

Nissan Juke F15 1.6

2010-2019 · 1.6 HR16DE (117 hp) 4-cylinder naturally aspirated petrol

carchecker.pro

Est. annual maintenance cost: €700-1,300

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or CVT automatic? The CVT is the biggest risk on this car. A manual gearbox version avoids the most expensive potential failure entirely.

BEFORE THE VIEWING

- Service records and oil changes**
Ask for full service history before visiting. The HR16DE needs oil changes every 12 months or 15,000 km to protect the timing chain. Gaps in records can point to skipped maintenance.
- Recall status (check with VIN)**
Contact a Nissan dealer with the VIN to confirm all recalls are done. Key ones: fuel pressure sensor leak (2011-2014) and Takata airbag inflator (all years).
- Confirm gearbox type**
Check if the car has a manual or CVT automatic. The CVT is the most expensive failure on this car. If it is a CVT, ask whether the fluid has been changed every 30,000 km.

AT THE CAR

- Tyres and exterior condition**
Standard size is 205/60R16. Check tread depth and sidewall date codes (4-digit number, e.g. 2219 = week 22 of 2019). Uneven front wear can point to worn suspension bushes.
- Cold start and timing chain**
Start the engine completely cold. Listen for a metallic rattle in the first 10-30 seconds, especially from the front of the engine. Any rattle points to timing chain or tensioner wear.
- Oil level and condition**
Check the dipstick (yellow handle, front of the engine bay). Low oil can point to consumption issues common above 100,000 km. Dark, gritty oil suggests overdue changes.
- Engine vibration at idle**
With the engine running in neutral, feel the steering wheel and seats for excessive vibration. A noticeable shake at idle often points to a worn right-side engine mount.

DURING THE DRIVE

- CVT or clutch behaviour**
Automatic: drive for at least 15 minutes. Feel for shuddering, slipping, or whining under acceleration at varied speeds. Manual: press the clutch fully several times. It should return smoothly.
- Acceleration and engine response**
Try a few firm accelerations from low speed. The naturally aspirated 1.6 is not fast, but response should be smooth and linear. Hesitation or flat spots can point to ignition or fuel issues.
- Dashboard warnings and electrics**
Watch for any warning lights that appear during the drive, especially the engine management light. Also ask the seller if the battery ever goes flat after a few days of sitting.

NOTES

THIS CAR AT A GLANCE

Compact crossover, built 2010-2019. The 1.6 NA petrol engine is generally reliable, but the CVT automatic gearbox is a serious weak point.

KNOWN WEAK POINTS

CVT gearbox failure

Bearing collapse, loss of drive
€2,500-4,500

Timing chain stretch

Cold start rattle, risk of jumped timing
€800-1,800

Clutch master cylinder

Spongy or sticking pedal (manual)
€200-450

Engine mount wear

Vibration at idle, clunking in gear
€200-500

Oil consumption

Burning oil above 100,000 km
€100-2,500

