

Renault Clio III 1.2 16V

2005-2012 · 1.2 16V D4F (75 hp) 4-cylinder naturally aspirated petrol

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Est. annual maintenance cost: €550-1,050

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The D4F engine is solid, but water ingress into the engine bay fuse box (UPC) causes the worst electrical problems. Check the fuse box for moisture before anything else.

BEFORE THE VIEWING

- Timing belt replacement proof**
The D4F engine bends valves if the belt snaps. Interval is every 5 years or 72,000 km. Ask the seller for dated receipts before you visit.
- Recall status via VIN**
Several safety recalls affect this car. The most critical is a valve cotter issue on Sept-Nov 2010 builds that can destroy the engine. Contact Renault with the VIN.
- MOT / inspection history**
Look for repeated advisory notes on corrosion, suspension, or electrical faults. These are the Clio III's weak spots and will show up in inspection records.

AT THE CAR

- Tyres and exterior condition**
Standard sizes are 185/65 R15 or 195/50 R16. Uneven front tyre wear can point to worn suspension bushings. Check all four for age (dot code on sidewall).
- Front subframe corrosion**
Crouch down and look under the front bumper. The subframe and radiator support bar rust badly, often hidden by the undertray. Look for bubbling paint or flaking metal.
- Engine bay fuse box (UPC)**
Open the fuse box cover on the left side of the engine bay. Look for moisture, green corrosion on contacts, or water stains. This is the number one electrical trouble spot.
- Cold start and idle quality**
Ask to start the engine cold. Listen for rough running or misfires (coil pack) and watch if the idle surges or dips (throttle body carbon buildup). Both are common.

DURING THE DRIVE

- Electrical system check**
Operate all windows, wipers, and central locking during the drive. Intermittent failures, especially lights staying on or wipers acting on their own, can point to UPC water damage.
- Rear wheel bearing noise**
At 50-80 km/h, listen for a steady hum or drone from the rear. Rear bearings typically wear between 80,000 and 150,000 km. The noise stays constant through turns.
- Engine response and warning lights**
Check for hesitation when accelerating gently from low revs, which can point to throttle body issues. Watch the dashboard for any warning lights that appear while driving.

NOTES

THIS CAR AT A GLANCE

French supermini, built 2005-2012. The D4F engine is simple and long-lived, but electrical faults from water ingress and front subframe corrosion are common weak spots.

KNOWN WEAK POINTS

UPC fuse box water ingress

Water corrodes engine bay fuse box
€200-800

Ignition coil pack failure

Single coil feeds all four cylinders
€50-200

Front subframe corrosion

Poorly coated, rusts through
€300-800

Throttle body buildup

Carbon clogs electronic throttle
€100-400

Window regulator failure

Front windows grind or drop
€80-200

