

Nissan Juke F16 1.0 DIG-T

2019-present · 1.0 DIG-T HR10DDT (114-117 hp) 3-cylinder turbocharged petrol

Est. annual maintenance cost: €700-1,250

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or DCT? The 7-speed DCT has a known low-speed hesitation issue that Nissan has not fully resolved. Manual versions avoid this entirely.

BEFORE THE VIEWING

Recall status (early builds)

The F16 has had safety recalls for the driver's airbag, rear seat latch, and child lock, mainly on 2019-2020 builds. Contact Nissan with the VIN beforehand to confirm all are completed.

Service records and oil changes

The 1.0 DIG-T turbo relies on clean oil. Ask for proof of oil changes every 12 months or 15,000 km using fully synthetic 0W-20. Gaps in service history can point to neglected turbo care.

MOT / inspection history

Check for recurring advisories on suspension components, exhaust emissions, or corrosion. A pattern of emission warnings can point to carbon buildup or injector fouling on this direct injection engine.

AT THE CAR

Tyres and exterior condition

Standard sizes are 205/60R16 or 215/55R17. Check tread depth and sidewall date codes. Uneven inner-edge wear on the front tyres can point to worn suspension bushes, which is worth noting on higher-mileage examples.

Boot and rear footwells for water

Lift the boot carpet and check the spare wheel well for standing water or damp residue. Feel under the rear seat carpets too. Water ingress through rear light seals and body vents is a well-known F16 design weakness.

Cold engine startup

Start the engine completely cold. Three-cylinder engines have a natural slight vibration, but listen for metallic rattling or knocking in the first 30 seconds. A brief turbo whistle on startup is normal.

Oil level and condition

Check the dipstick (yellow handle, front-left of the engine bay). The oil should be amber to dark brown. Very dark, gritty oil suggests overdue changes, which matters more on this turbo engine.

DURING THE DRIVE

DCT behaviour at low speed

If the car has the 7-speed DCT, drive slowly through a car park from cold. Check for hesitation or lurching when pulling away. Try both forward and reverse. This is the most reported F16 complaint.

Engine and turbo response

Accelerate firmly from 2,000 rpm in third gear. The turbo should build boost smoothly without flat spots or stuttering. Hesitation or misfires under load can point to injector fouling or carbon buildup.

Dashboard warnings and infotainment

Watch for any engine or transmission warning lights during the drive. Also check that the touchscreen responds normally to input. Some F16 units can freeze or go blank intermittently.

NOTES

THIS CAR AT A GLANCE

Compact crossover, on sale since 2019. Generally reliable, but the DCT gearbox has a known low-speed hesitation issue. Manual versions are less problematic.

KNOWN WEAK POINTS

DCT hesitation

Low-speed lurching, especially from cold
€100-500

Boot water ingress

Rear light seals and body vents leak
€100-400

Carbon buildup

Intake valve deposits from 60,000 km
€300-600

Injector fouling

Rough idle, misfires above 60,000 km
€400-1,200

Turbo wear

Oil starvation on neglected cars
€800-2,000

