

Nissan X-Trail 1.6 dCi T32

2014-2021 · 1.6 dCi R9M (130 hp) 4-cylinder turbocharged diesel

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Est. annual maintenance cost: €900-1,650

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The R9M turbo can fail before 100,000 km. Ask for turbo service history and listen carefully on a cold start before committing.

BEFORE THE VIEWING

- Recall status**
This car has six recalls including a fuel leak fire risk and Takata airbag. Call a Nissan dealer with the VIN to confirm all are completed before visiting.
- Service records and oil grade**
The R9M engine needs 5W-30 Low SAPS oil every 15,000 km maximum. Ask the seller for full service records and check that the correct oil was used throughout.
- Driving pattern history**
Short urban trips clog the diesel particulate filter (DPF) and exhaust gas recirculation (EGR) valves. Ask how the car was used. Regular motorway driving is a good sign.

AT THE CAR

- Tyres and exterior condition**
Standard size is 225/65 R17. Check tread depth and sidewall date codes. Uneven inner-edge wear can point to worn suspension bushes, which are common on heavier SUVs.
- Cold start and turbo noise**
Start the engine completely cold. A rattle in the first 30 seconds can point to timing chain stretch. Any howling or whining as revs climb can point to turbo bearing wear.
- Footwell water ingress**
Lift carpet edges in all four footwells and feel for dampness. On sunroof models, blocked drain tubes let water into the cabin. A musty smell or damp foam is worth walking away from.
- Battery label and stop-start**
Check the battery label. It must be AGM or EFB type for the stop-start system. An original FIAMM battery should have been replaced by now. Ask how many batteries the car has had.

DURING THE DRIVE

- Turbo response under load**
Accelerate firmly in 3rd gear from about 2,000 rpm. The turbo should spool smoothly without howling, grinding, or hesitation. The 1.6 feels strained above 120 km/h, which is normal for this engine.
- Air conditioning operation**
Run the AC on full cold for at least five minutes. Watch for the system cycling between fresh and recirculated air on its own, or the compressor clicking on and off rapidly.
- Dashboard warnings and DPF light**
Watch for the DPF warning light or engine management light during the drive. If the stop-start system shows a persistent fault message, this can point to a Body Control Module issue.

NOTES

THIS CAR AT A GLANCE

Diesel family SUV, built 2014-2021. Below-average reliability due to the R9M engine. Turbo and timing chain are the main concerns.

KNOWN WEAK POINTS

Turbocharger failure

Can fail before 100,000 km from oil issues

€1,500-3,000

DPF clogging

Short trips block the filter, cascading damage

€500-2,500

Timing chain stretch

Premature stretch around 140,000 km

€1,200-2,500

EGR valve clogging

Twin valves clog with carbon deposits

€300-700

Battery drain / BCM faults

Parasitic drain kills battery in 1-2 weeks

€200-500

