

# Toyota Yaris 1.33 VVT-i XP130

2011-2020 · 1.33 Dual VVT-i 1NR-FE (99 hp) 4-cylinder petrol

Est. annual maintenance cost: €450-750

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

**What matters most:** One of the most reliable small cars around. Manual or CVT matters most: the CVT (pre-2014) is the only serious risk. Focus on cold-start chain rattle and oil level.

## BEFORE THE VIEWING

- Recall status (check with VIN)**  
Contact Toyota or use their online recall checker with the VIN. Key recalls include the EPS steering module (2011-2012 builds), rear hub bolts, seatbelt anchors, and Takata airbags.
- Service records and oil changes**  
Ask for the full service history before visiting. The 1NR-FE engine needs oil changes at least every 15,000 km with 0W-20 oil. Skipped services speed up timing chain wear.
- Confirm manual or CVT gearbox**  
Ask the seller which gearbox the car has. The manual is very reliable. The CVT automatic (called Multidrive S) on pre-2014 cars is the biggest risk on this model.

## AT THE CAR

- Tyres and exterior condition**  
Standard tyre sizes are 175/65R15 or 185/60R15. Check tread depth and sidewall date codes (four-digit number). Look for uneven inner-edge wear, which can point to worn suspension bushings.
- Cold start chain rattle**  
The engine must be fully cold for this check. Listen closely for a metallic rattle in the first 30 seconds after startup. A brief 1-2 second rattle is normal; anything longer points to tensioner wear (around €900-1,500 to fix).
- Oil level and colour**  
Pull the dipstick (yellow handle, front of the engine bay) and check the level. Ask the seller how often they top up between services. On 2011-2012 cars, high consumption can point to piston ring wear.
- Coolant level and water pump area**  
Open the bonnet and check the coolant expansion tank level. Look for dampness or dried coolant residue around the water pump housing on the engine block. Pumps tend to fail between 90,000-150,000 km.

## DURING THE DRIVE

- Gearbox response and smoothness**  
Drive for at least 15 minutes so the gearbox warms up fully. On CVT cars, feel for jerky shifts, hesitation from standstill, or a whining noise. Manual cars should shift cleanly with no crunching.
- Engine idle and acceleration**  
At traffic lights, the engine should idle smoothly without vibration. On acceleration, hesitation or slight misfires can point to worn ignition coils, which are more common above 80,000 km.
- Steering feel and suspension**  
The electric power steering should feel light but responsive. Any sudden heaviness or warning lights can point to EPS module issues (especially on 2011-2012 builds). Listen for clunks over bumps.

## NOTES

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### THIS CAR AT A GLANCE

Petrol supermini, built 2011-2020. Very reliable overall. Manual versions have near-zero risk; the CVT auto (pre-2014) is the only serious weak point.

#### KNOWN WEAK POINTS

##### CVT gearbox (pre-2014)

Jerky shifts, whining after 80,000 km  
€1,500-3,500

##### Timing chain tensioner

Cold start rattle, typically 80k-120k km  
€900-1,500

##### Oil consumption (2011-2012)

Piston ring design on early engines  
€50-800

##### Water pump failure

Coolant leak between 90k-150k km  
€350-550

##### Ignition coil failure

Misfires after 80k-120k km  
€150-450

