

Ford Puma 1.0 EcoBoost

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual gearbox models are notably more reliable than DCT automatics. Also ask about driving patterns: short-trip-only cars are prone to GPF clogging and battery drain.

BEFORE THE VIEWING

Recall status (fuel line + mHEV)

Contact Ford with the VIN. The fuel line chafing recall (25S10) covers Nov 2021 to Sep 2024 production and is safety-critical. Also check the mHEV battery earth connection recall for early cars.

Service records and oil spec

The 1.0 EcoBoost needs oil changes every 12 months or 15,000 km with the correct Ford spec (WSS-M2C948-B). Wrong oil accelerates oil pump belt wear. Full history is worth confirming.

Battery and driving history

Ask the seller how often the car is driven and whether the 12V battery has gone flat. Cars left sitting for 1-2 weeks often won't start due to the mHEV system undercharging the 12V battery.

AT THE CAR

Tyres and exterior condition

Common sizes are 205/65R16, 215/55R17, or 215/50R18. Check tread depth and date codes on the sidewall. Look for uneven inner-edge wear, which can point to alignment issues on this model.

Damp carpets and water ingress

Feel the carpets in all footwells, especially the passenger side. Also check under the boot floor. A musty smell or damp patches can point to blocked windscreen drains or poor door seals.

Cold engine startup

Start the engine completely cold. The 3-cylinder can sound slightly rough at idle, but listen for any metallic rattling or persistent ticking in the first 30 seconds that doesn't fade away.

Infotainment screen check

Turn the SYNC 3 screen on and navigate through menus, Bluetooth, and navigation. Watch for the screen freezing, going black, or becoming hot to touch. Pre-2022 models are more prone to this.

DURING THE DRIVE

Gearbox behaviour (DCT models)

If it is an automatic, drive in stop-and-go traffic for at least 10 minutes. Feel for jerky shifts at low speed, hesitation pulling away, or shuddering. Manual models skip this check.

GPF regeneration warnings

Watch for an "Exhaust filter limit reached" message on the dashboard. If it appears during a short test drive, the petrol particulate filter (GPF) may already be heavily clogged from city driving.

Steering and suspension feel

The Puma should feel precise and responsive. Any knocking over bumps can point to worn drop links or top mounts. Vague or heavy steering at low speed may suggest a power steering issue.

NOTES

THIS CAR AT A GLANCE

Compact crossover, on sale since 2019. Generally solid, but the mild-hybrid battery system needs regular use and short-trip driving clogs the particulate filter. Manual models are more reliable than DCT.

KNOWN WEAK POINTS

12V battery drain

mHEV undercharges, dies in 1-2 weeks
€200-400

Oil pump wet belt

Belt degrades in oil, risk above 100k km
€800-2,500

GPF clogging

Short trips fill the filter quickly
€200-1,500

DCT gearbox (auto only)

Jerky shifts, clutch pack wear
€500-3,000

Water ingress

Damp footwells from blocked drains
€150-800

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