

# Dacia Duster Mk2 1.0 TCe

2019-2024 · 1.0 TCe 100 (100 hp) H4Dt 3-cylinder turbocharged petrol

Est. annual maintenance cost: €650-1,250

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Affordable and simple, but the timing chain needs replacing around 120,000 km and valve clearances need adjusting every 60,000 km. Ask for proof of both.

## BEFORE THE VIEWING

### Service records and valve adjustments

The H4Dt engine has no hydraulic lifters, so valve clearances need manual adjustment every 60,000 km. Ask for records showing this was done. Skipped adjustments cause power loss and hard starting.

### Recall status

Several safety recalls exist, including an ignition switch that can jam (2018 models) and a curtain airbag issue (mid-2022). Call a Dacia dealer with the VIN to confirm all recalls are completed.

### MOT and mileage history

Check the MOT history online for mileage consistency and any suspension or brake advisories. Dusters used on unpaved roads often show early suspension wear in MOT notes.

## AT THE CAR

### Tyres and exterior condition

Standard size is 215/65 R16. Check for uneven inner-edge wear, which can point to worn suspension bushes. Look at wheel arches and behind the rear badge for surface rust, especially on 2018-2020 cars.

### Boot area for water ingress

Lift the boot floor carpet and feel for dampness or water stains. Check the tailgate wiring grommet at the top of the opening for cracked or missing sealant. This is a well-known weak point on the Mk2.

### Cold engine start and listen

Start the engine completely cold. Listen for a rattle or crackling in the first 10-15 seconds, which can point to timing chain slack or a worn camshaft phase adjuster. A brief rattle that fades is less concerning.

### Oil level and valve cover area

The dipstick has a yellow handle on the front of the engine. With only 3.3 litres total capacity, low oil is a concern. Look around the valve cover for oily residue, which can point to gasket seepage.

## DURING THE DRIVE

### Suspension over bumps and turns

Drive over speed bumps and rough patches at low speed. Listen for knocking or clunking from the front, which points to worn top mounts or drop links. Creaking when turning the wheel at low speed is another sign.

### Wastegate rattle on deceleration

At around 2,000-3,000 RPM, lift off the throttle and listen for a metallic tinny rattle. This is a known turbo wastegate issue. A faint rattle is cosmetic, but loud rattling or loss of power needs attention.

### Clutch feel and gear selection

Pay attention to the clutch biting point. If it feels inconsistent or you need to pump the pedal to get pressure, the hydraulic clutch slave cylinder may be leaking. Gear changes should feel smooth and precise.

## NOTES

### THIS CAR AT A GLANCE

Budget compact SUV, built 2019-2024. Durable if maintained, but needs valve adjustments and a timing chain service that pricier rivals avoid.

### KNOWN WEAK POINTS

#### Timing chain stretch

Chain and tensioner wear at 100-150k km

€800-1,500

#### Suspension wear

Top mounts and drop links from 15k km

€200-450

#### Turbo wastegate rattle

Bearing wear causes metallic rattle

€100-800

#### Valve cover oil leak

Gasket seepage after 60-80k km

€200-400

#### Boot water ingress

Tailgate grommet and seal leaks

€50-200

