

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The wet timing belt is the key concern. Ask for documented proof of replacement before visiting, and check if the car qualifies for Stellantis's compensation programme.

BEFORE THE VIEWING

- Timing belt replacement proof**
Ask the seller for documented proof of belt replacement before you visit. If the car has over 60,000 km or is older than 5 years without a new belt, budget around 800-1,000 euros for immediate replacement.
- Takata airbag recall status**
C3 models built between 2009 and 2019 may have a stop-drive notice for Takata airbag inflators. Contact Citroën with the VIN to check before driving the car.
- Service records and oil spec**
Ask for the full service history. Verify that PSA-approved oil (specification B71 2312, typically Total Quartz Ineo First 0W-30) was used at every service. This matters for belt longevity.

AT THE CAR

- Tyres and exterior condition**
Check tread depth, sidewall date codes, and uneven wear. Standard sizes are 185/65 R15 or 195/55 R16. Front tyres on the C3 can wear unevenly if alignment was neglected after pothole damage.
- Cold engine start**
Start the engine fully cold and listen for the first 30 seconds. A brief rattle from the timing chain tensioner area can point to oil pressure issues. Some three-cylinder vibration at idle is normal.
- Engine oil level and condition**
Pull the dipstick (yellow handle, front of the engine bay). Oil should sit between the min and max marks. Very dark, gritty oil or a low level can point to belt debris or excessive oil consumption.
- Coolant level and leaks**
Check the coolant expansion tank (translucent reservoir, left side of the engine bay). Look underneath near the front for coolant residue, which can point to a water pump or thermostat housing leak.

DURING THE DRIVE

- Oil pressure warning light**
Drive for at least 20 minutes. An oil pressure warning that appears during braking or cornering is a serious sign of oil pickup strainer blockage from wet belt debris. Worth treating as a deal-breaker.
- Clutch bite point**
Pay attention to where the clutch engages. A very high bite point (close to the top of pedal travel) can point to a worn clutch. The 82 hp version uses a simpler solid flywheel, so replacement costs less.
- Engine smoothness and response**
The three-cylinder should feel smooth once warm. Hesitation, misfires, or a flashing engine warning light can point to worn ignition coils or spark plugs, common between 60,000 and 100,000 km.

NOTES

THIS CAR AT A GLANCE

French supermini, built 2017-2024. Comfortable and affordable, but the wet timing belt is a real risk. Belt history matters more than mileage.

KNOWN WEAK POINTS

Wet timing belt

Belt sheds debris, can seize engine
€800-3,500

Oil consumption

Carbon buildup on piston rings
€50-2,500

Water pump / thermostat

Seal or housing cracks, 70-100k km
€400-900

Ignition coil failure

Misfires, rough running, 60-100k km
€150-400

Clutch wear

Premature wear in city driving
€500-1,100

