

Audi A1 Sportback 30 TFSI GB

2018-present · 1.0 TFSI (116 hp) EA211 DKRF 3-cylinder turbocharged petrol

Est. annual maintenance cost: €700-1,300

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or S tronic? The 7-speed DQ200 automatic is the biggest risk on this car. A manual A1 30 TFSI is considerably more reliable.

BEFORE THE VIEWING

Service records and oil intervals

Ask for full service history before visiting. Oil should be changed every 12 months or 15,000 km. If the car has an S tronic gearbox, ask whether transmission fluid has been changed (recommended every 60,000 km despite Audi's lifetime fill claim).

Recall status (check with VIN)

Contact an Audi dealer with the VIN to verify open recalls. Safety recalls include a seat belt lock holder issue (2020 models) and a passenger airbag sensor fault (2019-2020). A rearview camera software update also applies to many 2019-2025 cars.

MOT/inspection history

Review past MOT or inspection results online. Look for advisories mentioning coil springs, suspension, or exhaust. Repeated failures in those areas can point to corrosion-related wear on the MQB A0 platform.

AT THE CAR

Tyres and exterior condition

Check tread depth and sidewall date codes on all four tyres. Standard sizes are 195/55 R16 or 215/45 R17. Look for uneven inner-edge wear on the fronts, which can point to alignment issues. Walk around and check for parking damage on the bumpers and wheel arches.

Coolant level and condition

With the engine cold, check the coolant reservoir (driver's side of the engine bay). The level should sit between the min and max marks. Low coolant or a brownish tint can point to a leaking water pump or cracked thermostat housing, a known weak point on the 1.0 TFSI.

Cold start and idle quality

Start the engine from completely cold. A three-cylinder will always sound slightly uneven, but listen for persistent rattling or heavy vibration in the first 30 seconds. After warming up for a few minutes, the idle should smooth out. Continued roughness when warm can point to carbon buildup or worn ignition coils.

Coil springs (visual check)

Crouch down and look at the front and rear coil springs through the wheel arches. Heavy surface rust, flaking, or visible cracks are common on MQB A0 cars, especially in climates with road salt. Also check whether the car sits level, as a sagging corner can point to a broken spring.

DURING THE DRIVE

Turbo response and EPC light

Drive for at least 15 minutes with varied throttle, including a few full-throttle pulls in a safe setting. If the EPC warning light appears or power suddenly drops to around 2,500 rpm, the turbo wastegate actuator is likely sticking. This is the most common mechanical issue on the 1.0 TFSI.

Gearbox behavior (S tronic models)

If the car has the 7-speed automatic, include some stop-and-go driving. Watch for jerky shifts, hesitation when pulling away, or juddering at low speeds. A flashing PRNDS indicator on the dashboard points to a mechatronic unit fault. Manual cars can skip this check.

Infotainment and Bluetooth

Pair your phone via Bluetooth at the start and leave music playing for the whole drive. Pre-2021 models are known for Bluetooth dropping mid-journey and screen freezes. If it disconnects repeatedly, ask the seller whether the latest software update has been applied.

THIS CAR AT A GLANCE

Premium supermini, built 2018 onwards. Solid 1.0 three-cylinder engine, but the turbo actuator sticks on gently driven cars. Manual is more reliable than the S tronic auto.

KNOWN WEAK POINTS

Turbo actuator sticking

Seizes from carbon buildup, 50-90k km
€500-2,500

DQ200 S tronic failure

Mechatronics, clutch wear, 40-80k km
€1,500-3,500

Water pump / thermostat

Plastic housing cracks, 70-100k km
€600-1,400

Carbon buildup on valves

Direct injection deposits, ~80-100k km
€450-1,200

Ignition coil failure

Misfires and rough idle, 50-70k km
€100-450

NOTES