

Fiat Punto 1.4 Evo

2009-2018 · 1.4 8v FIRE (77 hp) 4-cylinder naturally aspirated petrol

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

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The FIRE engine is reliable, but the car rusts. Focus on the electric power steering, front springs, and underbody corrosion before anything else.

BEFORE THE VIEWING

- Recall status (steering + airbag)**
Contact a Fiat dealer with the VIN to check for open recalls. A steering shaft bolt recall (2008-2009 cars) and the Takata airbag recall are both safety-critical. Worth confirming before visiting.
- Service records and timing belt**
Ask for service history. The 1.4 FIRE engine uses a timing belt with a 120,000 km or 5-year replacement interval. If the seller can't confirm the last change, budget around 300-450 euros.
- MOT / inspection history**
Request the last two MOT or TUV reports. Corrosion and broken springs are common failure points on this car, and the history will show whether these have been flagged before.

AT THE CAR

- Tyres and exterior condition**
Check tread depth, sidewall date codes, and uneven wear on all four tyres (common size: 185/65 R15). Inner-edge wear on the fronts can point to worn suspension bushes or spring top mounts.
- Front springs and top mounts**
Look through the front wheel arches at the coil springs. Check the bottom coils for cracks or breaks, where water and debris collect. Also look for cracked rubber top mounts above the springs.
- Oil sump corrosion underneath**
Look under the engine at the steel sump pan. Flaking paint, heavy rust, or oil drips mean it is corroding through. This is a very common Fiat issue, especially on cars over 8 years old.
- Cold engine start and idle**
Start the engine completely cold. The 1.4 FIRE should idle smoothly and quietly. Any misfiring, rough idle, or hesitation can point to worn ignition coil connectors or spark plug leads.

DURING THE DRIVE

- Steering feel at low speed**
Turn the wheel fully in both directions at parking speed. Any sudden heaviness, grinding, or the EPS warning light on the dashboard points to electric power steering column failure (400-900 euros to fix).
- Braking and pulling to one side**
Brake firmly on a straight, quiet road. If the car pulls to one side, a rear caliper may be seized. After the drive, carefully feel near each rear wheel for unusual heat on one side.
- Suspension noise over bumps**
Drive slowly over speed bumps or rough roads. Listen for knocking or clunking from the front end, which can point to worn spring top mounts, drop links, or partially broken springs.

NOTES

THIS CAR AT A GLANCE

Budget petrol supermini, built 2009-2018. The FIRE engine is solid, but corrosion on the sump, subframe, and springs is the recurring theme.

KNOWN WEAK POINTS

EPS column failure

Heavy steering, warning light, 60-100k km

€400-900

Front spring breakage

Snaps from corrosion, common after 5 yrs

€200-400

Oil sump rust-through

Steel sump corrodes, leaks oil

€200-400

Rear caliper seizing

Slide pins corrode, uneven braking

€150-350

Subframe corrosion

Structural rust, inspection failure risk

€300-800

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