

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a pre-2012 or post-2012 engine? The CJEB (Gen 3, from late 2012) avoids the oil consumption and timing chain problems that plague earlier EA888 engines.

BEFORE THE VIEWING

- Identify the engine generation**
Check the listing or ask the seller for the engine code. CJEB (Gen 3, from late 2012) is the more reliable version. CABB, CDHA, or CDHB (Gen 1/2) carry higher risk for oil consumption and timing chain wear.
- Request full service records**
Look for oil changes every 15,000 km or annually. On pre-2012 engines, ask if oil consumption was ever flagged or if pistons/rings were replaced under Audi's goodwill program.
- Check recall status with Audi**
Call an Audi dealer with the VIN to confirm the Takata airbag recall (2008-2014 models) and airbag control unit recall (2008-2009) have both been completed.

AT THE CAR

- Tyres and exterior condition**
Standard sizes are 225/50 R17 or 225/45 R18. Check for uneven inner-edge wear on the fronts, which can point to worn suspension bushings. Look for tyre age codes older than five years.
- Cold start and chain rattle**
The engine must be completely cold. Listen for metallic rattling in the first 5 to 30 seconds after starting. Any rattle can point to a worn timing chain tensioner, which costs over 1,200 euros to fix.
- Oil level and condition**
Check the dipstick (yellow handle, left side of the engine bay). Oil should be between the min and max marks. Ask the seller how much oil the car uses between services. More than 0.5 litres per 1,000 km is a concern.
- Coolant level and leaks**
Open the bonnet and check the coolant expansion tank. Low level or brown discoloration can point to a cracked thermostat housing or failing water pump, both common on the EA888 after 70,000 km.

DURING THE DRIVE

- Gearbox behaviour**
If fitted with the Multitronic CVT (front-wheel drive automatics), drive for at least 15 minutes. Feel for jerky acceleration, hesitation from standstill, or shuddering at low speeds. Manual and quattro models avoid this risk.
- Engine response and idle**
Listen for a whistling noise at idle, which can point to a torn PCV valve diaphragm. On the motorway, check for smooth turbo response with no hesitation or misfires under hard acceleration.
- Dashboard warnings**
Watch for the oil pressure warning light, the temperature gauge moving above centre, or any engine management lights. On the MMI screen, check if any stored fault codes are displayed in the vehicle status menu.

NOTES

THIS CAR AT A GLANCE

Mid-size saloon, built 2008-2016. The engine generation is the key factor: post-2012 CJEB models are solid, earlier cars carry real oil and chain risk.

KNOWN WEAK POINTS

Oil consumption (pre-2012)

Piston ring failure, up to 2L/1,000 km
€3,000-6,000

Timing chain tensioner

Cold-start rattle, risk of chain skip
€1,200-2,500

Multitronic CVT failure

Jerking, slipping, full failure
€2,500-5,000

PCV valve diaphragm

Whistling noise, rough idle
€200-500

Water pump / thermostat

Plastic housing cracks, coolant leak
€500-1,200

