

Toyota Avensis T27 2.0 D-4D

2009-2018 · 2.0 D-4D (126-143 hp) 4-cylinder turbocharged diesel

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Est. annual maintenance cost: €700-1,300

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a pre-2015 (Toyota 1AD-FTV engine) or a 2015+ facelift (BMW-derived 2WW)? The Toyota engine is far more proven. On any variant, check the dipstick for diesel contamination from failed DPF regenerations.

BEFORE THE VIEWING

Recall status (3 open recalls)

Contact a Toyota dealer with the VIN to check if the Takata airbag, steering shaft, and turbo exhaust bolt recalls have been completed. The turbo bolt recall applies specifically to mid-2016 production 2.0 diesels.

Service history and oil changes

Ask for full service records. Oil should be changed every 12 months or 20,000 km. Toyota dealer stamps or a recognised specialist are both fine. Gaps in history are a concern on high-mileage diesels.

Confirm the engine variant

Pre-2015 models have the Toyota 1AD-FTV (126 hp), 2015+ facelift models have the BMW 2WW (143 hp). The VIN or registration documents will confirm the build date, which tells you the engine.

AT THE CAR

Tyres and exterior condition

Standard size is 205/55 R16. Check tread depth and sidewall date codes (older than 5 years means replacement soon). Uneven inner-edge wear on fronts can point to alignment issues, common after suspension work.

Cold start and engine sound

Start the engine completely cold. On 2015+ BMW-engined models, listen for a metallic rattling lasting more than a few seconds, which can point to timing chain tensioner wear. Both variants should settle to a smooth diesel idle quickly.

Oil level and diesel contamination

Pull the dipstick (yellow handle, left side of the engine bay). If the oil level sits well above the max mark and smells of fuel, that points to repeated failed DPF regenerations and serious oil dilution.

DPF and exhaust condition

Ask the seller if the DPF warning light has appeared before. Check for black soot around the exhaust tip. A diagnostic scan showing high soot loading or infrequent regeneration cycles is worth noting as a risk.

DURING THE DRIVE

Clutch feel and DMF rattle

At idle in neutral, listen for metallic rattling from the gearbox area. During low-speed pull-away, feel for judder through the clutch pedal. Both can point to dual mass flywheel wear, typically after 150,000 km.

Turbo response and power delivery

Accelerate firmly from low revs in third or fourth gear. Hesitation, sudden power loss, or the engine going into limp mode can point to a sticking turbo actuator or boost pressure fault. Power should build smoothly.

Steering column feel

Turn the steering wheel fully in both directions while driving slowly. A knocking or clunking feeling from the column area was a known issue on some Avensis models, related to the steering shaft spline recall.

NOTES

THIS CAR AT A GLANCE

Mid-size diesel Toyota, built 2009-2018. Pre-2015 models use a Toyota engine, 2015+ switched to a BMW-derived unit. The engine variant matters.

KNOWN WEAK POINTS

DPF clogging

Blocks on short-trip cars, needs regen
€300-1,500

Timing chain (2015+ only)

BMW 2WW engine, rattling on cold start
€1,500-4,000

Fuel injector failure

1AD-FTV, typically after 120-180k km
€500-2,000

Clutch / DMF wear

Rattling at idle, judder on pull-away
€800-1,800

EGR valve blockage

Carbon buildup, especially short trips
€200-600

