

Dacia Jogger 1.0 TCe ECO-G

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The clutch and flywheel bolt issue is the biggest known problem. Check the biting point carefully and ask whether the recall software update has been applied.

BEFORE THE VIEWING

Recall status (critical)

Contact a Dacia dealer with the VIN to check all recalls. The rear stub axle bolt recall (2024 production) is safety-critical. Also confirm the engine software update that reduces clutch wear has been applied.

Service and LPG filter history

Ask for full service records. The LPG system needs a gas-phase filter change every 18,000 km and a liquid-phase filter every 36,000 km. Skipped LPG services lead to injector and sensor problems.

Warranty chain status

Dacia offers an extended warranty up to 7 years if the car was serviced at a Dacia dealer every year. Ask whether this chain is still active, especially on 2022 models where the factory warranty has expired.

AT THE CAR

Tyres and exterior condition

Tyre size is 205/60 R16. Check tread depth and date codes on all four. Look for uneven inner-edge wear on the front tyres, which can point to alignment issues from the MacPherson strut setup.

Cold start and engine sounds

Start the engine completely cold on petrol. Listen for a metallic rattle in the first 30 seconds, which can point to turbo wastegate play or timing chain stretch. A brief rattle that fades is less concerning than one that persists.

LPG filler valve and tank

Inspect the LPG filler valve (rear left, near the fuel filler) for damage or signs of leakage. Check the date stamp on the LPG tank itself. The tank must be re-certified or replaced every 10 years from its manufacturing date.

Infotainment and dashboard warnings

Turn on the ignition and check for any warning lights, especially the LPG injection warning. Test the Media Nav screen by switching through menus and Bluetooth. Early 2022 cars are prone to screen freezes.

DURING THE DRIVE

Clutch feel and biting point

The biting point should sit in the middle of pedal travel. If it is very close to the floor, that can point to the known pressure plate bolt loosening. Press the clutch repeatedly and feel for any inconsistency or slipping.

LPG switchover and running

After the engine is warm (about 5 minutes), switch to LPG and drive for at least 10 minutes. Watch for rough running, hesitation under acceleration, or the system switching back to petrol on its own. Any of these can point to injector or reducer issues.

Turbo response under load

On a safe stretch of road, accelerate firmly from low revs in 3rd or 4th gear. The turbo should build boost smoothly without hesitation or an EPC warning light. A flat spot or power loss can point to a sticking wastegate actuator.

NOTES

THIS CAR AT A GLANCE

Budget 7-seat LPG/petrol wagon, on sale since 2022. Mechanically simple, but the clutch and LPG filter upkeep are worth close attention.

KNOWN WEAK POINTS

Clutch/flywheel failure

Pressure plate bolts loosen, from 15k km
€800-2,000

LPG injector rail

Injectors or pressure sensor fail
€200-500

Turbo wastegate rattle

Actuator sticks, metallic noise on cold start
€300-1,400

12V battery drain

Drains in 7-10 days when parked
€100-200

Timing chain stretch

Oil jet clogging starves chain lube
€800-1,800

