

# Renault Captur Mk2 1.3 TCe

2019-present · 1.3 TCe H5Ht (130-155 hp) 4-cylinder turbocharged petrol

Est. annual maintenance cost: €800-1,350

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Manual gearbox models are notably more reliable. If the car has the 7-speed EDC automatic, test it thoroughly in stop-and-go traffic before committing.

## BEFORE THE VIEWING

### Recall status (VIN check)

Contact Renault with the VIN to check for open recalls. The steering column motor and brake hose recalls on 2019-2020 models are safety-critical.

### Service records and oil intervals

Ask for full service history. The 1.3 TCe benefits from oil changes every 15,000 km rather than the maximum 30,000 km. Closer intervals point to a well-maintained car.

### MOT or inspection history

Review past inspection results. Look for notes about front suspension wear, which has been flagged on some Capturs as early as 27,000 km.

## AT THE CAR

### Tyres and exterior condition

Check tread depth and date codes on all four tyres. Common sizes are 205/55R17 or 215/55R18. Uneven front wear can point to suspension bush problems.

### Cold engine startup

Start the engine completely cold. Listen for rattling, ticking, or rough running in the first 30 seconds. Rough idle after startup can point to injector fouling.

### Coolant level and condition

With the engine cold, check the expansion tank (driver's side). Level should sit between the min and max marks. Milky or brown coolant can point to a head gasket issue.

### Infotainment system check

Navigate through all menus, test Bluetooth and parking sensors. The Easy Link system on 2020-2021 models is known to freeze or become unresponsive after updates.

## DURING THE DRIVE

### Front suspension over bumps

Drive slowly over speed bumps. Clunking or knocking from the front can point to worn lower arm bushes or drop links, a common weak spot on the Captur Mk2.

### Gearbox response (EDC auto only)

Spend at least 10 minutes in stop-and-go traffic. The 7-speed EDC can jerk at low speeds or hesitate from standstill. Any gearbox warning on the dashboard is a concern.

### Turbo and engine response

Accelerate firmly from low speed. Any sudden power loss or hissing from the engine bay can point to a detached turbo boost pipe, a known H5Ht weakness.

## NOTES

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## THIS CAR AT A GLANCE

Compact crossover, on sale since 2019. Decent reliability overall, but the cooling system and EDC auto gearbox need attention. Manual models are less trouble.

## KNOWN WEAK POINTS

### Thermostat housing crack

Plastic housing cracks, coolant leaks  
€250-800

### Direct injector fouling

Clogging causes misfires, rough idle  
€250-1,200

### GPF clogging

Short trips block the filter  
€200-1,800

### EDC gearbox issues

Jerky shifts, clutch wear (auto only)  
€400-2,500

### Front suspension bushes

Premature wear from 30,000 km  
€200-500

