Used Haval Jolion inspection checklist

What to check on a used Jolion, what a problem looks like, and when to walk away.

COVERS **A01** 2021–2024 **A01 facelift** 2024 on

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Rust.** Check the wheel arches, sills and the bottom edge of the tailgate for bubbling paint or rust spots. Rust starting at a seam usually means water has been sitting there for a long time. $
- ☐ **Panel gaps.** Walk around the car and check panel gaps are even on both sides, especially around the bonnet and doors. Uneven gaps or mismatched paint colour can point to earlier crash repair. $
- ☐ **Exterior lights.** Turn on every light including the LED running lights and indicators, and check none flicker or show moisture inside the lens. Moisture inside a headlight often means a failed seal. $
- ☐ **Windscreen camera area.** Look at the area behind the rear-view mirror where the driver-assist camera sits and check it's clean and undamaged. A cracked or dirty cover there can trigger false warnings on the dash.

2 Under the bonnet

- ☐ **Engine oil.** Pull the dipstick and check the oil sits between the marks and looks brown, not black or gritty. Ask how often it's been topped up, as a low level between services can mean the engine is using oil. $
- ☐ **Coolant.** Check the coolant reservoir is filled to its mark and the coolant looks clean, not rusty or oily. Low or discoloured coolant can point to a leak or a head gasket problem. $
- ☐ **Battery.** Look for a date sticker on the battery and check terminals aren't corroded. A battery over four to five years old is near the end of its life. $
- ☐ **Cold start.** Start the engine from cold and listen for it to settle to a smooth idle within a few seconds, with no rattle or smoke. A rattle on cold start can mean worn internal engine parts. $

3 Underbody and wheels

- ☐ **Tyres.** Check all four tyres are above the wear bars, worn evenly and roughly matched in age and brand. Uneven wear across one tyre can point to an alignment or suspension issue. $
- ☐ **Underbody rust.** Look underneath the car for rust on the floor or around the suspension mounts, and for bent metal, fresh welds or a patch of new coating. One shiny patch among otherwise dirty metal can hide crash repair. !
- ☐ **Exhaust mounts.** Check the rubber hangers holding up the exhaust underneath for cracking or looseness. A rattling or dragging exhaust on the test drive means a mount has failed. $
- ☐ **Suspension bushes.** Look at the rubber bushes on the front control arms for cracking or splitting. Cracked bushes let the suspension move more than it should and cause clunks over bumps. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key or push start without starting the engine, and check every dash light comes on then goes out once the engine is running. An airbag or brake warning that stays lit needs explaining before you buy. !
- ☐ **Infotainment screen.** Turn on the touchscreen and check it responds quickly, connects to Bluetooth and shows the reversing camera clearly. A screen that freezes, restarts or won't pair points to an electrical fault. $
- ☐ **Seatbelts.** Pull each seatbelt out fully and let it retract, and check it latches firmly with no fraying. Fraying webbing means the belt may not hold properly in a crash. !
- ☐ **Driver-assist warnings.** While parked, check the lane-keep and driver-monitoring icons on the dash don't flash constant errors with the car stationary and engine running. Constant false alerts for these systems can mean a camera or sensor fault. $
- ☐ **Air conditioning.** Run the air conditioning on its coldest setting for a few minutes and check it blows cold air strongly from all vents. Weak or warm airflow can mean a refrigerant leak or failing compressor. $

5 Test drive

- ☐ **Dual-clutch gearbox.** Automatic (dual-clutch): drive away from a stop and through low-speed traffic, feeling for any shudder, hesitation or jerky shifts. Judder at low speed is a warning sign of clutch pack wear. $

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

5 Test drive continued

- [ ] **Manual gearbox.** Manual: work through all gears including reverse, checking the clutch bites smoothly and no gear grinds or pops out. A clutch that bites right at the top of the pedal travel may need replacing soon. $
- [ ] **Brakes.** Brake firmly from a safe speed and check the car stops straight with a firm pedal and no grinding or pulling. Grinding or pulling to one side means brake parts need attention before the car is safe. !
- [ ] **Steering feel.** At low speed, turn the wheel lock to lock and check it feels consistent with no clunks or looseness. Clunking on full lock can mean worn steering or suspension joints. $

6 Documentation

- [ ] **Service history.** Check the logbook is stamped on time at the correct intervals with matching receipts. Gaps in the history can hide deferred maintenance. $
- [ ] **Warranty balance.** Ask how much of the new-car warranty remains and check the seller can show proof of servicing to keep it valid. A car still under warranty can save money on any early faults.
- [ ] **Roadworthy certificate.** Confirm a current roadworthy certificate is supplied if your state requires one on sale, and that its details match the car.

What this guide can't tell you about the Jolion you're looking at

4

common faults reported on Jolions built since 2021*

Money owing, stolen or a write-off?

A tidy car can hide all three.

What's each fault worth?

Shufti's negotiation coach turns it into leverage.

A Shufti inspection covers all of that, plus:

- Guided checks for the exact car you're inspecting
- PPSR and government recall checks included
- Crosschecks 3M+ recalls and owner complaints
- Spots issues from your photos and audio
- Test drive routes with turn-by-turn navigation
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* Shufti analysis, November 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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