL [2][3][1]

Engine oil can thicken into gel or sludge and block the oil passages, starving the engine of oil. Toyota's 2002 special policy paid for oil-gel engine damage on 1997–2002 models, including the 2.2-liter four in the Camry and Solara; that coverage ran eight years from first sale and has long ended. Toyota linked the problem to oil changes stretched beyond the schedule.

SYMPTOMS

- Sludge under the oil filler cap
- Oil pressure light flickering
- Knocking, then engine failure

IF IT'S LEFT TOO LONG

Sludge can block oil flow and destroy the engine without much warning.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Look under the oil cap and at the service history. On a car with light sludge, use short oil-change intervals; a badly sludged engine may need cleaning or replacing.

ESTIMATED REPAIR COST

No published price; regular oil changes prevent it	**No published price** independent shop, installed
No published bill; owners report engine replacement	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR XV20

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

WHAT TO ASK YOUR SHOP

- Oil changed on schedule? Records?
- Any engine work for sludge?

2 Timing belt replacement

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 3 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 130,000 mi this car is past the reported range (Every 90,000 miles (most-cited interval for the 5S-FE; some sources say 60,000)). If the original parts are still fitted, have them checked and plan for them. Range: Every 90,000 miles (most-cited interval for the 5S-FE; some sources say 60,000) FORUM/BLOG [5]



WHAT FAILS FORUM/BLOG [5]

The 5S-FE uses a rubber timing belt that has to be changed on schedule. Owners and mechanics describe it as a non-interference engine, so a broken belt usually strands the car rather than bending valves. Shops often change the water pump, tensioner and idler with the belt.

SYMPTOMS

- No warning before the belt breaks
- Engine stops and will not restart

IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and means a tow.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes, if there is no record of a belt change in the last 90,000 miles or about 7 years.

ESTIMATED REPAIR COST

Timing belt replacement, 2001 Camry (KBB fair range)	**$816–$1,410** SHOP/RETAILER [4] independent shop, installed
Same job after a failure, plus a tow	**$816–$1,410** SHOP/RETAILER [4] 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 ($1,113) is about 1.0× the early-fix midpoint ($1,113). A cost ratio, not a probability.

PARTS FOR XV20

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

WHAT TO ASK YOUR SHOP

- When was the timing belt last replaced? Water pump with it?

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3 Check-engine light from the EVAP system (charcoal canister, vacuum switching valve)

Any mileage

Severity: Medium: leaks and wear · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; check-engine light with an EVAP code), so mileage doesn't say much here. Range: Any mileage; check-engine light with an EVAP code OFFICIAL [1]

WHAT FAILS OFFICIAL [1]

Owners of 2000–2001 Camrys report the check-engine light from the evaporative emissions (EVAP) system, with codes such as P0440, P0441, P0442 and P0446, fixed by replacing the charcoal canister or its vacuum switching valve. We found no Toyota bulletin for it on this engine.

SYMPTOMS

- Check-engine light
- EVAP codes P0440–P0446
- Failed emissions test

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=10)	**$400–$590** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Mostly an emissions failure; the car will not pass an inspection with the light on.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it when an emissions test is due. Check the gas cap first.

Where the numbers come from: Computed from 10 NHTSA owner complaints that quote a bill for this problem (middle half of the bills; median $500). Examples: ODI 10118360, 10128287, 10419502, 10053262. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR XV20

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

WHAT TO ASK YOUR SHOP

- Any check-engine light or failed emissions test?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.2L 5S-FE 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	186	Brake complaints; not an engine fault.
Air bags	127	Air-bag complaints; not an engine fault.
Stalling	56	Mixed causes in a small number of complaints; some follow oil-gel engine failures.
Sudden acceleration / throttle	47	Many Camry complaints from these years describe sudden acceleration; they were part of NHTSA and Toyota pedal and floor-mat reviews, not an engine wear item.
Transmission / shifting	35	Owners report harsh shifts, leaks and some transmission replacements; Toyota bulletin 000604037 covers harsh shifts with the Service Engine Soon light on 2000 models. Not an engine wear item, and too few bills to price.

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

- Under the oil cap for sludge
- Timing belt sticker and records
- Check-engine codes (EVAP)
- Shift quality on a road test

Ask the seller

- Oil-change records?
- Timing belt done (mileage)?
- Any engine replaced for sludge?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Engine oil gel (sludge): fault found on inspection	No published price
●	Timing belt replacement: original, no replacement invoice	$816–$1,410
	Check-engine light from the EVAP system (charcoal canister, vacuum switching valve): symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$816–$1,410**

● = 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/Toyota 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 2000–2001 Camry and Camry Solara complaints (NHTSA files the Solara under CAMRY for these years), leaving out complaints that mention a V6 or 3.0L. Complaints that name no engine stay in, so some V6 complaints are counted here: 836 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
Brakes	186	Also reported
Air bags	127	Also reported
Stalling	56	Also reported
Sudden acceleration / throttle	47	Also reported
Transmission / shifting	35	Also reported
EVAP / charcoal canister	22	Item 3
Oil sludge / gel	17	Item 1
Timing belt	3	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 2000–2001 Camry and Camry Solara (complaints that mention a V6 or 3.0L left out), pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Toyota Special Policy Adjustment TC02002: Vehicles experiencing engine oil gelling or sludge (2002-01-30), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=628696

3. Center for Auto Safety: Toyota oil sludge (1997–2002 3.0L V6 and 2.2L four; 2002 program and later settlement) FORUM/BLOG
https://autosafety.org/toyota-oil-sludge

4. Kelley Blue Book: 2001 Toyota Camry timing belt replacement, fair repair range $816–$1,410 (Boston-area ZIP), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.kbb.com/toyota/camry/2001/timing-belt-replacement

5. 2CarPros: 2000 Toyota Camry timing belt change interval (Q&A; 90,000 miles most cited, some answers give 60,000), via search extract Oct 28, 2026 FORUM/BLOG
https://2carpros.com/questions/toyota-camry-2000-toyota-camry-cam-belt-change-interval

6. Toyota 000604037: Service Engine Soon light on with extremely harsh transmission shifts, 2000 model year (2000-09-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=6092336

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 Toyota dealer or qualified shop. Safety recall repairs are free at Toyota 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-TOY5S-245678-20261028 and we'll correct and reissue it.
