

Volvo V60 T5 Mk1

2010-2018 · 2.5L 5-cyl turbo (254 hp) / 2.0L 4-cyl Drive-E turbo (245 hp)

carchecker.pro

Est. annual maintenance cost: €1,000-1,850

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Two engines, one big risk. The 2.0L Drive-E (2014+) can burn oil from a piston ring defect. The 2.5L five-cylinder (2010-2013) avoids this entirely.

BEFORE THE VIEWING

- Verify recall status via VIN**
Call Volvo with the VIN. Key safety recalls include coolant leak fire risk (2010-2015 builds), seat belt anchor cable, and door latch breakage. Don't skip this step.
- Request full service records**
Look for oil changes every 12 months or 15,000 km with synthetic oil. On Drive-E engines, ask if oil was topped up between services and how much was added.
- Confirm gearbox type**
Ask whether the car has a manual, Aisin automatic, or Powershift (dual-clutch). The Powershift is the least reliable option and can cost up to 3,500 euros to repair.

AT THE CAR

- Tyres and exterior condition**
Check 215/50R17 or 235/45R18 tyre date codes and tread. Uneven front wear can point to worn control arm bushings, which are common from 80,000 km onwards on this platform.
- Cold start and PCV listen**
Start the engine completely cold. Listen for a whistling noise from the engine bay, which points to a clogged PCV breather system. Remove the oil filler cap briefly: if the whistle stops, the PCV needs replacing.
- Check oil level (Drive-E engines)**
Pull the dipstick and check the oil level. If it is low and the seller mentions topping up every 2,000-3,000 km, the piston ring issue is likely present. This applies to 2014-2018 models only.
- Coolant level and condition**
Check the coolant expansion tank. Low coolant or brown/milky appearance can point to water pump failure, which typically happens between 70,000 and 100,000 km. Look under the car for pink or orange stains.

DURING THE DRIVE

- Gearbox behaviour when warm**
Drive at least 20 minutes so the gearbox reaches full temperature. On Powershift models, feel for jerky low-speed shifts, hesitation from a standstill, and clunking when selecting reverse.
- Suspension and steering feel**
Drive over speed bumps and rough patches. Knocking or clunking from the front can point to worn control arm bushings. Vague or wandering steering at speed suggests alignment drift from bushing wear.
- Infotainment stability**
Use the Sensus touchscreen for at least 15 minutes. Try navigation, Bluetooth, and climate controls. Watch for screen freezes or unexpected reboots. A frozen screen also disables the reversing camera.

NOTES

THIS CAR AT A GLANCE

Swedish premium estate, built 2010-2018. Two engines: the older 2.5L five-cylinder is more proven, the 2.0L Drive-E is efficient but can burn oil.

KNOWN WEAK POINTS

Drive-E oil consumption

Piston ring defect, 2013-2016 builds
€3,000-8,000

Powershift gearbox

Jerky shifts, clutch slippage
€1,500-3,500

PCV breather system

Whistling, oil leaks, clogs at 80k+
€350-600

Turbo actuator sticking

Carbon buildup, limp mode
€500-2,500

Electric water pump

Fails 70,000-100,000 km
€500-900

