

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it the 1.6 or the 2.0? The 1.6 (2012-2015) risks head gasket failure and Powershift gearbox problems. The 2.0 VEA (2015+) is the safer choice.

BEFORE THE VIEWING

- Recall status (VIN check)**
Contact a Volvo dealer with the VIN to confirm all recalls are completed. The intake manifold recall on the 2.0 VEA diesel is critical, as unrepaired cars pose a fire risk.
- Service records and engine code**
Ask for full service history and confirm the engine code. D4162T is the 1.6 (higher risk), D4204T8 is the 2.0 VEA. The 1.6 also needs a timing belt, so check if it has been replaced.
- MOT / inspection history**
Review past MOT results for recurring suspension advisories (broken coil springs are common) and any emissions failures that could point to DPF or EGR problems.

AT THE CAR

- Tyres and exterior condition**
Standard size is 205/55 R16. Check tread depth and look for uneven inner-edge wear, which can point to worn springs or alignment issues. R-Design models run wider, lower-profile tyres.
- Test all four door locks**
Lock and unlock every door from both inside and outside, then try opening each one. Rear doors fail most often. A sticky or unresponsive lock can cost around 400-600 euros per door to replace.
- Coolant level and hoses (1.6 models)**
On 1.6 engines, check the coolant expansion tank level and squeeze the coolant hoses while the engine is cold. They should feel soft. Hard, pressurised hoses when cold can point to head gasket trouble.
- Front coil springs**
Look through the front wheel arches at both coil springs. Check for rust, especially at the top and bottom coil ends where snapping occurs. R-Design models with stiffer suspension are most affected.

DURING THE DRIVE

- Gearbox behaviour**
On automatic 1.6 models (Powershift), drive in slow stop-start traffic for at least 10 minutes. Feel for juddering, hesitation, or slipping when pulling away. Manual and 2.0 auto models are unaffected.
- Engine response and smoke**
Accelerate firmly from low revs in third gear. Watch the mirrors for black or blue smoke, which can point to worn injectors or DPF issues. Note any hesitation or warning lights on the dashboard.
- Dashboard warnings after warm-up**
After 15-20 minutes of driving, check for any engine, DPF, or coolant warnings. Some issues like EGR faults only show up once the engine has reached full operating temperature.

NOTES

THIS CAR AT A GLANCE

Compact Volvo diesel hatchback, built 2012-2019. Reliability depends on the engine: the 2.0 VEA (2015+) is the safer bet. Door locks are fragile on all models.

KNOWN WEAK POINTS

Cracked block / head gasket

1.6 engine only, coolant pressure buildup
€2,000-4,500

Powershift gearbox

1.6 auto only, clutch slip and judder
€1,800-3,500

EGR valve and cooler

2.0 VEA, soot buildup from short trips
€700-1,800

Door lock failure

All models, rear doors most common
€400-600

Diesel injector failure

Both engines, typically 100k-150k km
€600-2,000

