

Renault Clio IV 0.9 TCe Mk4

2012-2019 · 0.9 TCe H4B (90 hp) 3-cylinder turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €550-1,000

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The 0.9 TCe is the more reliable Clio IV engine. Focus on electrical health and cold-start chain rattle, and confirm the battery/alternator fire recall is done.

BEFORE THE VIEWING

Fire recall status

A critical recall affects all 2012-2019 Clio IVs: the battery terminal can contact the alternator, causing fire risk. Call Renault with the VIN before visiting to confirm it was completed.

Service records

Ask for the full service book or digital history. Oil changes every 15,000 km or 12 months with 5W-40 spec are important for the timing chain. Gaps can point to skipped maintenance.

MOT / inspection history

Check the MOT history online. Look for recurring advisories on suspension, brakes, or electrical items. Multiple warning-light failures can point to underlying wiring issues on this platform.

AT THE CAR

Tyres and exterior condition

Common sizes are 185/65R15 or 195/55R16. Check tread depth and the date codes on the sidewall. Uneven front wear can point to worn suspension bushes, which are common on higher-mileage Clio IVs.

Cold start and chain rattle

Start the engine fully cold and listen closely for the first 30 seconds. A metallic rattle that fades as the engine warms can point to a stretching timing chain or weak tensioner. Persistent rattle is more serious.

Coolant level and thermostat area

Open the bonnet and check the coolant expansion tank for correct level. Look around the thermostat housing (front of the engine) for dried white or green residue, which points to the common seal leak.

Electrical systems check

Test all four windows, central locking, and the MediaNav screen. Turn the ignition off and wait a minute to check the screen shuts down properly. A screen that stays lit can drain the battery within days.

DURING THE DRIVE

Engine response under load

Accelerate firmly from low speed in second or third gear. Hesitation, juddering, or a flashing engine light can point to a failing ignition coil pack or worn spark plugs. The three-cylinder is hard on ignition parts.

Suspension over rough surfaces

Drive over speed bumps and uneven roads. Knocking or clunking from the front can point to worn drop links, top mounts, or anti-roll bar bushes. These are common wear items on higher-mileage Clio IVs.

Dashboard warnings and electrics

Watch for any warning lights during the drive, especially braking or steering faults. On the Clio IV, multiple warnings appearing together often point to a weak battery rather than multiple failures.

NOTES

THIS CAR AT A GLANCE

Small turbocharged petrol Clio, built 2012-2019. The 0.9 TCe is more reliable than the 1.2, but the Clio IV platform brings electrical quirks and window regulator wear.

KNOWN WEAK POINTS

Electrical faults

MediaNav drain, sensor glitches, wiring
€100-500

Thermostat housing leak

Plastic seal degrades, coolant weeps
€100-350

Timing chain stretch

Chain and tensioner wear at 120k+ km
€800-2,000

Window regulator failure

Cable mechanism wears, window drops
€100-250

Ignition coil pack

Misfires, rough running, damp-prone
€80-250

