

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or DCT? The 6-speed manual avoids the dry-clutch gearbox issues. If it is a DCT, low-speed jerkiness and early clutch wear are the main concerns.

BEFORE THE VIEWING

- Recall status (two open recalls)**
Contact a Kia dealer with the VIN to check two recalls: seatbelt pretensioner (Nov 2021 to Feb 2022 builds) and high-pressure fuel pump (2019-2023 GDI models). Both should show as completed.
- Service records and warranty**
Kia's 7-year / 150,000 km warranty is transferable but requires annual dealer servicing. Ask for stamped service book or digital records. Check oil was changed every 15,000 km or yearly.
- Driving pattern and MOT history**
Ask the seller how the car was used. Short urban trips can clog the gasoline particulate filter (GPF). A car driven mostly on motorways will have fewer GPF and carbon buildup concerns.

AT THE CAR

- Tyres and exterior condition**
Standard tyre size is 205/55 R16 or 225/45 R17. Check tread depth and the date codes on the sidewalls. Look for uneven inner-edge wear on the fronts, which can point to alignment issues.
- Cold engine startup**
Start the engine completely cold. Listen for any rattling or knocking in the first 20-30 seconds. The 1.5 T-GDi should settle into a smooth idle quickly. Rough idle can point to carbon buildup on the intake valves.
- Oil level on the dipstick**
With the engine off and on level ground, pull the dipstick (yellow handle, front-left of the engine bay). Oil should be between the two marks. Ask the seller if they have needed to top up between services.
- Dashboard warning lights**
Turn the ignition on without starting the engine. All warning lights should briefly illuminate, then go out. Pay attention to the check engine light and the GPF warning. A lit GPF light means the filter needs regeneration.

DURING THE DRIVE

- Throttle response from standstill**
Pull away gently from a stop several times. The 1.5 T-GDi is known for hesitation at low rpm. Try reversing slowly and turning at full steering lock. Some hesitation is common, but stalling is a stronger sign of the issue.
- Gearbox behaviour in slow traffic**
If the car has the 7-speed DCT, drive in stop-and-go traffic for at least 10 minutes. Some low-speed jerkiness is normal for dry-clutch DCTs, but strong shuddering or delayed engagement can point to worn clutch packs.
- Engine and turbo response at speed**
On a faster road, accelerate firmly from around 2,000 rpm in a mid gear. The turbo should build smoothly with no hesitation or surging. Listen for any unusual whining from the turbo or rattling under load.

NOTES

THIS CAR AT A GLANCE

Compact hatchback, built 2021-2025. Generally reliable with no major mechanical failures. Main complaints are throttle hesitation and DCT jerkiness, not costly repairs.

KNOWN WEAK POINTS

Throttle hesitation

Low-speed stalling, software calibration

€0-300

GPF clogging

Short-trip driving clogs the filter

€150-800

DCT clutch wear

Dry-clutch jerkiness, early wear

€0-2,000

Carbon buildup

Intake valve deposits after 60-80k km

€300-800

Ignition coil failure

Occasional misfires, not widespread

€150-500

