

Audi A3 1.6 TDI 8V

2012-2020 · 1.6 TDI EA288 (90-116 hp) 4-cylinder turbodiesel

carchecker.pro

Est. annual maintenance cost: €850-1,550

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or S-tronic? The DQ200 dry-clutch automatic is the biggest cost risk on this car. A manual with regular highway use is the safest buy.

BEFORE THE VIEWING

- Recall status (check with VIN)**
Call Audi or check online with the VIN. A timing belt tensioner recall affects pre-October 2016 cars, and three S-tronic recalls cover 2012-2014 automatics. All should be marked complete.
- Service records and oil spec**
Ask for the full service book or digital records. Oil should be VW 507.00 spec, changed at least once a year. On automatics, look for S-tronic fluid changes every 40,000-60,000 km.
- MOT and mileage history**
Check past MOT results for emissions failures or advisories. A pattern of high emissions readings can point to EGR or diesel particulate filter (DPF) problems building up over time.

AT THE CAR

- Tyres and exterior condition**
Standard sizes are 205/55 R16 or 225/45 R17. Check tread depth and the four-digit date code on each sidewall. Uneven inner-edge wear on the fronts can point to worn suspension bushes.
- Cold start and idle quality**
The engine should fire within 2-3 seconds from cold. Once running, listen for any metallic rattling from the bottom of the engine. On manual cars, this can point to dual mass flywheel (DMF) wear.
- Engine oil level and condition**
Pull the dipstick and check that the oil sits between the min and max marks. Oil well above the max line means diesel fuel has leaked in from failed DPF regenerations. Smell it for fuel too.
- Coolant level**
Check the expansion tank (translucent, near the front of the engine bay). Low coolant without any visible drips can point to an internal exhaust gas recirculation (EGR) cooler leak.

DURING THE DRIVE

- Turbo response under load**
At around 50 km/h, press the accelerator firmly from about 1,500 rpm. The car should pull smoothly. Hesitation, power cutting, or an EPC light can point to a sticking turbo actuator or EGR fault.
- S-tronic behaviour (automatics)**
Drive in slow stop-and-go traffic for at least 10 minutes. Feel for shuddering when pulling away, jerky low-speed shifts, or hesitation between gears. These are signs of DQ200 mechatronics wear.
- Dashboard warnings and DPF light**
Watch for the DPF, EPC, or engine management lights during the drive. On 2015+ Euro 6 models, also check for any AdBlue countdown warnings, which can prevent the car from restarting.

NOTES

THIS CAR AT A GLANCE

Premium diesel hatchback, built 2012-2020. The EA288 engine is durable, but the DQ200 automatic gearbox and emissions components need careful checking.

KNOWN WEAK POINTS

EGR valve buildup

Carbon clogs valve, worst on city cars
€300-1,200

DQ200 S-tronic failure

Mechatronics and clutch wear (autos)
€1,200-3,000

DPF clogging

Short trips prevent regeneration
€300-1,800

Turbo actuator sticking

Carbon blocks variable geometry vanes
€400-1,800

Dual mass flywheel wear

Rattle at idle, manual cars only
€800-1,500

