

Opel Mokka 1.2 Turbo

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The wet timing belt is the key concern. Ask for replacement proof before visiting, and budget for it if the car has over 50,000 km without one.

BEFORE THE VIEWING

Recall status (VIN check)

Contact an Opel dealer with the VIN to check for open recalls. The high-pressure fuel line recall (KUU, Sept 2022 to Apr 2025 builds) carries a fire risk and should be completed before you visit.

Service records and oil changes

This engine needs oil changes every 10,000 km or annually with 0W-30 spec oil. Longer intervals accelerate belt degradation and oil consumption. Ask for the full service book or invoices.

Timing belt replacement proof

If the car has over 50,000 km, ask whether the wet timing belt has been replaced. A dated invoice from a workshop is the only reliable proof. Budget around €800-1,000 if not yet done.

AT THE CAR

Tyres and exterior condition

The Mokka runs 215/60 R17 tyres as standard. Check tread depth on all four corners and look for uneven wear, which can point to alignment issues from low-speed kerb impacts common on city-focused crossovers.

Cold engine start

Start the engine from completely cold. Listen for rattling or knocking in the first 30 seconds, which can point to timing belt or tensioner wear. A healthy 1.2 PureTech should idle smoothly within a few seconds.

Oil level and condition

Pull the dipstick (yellow handle, front of the engine bay) and check the level. It should be near maximum. Dark, gritty oil or a level well below maximum can point to excessive consumption or skipped services.

Headlights and exterior lighting

Turn on all lights including low beam, high beam, and daytime running lights. Flickering or failed LED headlights can point to a faulty control module, which costs €500-1,200 per side to replace.

DURING THE DRIVE

Turbo response under load

Accelerate firmly through the rev range above 3,500 rpm. A stuck turbo wastegate will trigger a warning light or noticeable power loss. Hesitation or flat spots in boost can point to carbon buildup on the actuator.

Infotainment responsiveness

While driving, try the touchscreen, switch between radio and navigation, and connect your phone via Bluetooth. The Mokka's infotainment is known to freeze or go black mid-drive. A reboot workaround exists, but persistent issues may need a unit replacement.

Dashboard warnings after warm-up

After 15 to 20 minutes of driving, check for any warning lights that appear once the engine is fully warm. Oil pressure, engine management, and electronic parking brake warnings have all been reported on this model.

NOTES

THIS CAR AT A GLANCE

Compact crossover on Stellantis's CMP platform, built from 2020. The chassis and body are solid, but the 1.2 PureTech engine has real reliability concerns around its wet timing belt and oil consumption.

KNOWN WEAK POINTS

Wet timing belt

Belt degrades in oil, can snap
€800-4,500

Excessive oil consumption

Piston rings clog with carbon
€150-3,500

Turbo wastegate sticking

Carbon buildup, causes limp mode
€500-2,500

Infotainment freezing

Screen goes black or unresponsive
€0-800

LED headlight failure

Faulty control module, flickering
€500-1,200

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