

Audi A3 1.5 TFSI 8V

2017-2020 · 1.5 TFSI EA211 evo (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? Manual models have very few serious issues. S-tronic adds the costly DQ200 gearbox as a risk factor, so verify its service history carefully.

BEFORE THE VIEWING

- Recall status via VIN**
Contact an Audi dealer with the VIN to check if the fuel tank suction pump recall and passenger airbag sensor recall have been completed. Both are safety-critical.
- Service records and DSG fluid**
Ask for full service records. Oil should be changed every 15,000 km or annually. On S-tronic models, confirm DSG fluid was changed at 60,000 km. Missing this accelerates wear.
- Software update status**
Ask the seller if the February 2020 low-RPM software update has been applied. Audi dealers can check via VIN. If not done, it should still be free of charge.

AT THE CAR

- Tyres and exterior condition**
Check tread depth and sidewall date codes on all four tyres (standard size 205/55 R16). Uneven inner-edge wear can point to alignment issues from lowered suspension or kerb damage.
- Cold engine startup**
Start the engine completely cold. Listen for any rattling or ticking from the top of the engine during the first 10 seconds. The EA211 evo should settle into a smooth, quiet idle quickly.
- Coolant level and condition**
Open the coolant reservoir (front left of the engine bay). Level should sit between min and max. Brown or milky fluid can point to contamination. Low coolant may suggest a water pump leak.
- S-tronic low-speed maneuver (auto only)**
On automatic models, reverse out of the parking spot slowly and creep forward at walking pace. Any judder, clunking, or vibration from the gearbox can point to clutch or mechatronics wear.

DURING THE DRIVE

- Low-RPM hesitation test**
Pull away gently from standstill several times, keeping the engine between 1,200 and 2,000 RPM. Lurching or kangaroo-like hopping means the software update is likely missing or a fuel pump issue exists.
- COD transition feel at cruise**
On a flat road at steady speed, hold around 1,800-2,000 RPM. A mild vibration as cylinders deactivate is normal, but a strong shudder or repeated jolting is worth noting for the seller.
- Dashboard warnings and engine temp**
Watch for the EPC light, check engine light, or coolant temperature warning during the drive. The temperature gauge should reach the middle and stay steady. Fluctuations can point to thermostat issues.

NOTES

THIS CAR AT A GLANCE

Premium compact petrol, built 2017-2020. Generally reliable. Manual is low-risk; S-tronic adds costly gearbox concerns.

KNOWN WEAK POINTS

Low-RPM hesitation

Kangaroo effect, software update fixes it
€0-400

DQ200 mechatronics

S-tronic only, valve body cracks
€800-3,500

Carbon buildup

Intake valves, from 80,000-120,000 km
€350-600

Water pump leak

Integrated pump/thermostat housing
€500-1,200

COD vibration

Cylinder deactivation transition shudder
€0-300

