

## Audi A3 1.4 TFSI 8V

2012-2020 · 1.4 TFSI EA211 (122-150 hp) 4-cylinder turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €750-1,350

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

**What matters most:** Manual or S tronic? The 7-speed dry-clutch automatic (DQ200) is the biggest risk on this car. A manual gearbox avoids the most expensive potential repair entirely.

### BEFORE THE VIEWING

#### Recall status (safety-critical)

This car has Takata airbag and passenger airbag recalls affecting 2012-2015 models. Ask the seller for the VIN and check with an Audi dealer that all recalls are completed before visiting.

#### Service records and oil spec

Look for complete service history with oil changes every 15,000 km or annually, using VW 502 00 or 504 00 specification oil. Gaps in records can hide skipped timing belt changes.

#### S tronic fluid change proof

If the car has the 7-speed automatic (DQ200), ask for proof of gearbox fluid changes every 40,000-60,000 km. Despite Audi calling it lifetime fluid, specialists strongly disagree.

### AT THE CAR

#### Tyres and exterior condition

Standard tyre sizes are 205/55 R16 or 205/50 R17. Check tread depth and sidewall date codes (four-digit number). Look for uneven inner-edge wear on the front tyres, which can point to worn suspension bushings.

#### Coolant level and leak signs

Open the bonnet and check the coolant expansion tank (translucent, marked MIN/MAX). Look for dried white or green residue around the thermostat housing area at the front of the engine. This is the most common EA211 issue.

#### Cold start and engine listen

Start the engine fully cold. Listen for rough idle or misfires in the first 30 seconds, which can point to carbon buildup on intake valves or failing ignition coils. A smooth, even idle is what you want to hear.

#### Oil level and top-up history

Pull the dipstick (yellow handle, right side of the engine bay) and check the level. Ask the seller how often they top up oil between services. Early models (2012-2014) can have piston ring issues causing high oil use.

### DURING THE DRIVE

#### Low-speed S tronic behaviour

If the car is an automatic, spend at least 10 minutes in stop-and-go traffic. Feel for jerky shifts, shuddering when pulling away, or hesitation between gears. A flashing PRNDS display means a gearbox fault is stored.

#### Wastegate rattle at steady speed

Hold a steady speed in the 1,600-2,200 rpm range and listen for a metallic rattle from the engine bay. Also try lifting off the throttle at moderate speed. A rattle here points to a corroded wastegate linkage on the turbo.

#### Engine response and warning lights

Drive with varied throttle inputs including firm acceleration. Watch for the EPC warning light or any sudden power loss, which can point to the turbo wastegate actuator seizing. The engine should pull smoothly throughout the rev range.

### NOTES

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### THIS CAR AT A GLANCE

Compact premium hatchback, built 2012-2020. The EA211 engine is generally reliable, but the plastic water pump housing leaks and the optional DQ200 automatic gearbox is a known weak point.

#### KNOWN WEAK POINTS

##### Water pump / thermostat

Plastic housing cracks, 60-120k km  
€450-1,100

##### DQ200 S tronic gearbox

Valve body splits, clutch wear  
€1,200-3,000

##### Turbo wastegate actuator

Linkage corrodes, rattle or limp  
€50-1,500

##### Carbon buildup on valves

Direct injection, 80-120k km  
€400-700

##### Ignition coil failure

Heat degrades coils, 80-120k km  
€100-350

