

Audi A4 B9 35 TDI

2019-2024 (facelift) · 2.0 TDI EA288 evo (150-163 hp) 4-cylinder turbocharged diesel

carchecker.pro

Est. annual maintenance cost: €900-1,650

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The EA288 evo diesel is solid, but the AdBlue aftertreatment system is the weak link. Ask for proof that NOx sensor recalls and S-tronic oil services were done on time.

BEFORE THE VIEWING

- Service history and S-tronic oil**
Ask for full service records before visiting. The S-tronic gearbox needs an oil and filter change every 80,000 km. Missing this service accelerates internal wear significantly.
- Recall status (check with VIN)**
Three recalls affect this model: passenger occupant detection system, S-tronic software update, and Takata airbag. Contact an Audi dealer with the VIN to confirm all are completed.
- MOT / TUV history**
Request the full MOT or TUV history. Look for repeated exhaust emission failures, which can point to DPF or AdBlue system problems that may still be unresolved.

AT THE CAR

- Tyres and exterior condition**
Check tread depth and sidewall date codes on the 225/50 R17 tyres. Uneven inner-edge wear on the front tyres can point to worn control arm bushings in the multi-link suspension.
- Cold engine startup**
Start the engine completely cold. Some diesel clatter is normal, but listen for metallic knocking or rattling that does not settle within 10 to 15 seconds. Watch the dashboard for AdBlue warnings.
- Coolant level and thermostat area**
Open the bonnet and check the coolant expansion tank. The level should be between min and max. Look for dried residue or staining around the plastic thermostat housing, which can develop cracks.
- Dashboard warnings and AdBlue status**
With the ignition on, check for any active warnings. An AdBlue countdown timer means the car will refuse to start after the countdown expires. Ask the seller to show you the AdBlue fill level.

DURING THE DRIVE

- S-tronic gearbox behaviour**
Drive slowly through a car park or in traffic. Some low-speed jerkiness is normal for dual-clutch gearboxes, but strong hesitation or clunking between 1st and 2nd gear can point to a mechatronics issue.
- Suspension over bumps**
Drive over speed bumps and uneven surfaces with the windows down. Clunking or knocking from the front axle can point to worn control arm bushings, a common issue after 80,000 km on this model.
- Engine and turbo response**
Accelerate firmly from low revs in 3rd or 4th gear. The turbo should respond smoothly without flat spots or excessive smoke. Hesitation or black smoke can point to EGR valve carbon buildup.

NOTES

THIS CAR AT A GLANCE

Facelifted diesel A4, built 2019-2024. Generally reliable, but the AdBlue system and DPF need a highway-driving history to stay healthy.

KNOWN WEAK POINTS

AdBlue system fault

NOx sensor or tank heater failure
€400-1,800

DPF clogging

From short-distance driving patterns
€300-1,500

EGR valve carbon buildup

Rough idle, hesitation, black smoke
€500-1,200

S-tronic mechatronics

Solenoid faults if oil service skipped
€300-2,500

Front control arm bushings

Clunking and vague steering feel
€500-1,200

