

Audi A4 2.0 TDI B8

2008-2015 · 2.0 TDI CR (120-190 hp) EA189/EA288 4-cylinder turbodiesel

carchecker.pro

Est. annual maintenance cost: €750-1,450

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or quattro automatic models are significantly more reliable. If it has a Multitronic CVT, that gearbox is the biggest financial risk on the car.

BEFORE THE VIEWING

- Dieselgate recall status**
All pre-2015 EA189 engines need a mandatory emissions software update. Contact Audi with the VIN to confirm it has been done. Some owners report slightly higher fuel consumption after the update.
- Service records and timing belt**
Ask for full service history. The timing belt is due every 180,000 km or 5 years. If there is no proof of replacement, budget around 500 to 800 euros for the belt and water pump.
- Gearbox type and MOT history**
Confirm whether it is a manual, Multitronic CVT, or quattro automatic. Check the MOT history online for recurring advisories on emissions, suspension, or steering.

AT THE CAR

- Tyres and exterior condition**
Common sizes are 225/50 R17 or 245/40 R18. Check tread depth and date codes on the sidewall. Uneven wear on the inner edges of the front tyres can point to worn front suspension arms.
- Cold engine startup**
Start the engine completely cold. A healthy 2.0 TDI should settle to a smooth, quiet idle within a few seconds. Rough running or excessive smoke on startup can point to injector or glow plug wear.
- Boot carpet and left side panel**
Lift the boot carpet on the left side near the spare wheel well. Feel for dampness around the amplifier and MMI module. Water ingress here is a known B8 issue and causes expensive electrical faults.
- Oil and coolant levels**
With the engine off, check the oil level on the dipstick (yellow handle, right side of the engine bay). Also check the coolant expansion tank. Unexplained coolant loss can point to an EGR cooler crack.

DURING THE DRIVE

- Gearbox behaviour**
On Multitronic CVT models, test hill starts, low-speed parking manoeuvres, and full acceleration. Any juddering, hesitation, or slipping points to worn clutch packs or a failing mechatronic unit.
- Engine and turbo response**
Accelerate firmly from low revs in a higher gear. The turbo should build boost smoothly with no hesitation or surging. Flat spots or the EPC warning light can point to sticking turbo vanes or boost leaks.
- Dashboard warnings and DPF light**
Drive for at least 20 minutes including some faster roads. Watch for the DPF warning light, engine management light, or steering warnings. A DPF light suggests the filter is clogged from short-trip driving.

NOTES

THIS CAR AT A GLANCE

Popular diesel executive sedan, built 2008-2015. The engine is solid, but gearbox choice matters: avoid the Multitronic CVT.

KNOWN WEAK POINTS

Multitronic CVT failure

Judder, hesitation, loss of drive
€2,000-5,000

Intake manifold (P2015)

Plastic actuator stop wears out
€50-800

EGR valve clogging

Carbon buildup, worse on city cars
€200-1,200

DPF clogging

Soot buildup from short trips
€300-1,500

Boot water ingress

Damages amplifier and MMI module
€200-900

