

Renault Clio RS 200 Mk4

2013-2019 · 1.6 Turbo M5M (200 hp) 4-cylinder turbocharged petrol · EDC dual-clutch

Est. annual maintenance cost: €1,050-1,900

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The M5M engine is solid. The EDC dual-clutch gearbox is the real ownership risk. Ask for proof of EDC fluid changes and check if the latest software updates have been applied.

BEFORE THE VIEWING

Recall status (3 open recalls)

Contact Renault with the VIN to check the brake hose (2013-2014), catalytic converter weld (early 2018), and Takata airbag recalls. The brake hose recall is safety-critical.

Service records and EDC history

Ask for full service history from a Renault dealer or RS specialist. Look for EDC gearbox fluid changes every 60,000 km and confirm the latest EDC software update has been applied.

MOT / inspection history

Check past MOT results for suspension advisories, brake issues, or exhaust faults. Repeated front suspension notes can point to worn bushings or drop links from hard driving.

AT THE CAR

Tyres and exterior condition

Check tread depth and age on all four 18-inch tyres (typically 215/40 R18). Uneven inner-edge wear can point to alignment problems or worn front suspension bushings.

Signs of track use

Look for aftermarket brake pads, harness bolt holes in the seats or floor, tow hook fittings, or heavy wear patterns. Track-driven cars put significantly more stress on the EDC clutch and suspension.

Cold engine startup

Start the engine completely cold. Listen for rough idle or misfires, which can point to worn ignition coils. A healthy M5M should settle to a smooth, steady idle within a few seconds.

Turbo wastegate at idle

With the bonnet open and the engine idling, listen near the turbo area (passenger side) for metallic rattling. A worn wastegate actuator produces a distinctive rattle and causes boost loss at higher revs.

DURING THE DRIVE

EDC gearbox behavior (30+ min)

Drive for at least 30 minutes to bring the gearbox up to temperature. Watch for a 'Check Auto Gearbox' warning or loss of certain gears. Problems often only show when the EDC is fully warm.

Paddle shift through all gears

Use the paddle shifters to manually cycle through all six gears under acceleration and deceleration. Feel for hesitation, clunking, or any gear that refuses to engage smoothly.

Front suspension over bumps

Drive over speed bumps and rough surfaces at low speed. Knocking or rattling from the front can point to worn drop links, control arm bushings, or top mounts, common from 50,000 km onwards.

NOTES

THIS CAR AT A GLANCE

Turbocharged hot hatch, built 2013-2019. The M5M engine is reliable, but the EDC dual-clutch gearbox is a known weak point, especially on pre-2016 cars.

KNOWN WEAK POINTS

EDC TCU failure

Gear selection loss when gearbox is hot
€800-2,500

EDC clutch pack wear

Judder and slip, worse with track use
€2,000-4,500

Ignition coil failure

Misfires under load, common from 40k km
€150-500

Turbo wastegate actuator

Boost drop-off at higher revs
€300-1,500

Front suspension wear

Drop links and bushings from 50k km
€250-600

