

# Renault Megane IV 1.2 TCe

2016-2018 · 1.2 TCe (130 hp) H5Ft 4-cylinder turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €750-1,400

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

**What matters most:** The H5Ft engine has known oil consumption and timing chain issues. A cold start test and oil level check are the two most telling checks you can do at a viewing.

## BEFORE THE VIEWING

### Service records and oil top-ups

Ask the seller for complete service history before visiting. Look for oil change intervals of 10,000 km or less, and any notes about oil top-ups between services. Longer intervals on this engine can accelerate chain and turbo wear.

### Recall status (fuel line, airbag)

Contact Renault with the VIN to check whether the fuel supply pipe recall (Sep 2018 to Jun 2019 production) and Takata airbag recall have been completed. Also ask if the ECU oil consumption software update was applied.

### Gearbox type: manual or EDC

Confirm whether the car has a manual or EDC dual-clutch automatic before going. The EDC has known clutch actuator and mechatronics issues that add significant risk. Manual versions avoid these problems entirely.

## AT THE CAR

### Tyres and exterior condition

Check tread depth and sidewall date codes on all four tyres. The Megane IV typically runs 205/55 R16 or 225/40 R18 depending on trim. Uneven inner-edge wear can point to alignment problems from worn front suspension bushes.

### Oil level on cold engine

With the engine cold and on level ground, pull the dipstick (yellow handle, front-left of the engine bay). If the oil level is near or below minimum, or the oil looks unusually dark for its age, that can point to the known oil consumption issue.

### Cold-start timing chain rattle

Start the engine completely cold and listen from outside with the bonnet open. A metallic rattling or chattering noise in the first 5 to 30 seconds points to timing chain stretch. If the rattle lasts more than a few seconds, that is a serious concern.

### R-Link 2 touchscreen

Turn on the infotainment system and use the touchscreen, navigation, and climate controls. The R-Link 2 is known for freezing and slow responses. Since climate is controlled through the screen, a failing unit affects daily usability.

## DURING THE DRIVE

### Exhaust smoke under acceleration

Accelerate firmly from low RPM in a high gear and check the rear-view mirror for blue-grey exhaust smoke. This can point to oil burning past worn piston rings, which is the main known weakness of the H5Ft engine.

### Turbo response and boost

Pay attention to throttle response between 2,000 and 3,500 RPM. Hesitation, a noticeable lack of power, or unusual whistling and grinding noises from the engine bay can point to turbo bearing wear from oil feed line deposits.

### EDC gearbox shifts (if automatic)

Drive in stop-and-go traffic for at least 10 minutes. Feel for jerky low-speed shifts, shuddering when pulling away, or hesitation between gears. Any gearbox warning on the dashboard is worth taking seriously. Skip this if the car is a manual.

## NOTES

### THIS CAR AT A GLANCE

Compact hatchback, built 2016-2018. The H5Ft engine has documented oil consumption and timing chain issues. A well-maintained example can work, but careful pre-purchase checks are essential.

### KNOWN WEAK POINTS

#### Oil consumption (H5Ft)

Piston ring design flaw, burns oil  
€800-3,500

#### Timing chain stretch

Premature wear, cold-start rattle  
€800-2,200

#### Turbocharger failure

Oil starvation from clogged feed  
€800-2,000

#### EDC gearbox faults

Clutch actuator and TCU issues  
€1,200-3,500

#### Intake valve carbon buildup

Direct injection deposits, rough idle  
€400-800

