

## Audi A4 3.0 TDI B7

2004-2008 · 3.0 TDI V6 (204-233 hp) common rail turbodiesel, quattro only

carchecker.pro

Est. annual maintenance cost: €950-1,850

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

**What matters most:** The timing chain is the make-or-break item. Start the engine cold and listen at the back for rattle. More than 3-5 seconds of chain noise points to a €2,500+ repair.

### BEFORE THE VIEWING

#### Recall status (injectors + airbag)

Call an Audi dealer with the VIN and ask whether the diesel injector recall (2006-2009 builds) and the Takata airbag recall have been completed. Failed injectors can damage pistons.

#### Service records and oil history

This V6 needs oil changes every 10,000-15,000 km with VW 507.00 spec oil. Ask the seller for stamped service book or invoices. Specialist history is a strong sign on these engines.

#### MOT / inspection history

Request the full MOT history. Look for repeated suspension advisories (common on B7s over 100,000 km) and any corrosion notes on sills, wheel arches, or subframe mounts.

### AT THE CAR

#### Tyres and exterior condition

Check tread depth and date codes on all four tyres (typical size 235/45 R17). Quattro masks alignment issues, so look carefully for uneven inner-edge wear. Mismatched tyres stress the centre differential.

#### Wheel arches and body corrosion

Pull back the felt arch liners and check behind them for bubbling paint, especially on the rear arches. Also check the sills, rear licence plate area, and door bottoms. Structural rust can write the car off.

#### Cold start and chain rattle test

Start the engine completely cold. Stand near the back of the engine bay and listen. A brief rattle (1-2 seconds) is normal. Anything longer than 3-5 seconds points to worn chain tensioners.

#### Coolant level and hidden leaks

Check the expansion tank level with the engine cold. Low coolant without any visible drips can point to an internal EGR cooler o-ring leak between the cylinder banks. Ask the seller about top-up history.

### DURING THE DRIVE

#### Front suspension clunks

Drive slowly over speed bumps and uneven surfaces. Knocking or clunking from the front points to worn control arm bushings (8 arms total on the B7). Vague steering at speed is another sign.

#### Engine smoothness and smoke

The V6 should feel smooth and quiet once warm. Misfires, hesitation, or black smoke under acceleration can point to failing piezo injectors. A puff of smoke on startup is less concerning.

#### Dashboard warnings and limp mode

Watch for the engine management light during the drive, especially under hard acceleration. Swirl flap or EGR faults can trigger limp mode, limiting power. Ask the seller to demonstrate full throttle briefly.

### NOTES

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### THIS CAR AT A GLANCE

Powerful V6 diesel A4 with quattro, built 2004-2008. Refined but complex. Timing chain, injectors, and corrosion are the key concerns on surviving examples.

#### KNOWN WEAK POINTS

##### Timing chain stretch

Rear-mounted chains, 20-25 hrs labor  
**€2,500-4,500**

##### Piezo injector failure

Recall-related, can damage pistons  
**€1,500-3,500**

##### Body and arch corrosion

Rear arches, sills, licence plate  
**€300-1,500**

##### Front suspension arms

8 control arms, inevitable wear  
**€500-1,200**

##### EGR valve and cooler

Hidden coolant leaks, hard access  
**€400-1,200**

