

Audi A3 35 TFSI 8Y

2020-present · 1.5 TFSI (150 hp) EA211 evo 4-cylinder turbocharged petrol with mild hybrid (MHEV on S tronic) Est. annual maintenance cost: €750-1,350

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or S tronic? The 7-speed DQ200 dual-clutch is the biggest risk on this car. Manual versions avoid it entirely and are simpler to own.

BEFORE THE VIEWING

Service records and software updates

Ask for full service history. Oil changes should be every 15,000 km or 12 months. Early 2020-2021 cars often need engine and infotainment software updates, so ask whether these have been applied.

Recall status (VIN check at Audi)

Contact an Audi dealer with the VIN to check open recalls. Key ones: rearview camera display (91Ei, 91CR) on 2021-2022 cars, and passenger seat sensor (69GU) on 2023 models.

Gearbox fluid change history

If the car has the S tronic automatic, ask whether the gearbox fluid has been changed. Audi calls it a lifetime fill, but changing it every 60,000 km helps prevent mechatronic failures.

AT THE CAR

Tyres and exterior condition

Standard tyre size is 205/55 R16. Check tread depth on all four corners and look for uneven inner-edge wear, which can point to alignment issues. Check the tyre date codes for age.

Coolant level and condition

Open the bonnet and check the coolant reservoir (right side of the engine bay). Low level or discoloured fluid can point to a cracked thermostat housing or water pump issue, a known weak point on the EA211 evo.

Cold engine startup

Ask to start the engine completely cold. Listen for any unusual rattling in the first few seconds and watch the dashboard for warning lights, especially 48V system messages on S tronic models.

Infotainment boot and functions

When starting the car, the MMI screen should boot within about 30 seconds. Test Bluetooth, navigation, the rearview camera and parking sensors. Early 2020-2021 cars are known for screen freezes and glitches.

DURING THE DRIVE

Cold-start judder (first 5 minutes)

Pull away gently in first and second gear during the first few minutes. The 1.5 TFSI is known for a hesitation or kangarooing effect when cold, especially in manual cars. A software update helps but may not fully fix it.

S tronic gearbox behaviour

If automatic, drive for at least 15 minutes including stop-and-go traffic. Feel for jerky low-speed shifts, juddering from standstill, or clunking on downshifts. These can point to clutch wear or mechatronic issues.

Engine response and idle quality

Once warm, the engine should idle smoothly. A rough idle that appeared only when cold can point to carbon buildup on the intake valves, which typically develops after 80,000 km on direct-injection engines.

NOTES

THIS CAR AT A GLANCE

Premium compact, built 2020 onward. Solid EA211 evo engine, but the S tronic gearbox is a known weak spot. Manual versions are simpler.

KNOWN WEAK POINTS

DQ200 S tronic gearbox

Mechatronics, clutch wear, judder
€1,500-3,500

Carbon buildup

Intake valve deposits, walnut blast fix
€450-1,000

Thermostat / water pump

Plastic housing cracks from heat
€600-1,400

48V MHEV starter-gen

BSG failure on early S tronic cars
€800-2,000

Infotainment glitches

Screen freezes on 2020-2021 models
€0-500

