

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The DCT or manual choice matters most. The 7-speed dry-clutch DCT wears fast in city traffic, while the 6-speed manual avoids the biggest ownership risk entirely.

BEFORE THE VIEWING

Warranty and recall status

Call a Kia dealer with the VIN to check remaining 7-year warranty and whether the brake booster recall (code 221048) has been completed. Cars built Oct 2018 to Oct 2020 are affected.

Service records

Annual Kia dealer servicing is required to keep the 7-year warranty valid. Ask for stamped records. Independent shop services may void the remaining warranty coverage.

Gearbox type confirmation

Confirm whether the car has the 6-speed manual or 7-speed DCT. Most ProCeed GTs were sold with DCT, but the manual avoids the main clutch wear concern entirely.

AT THE CAR

Tyres and exterior condition

Check tread depth and age on the 225/40 R18 tyres. Performance rubber wears faster than standard sizes. Look for uneven inner-edge wear, which can point to alignment issues from lowered GT suspension.

Cold start and turbo sounds

Start the engine completely cold. Listen for rattling or ticking from the turbo area during the first 30 seconds. A brief rattle is normal on GDI engines, but persistent noise can point to a wastegate issue.

Oil level and condition

Pull the dipstick (yellow handle, front-left of the engine bay) and check the level and colour. Dark oil is normal for GDI engines, but a strong fuel smell can point to injector or PCV system issues.

Front brake disc condition

Look through the front wheel spokes at the 320mm brake discs. Feel the disc edge for a raised lip, which suggests heavy wear. GT brakes work harder than standard Ceed variants and wear faster.

DURING THE DRIVE

DCT clutch behavior

If the car has the DCT, drive in stop-and-go traffic for at least 10 minutes. Feel for juddering or delayed engagement when pulling away slowly. Try creeping uphill. Jerky low-speed behavior can point to clutch wear.

Power delivery above 4,500 RPM

In Sport mode, accelerate hard through the rev range. A noticeable power drop-off above 4,500 RPM can point to the wastegate actuator losing tension, a known issue on the Gamma 1.6 T-GDI twin-scroll turbo.

Hesitation under full boost

Accelerate firmly in 2nd and 3rd gear and feel for any stuttering or brief hesitation under load. This can point to worn ignition coils or spark plugs. Check the dashboard for any engine warning lights during the test.

NOTES

THIS CAR AT A GLANCE

Sporty shooting brake, built 2019-2024. Generally solid, but the DCT gearbox variant needs careful checking. GDI carbon buildup is normal maintenance, not a defect.

KNOWN WEAK POINTS

DCT clutch wear

Juddering in stop-and-go, from 60k km
€800-2,500

Carbon buildup (GDI)

Rough idle after 60-80k km, walnut blast
€300-600

Wastegate loosening

Power loss above 4,500 RPM over time
€200-1,200

Ignition coil failure

Misfires under boost, coil packs fail
€150-500

Low-pressure fuel pump

Intermittent stalling, rare issue
€300-800

