

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or TCT automatic? The manual is far more reliable. If it's a TCT, the gearbox becomes the biggest financial risk on the car.

BEFORE THE VIEWING

Service records and oil spec

The MultiAir system depends on clean oil. Ask for service records showing Selenia or ACEA C3 oil, changed every 10,000-12,000 km. Gaps or generic oil can point to MultiAir trouble.

Timing belt history

Due every 72,000 km or 5 years. Ask for proof of replacement including the water pump. If overdue or undocumented, budget around 400 to 600 euros for immediate work.

Recall status via VIN

Contact a Stellantis dealer with the VIN. Key recalls include the airbag propellant fault (2010-2015 cars) and the Takata airbag inflator. Both are safety-critical.

AT THE CAR

Tyres and exterior condition

Standard size is 205/55R16, optional 225/40R18. Check tread depth and sidewall date codes. Look for uneven inner-edge wear on the fronts, which can point to worn wishbone bushes.

Tailgate electrics

Open and close the boot a few times. Test the boot release button, third brake light, rear wiper, rear washer, and number plate lights. Intermittent failures here are very common.

Cold start and idle quality

Start the engine fully cold. Listen for misfires, rough running, or rattling in the first 30 seconds. Once warm, the idle should be smooth and steady with no hesitation on blipping the throttle.

Oil level and condition

Check the dipstick with the engine off on level ground. Oil should be at the correct mark and a clean amber colour. Dark, gritty, or low oil can point to neglected maintenance and MultiAir risk.

DURING THE DRIVE

Front suspension over bumps

Drive slowly over speed bumps and uneven surfaces. Knocking or clunking from the front can point to worn lower wishbones or anti-roll bar drop links, a common issue from 50,000 km onward.

Power delivery and turbo response

Accelerate firmly in second and third gear. Hesitation, inconsistent power, or the engine dropping into limp mode can point to a gummed-up turbo wastegate solenoid or boost control issue.

TCT gearbox feel (if automatic)

In stop-start traffic, feel for shuddering at low speed, jerky shifts between first and second, or hesitation when pulling away. Any gearbox warning light is a serious concern worth investigating.

NOTES

THIS CAR AT A GLANCE

Italian C-segment hatchback, built 2010-2020. Fun to drive but needs attentive oil maintenance for the MultiAir system.

KNOWN WEAK POINTS

Tailgate wiring loom

Wires fracture from repeated opening
€100-500

MultiAir unit failure

Oil-sensitive valve control clogs up
€600-1,400

TCT gearbox (if auto)

Clutch wear, hydraulic leaks
€1,500-4,000

Front wishbone wear

Knocking from 50,000 km onward
€300-700

Turbo wastegate solenoid

Gums up from short trips
€150-1,500

