

Volkswagen Polo Mk6 1.0 MPI

Date _____ Mileage _____ Price _____ Seller _____

What matters most: One of the simplest Polos you can buy. Check the production date for the brake servo recall and make sure the start-stop battery still holds charge.

BEFORE THE VIEWING

- Recall status (safety-critical)**
This Polo has multiple recalls. The most serious is the brake servo oil ingress, affecting cars built Oct 2019 to Feb 2020. Contact a VW dealer with the VIN to confirm all recalls are resolved.
- Service records**
Ask for full service history. VW recommends oil changes every 15,000 km or 12 months. Spark plugs are due every 30,000 to 60,000 km. Gaps in records can hide skipped maintenance.
- MOT / inspection history**
Review past inspection results for suspension advisories or brake issues. Recurring front-end notes can point to anti-roll bar link wear, a common item on this platform.

AT THE CAR

- Tyres and exterior condition**
Standard size is 185/65 R15. Check tread depth and the four-digit date code on the sidewall for age. Look for uneven inner-edge wear on the fronts, which can point to alignment issues.
- Cold engine startup**
Start the engine from cold. The three-cylinder MPI should fire immediately and settle into a smooth idle within a few seconds. Any rough running or hesitation can point to worn ignition coils.
- Coolant level and condition**
With the engine cold, open the coolant reservoir cap on the right side of the engine bay. The level should sit between the min and max marks. Brown or milky fluid can point to a head gasket issue.
- Infotainment screen check**
Turn on the ignition and let the screen boot up. Tap through a few menus and test Bluetooth. Pre-2020 cars are more prone to screen freezes or reboot loops, especially in cold weather.

DURING THE DRIVE

- Front suspension over bumps**
Drive slowly over speed bumps or rough patches. A metallic clunking from the front, especially when turning over a bump, usually points to worn anti-roll bar drop links. Cheap fix, but good to know.
- Start-stop system**
Once the engine is warm, stop at a junction with your foot on the brake. The engine should cut out automatically. If start-stop does not activate, the AGM battery may be worn out (€150-250 to replace).
- Brake feel and pedal travel**
Press the brake pedal firmly at low speed. It should feel consistent with no spongy feel or excessive travel. If the car falls in the Oct 2019 to Feb 2020 build window, extra attention here is worthwhile.

NOTES

THIS CAR AT A GLANCE

Entry-level Polo with a simple naturally aspirated engine. Generally very reliable with low running costs.

KNOWN WEAK POINTS

Anti-roll bar link wear

Clunking over bumps, from 40,000 km
€100-300

AGM battery degradation

Start-stop fails after 3-5 years
€150-250

Infotainment freezing

Screen reboots, worse in cold
€0-600

Water pump / thermostat

Slow coolant loss after 80,000 km
€300-700

Ignition coil failure

Misfires after 60,000 km
€100-350

