

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

**What matters most:** The Siemens piezo injectors are the main concern. Ask whether they have been replaced. Cars past 100,000 km on original injectors will likely need a full set soon.

### BEFORE THE VIEWING

#### Service history and oil spec

Ask for full service records. Oil changes should use VW 507.00 low-ash specification. Wrong oil accelerates DPF clogging, which is one of the costlier repairs on this engine.

#### Injector replacement records

Ask the seller if the Siemens piezo injectors have been replaced. If the car has over 100,000 km on original injectors, budget around 1,800-2,500 for a full set of four.

#### Recall status (dieselgate + Takata)

Contact a Volkswagen dealer with the VIN. The EA189 dieselgate recall included a software update plus a physical flow straightener. The Takata airbag recall is safety-critical.

### AT THE CAR

#### Tyres and wheel arch rust

Check tyre tread depth, age codes on the sidewall, and uneven wear (pointing to suspension issues). Then look at all four wheel arches for paint bubbling, especially the rears.

#### Cold start behaviour

Start the engine completely cold. It should fire within 2-3 seconds. Extended cranking can point to worn glow plugs or failing injectors. Watch the exhaust for excessive black smoke.

#### Idle quality and exhaust smoke

At idle, the engine should run smoothly without shaking or knocking. Uneven running often points to injector failure or EGR blockage. Rev the engine gently and watch for black smoke.

#### Coolant level and oil condition

Check coolant in the expansion tank (clear plastic, left side of the engine bay). Low coolant can point to thermostat housing leaks. Pull the oil dipstick and check for correct level and colour.

### DURING THE DRIVE

#### Turbo response and power delivery

Accelerate firmly from low revs. Power should build smoothly without hesitation or sudden cuts. Any power loss or the EPC light appearing can point to a sticking turbo actuator.

#### Gearbox behaviour

On manual cars, check all gears for smooth engagement. On DSG automatics, feel for jerky shifts, shuddering from standstill, or hesitation between gears. DSG issues are costly.

#### Suspension noises and handling

Listen for knocking or clunking over bumps, which can point to fractured coil springs (a known PQ35 platform issue). Check that the car sits level and tracks straight on flat road.

### NOTES

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### THIS CAR AT A GLANCE

Diesel compact hatchback, built 2009-2013. Economical but the emission system components need attention. Injector and EGR history matters most.

### KNOWN WEAK POINTS

#### Piezo injector failure

Insulation degrades, causes misfires  
**€800-2,500**

#### EGR valve clogging

Carbon blocks valve, hard to access  
**€700-1,200**

#### DSG mechatronics (if auto)

Valve body splits, clutch pack wear  
**€1,500-3,500**

#### DPF clogging

Short trips block the filter  
**€400-2,000**

#### Wheel arch corrosion

Foam traps moisture, rusts inside  
**€200-800**

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