

Audi A5 Sportback 2.0 TFSI B9

2016-2024 · 2.0 TFSI EA888 Gen 3B (190-252 hp) 4-cylinder turbocharged petrol

Est. annual maintenance cost: €850-1,600

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Reliable for its class. The water pump and thermostat housing are the main concern. Ask whether Audi's extended warranty (8 years) still covers them on this VIN.

BEFORE THE VIEWING

- Recall status (check VIN with Audi)**
Early cars (2016-2017) had an auxiliary coolant pump recall (19N4) for fire risk. 2018-2020 models had a seat heater cable issue that can disable the passenger airbag. Ask an Audi dealer to confirm all recalls are completed.
- Service records and S-tronic fluid**
Look for oil changes every 15,000 km or 12 months with VW 502.00/504.00 spec oil. The S-tronic gearbox fluid should be changed every 60,000 km, even though Audi calls it a lifetime fill.
- MOT/inspection history**
Check the last two or three inspections for recurring issues like suspension advisories (front control arms) or emission problems. Gaps in history are worth asking about before making the trip.

AT THE CAR

- Tyres and exterior condition**
Standard sizes are 225/50 R17 or 245/40 R18. Check tread depth and sidewall date codes. Uneven inner wear on the front tyres can point to worn control arm bushings, a common issue after 80,000 km.
- Coolant level and water pump area**
Open the bonnet and check the coolant expansion tank (right side, near the firewall). Look underneath the front of the engine for dried coolant residue or staining. Low coolant is the earliest sign of the water pump or thermostat housing leaking.
- Cold start and engine sound**
Start the engine when it is fully cold. Listen for rattling in the first 10-30 seconds, which can point to timing chain tensioner wear on early 2016-2017 cars. A rough or uneven idle may suggest carbon buildup on the intake valves.
- LED headlights for pooled water**
Light misting inside the LED headlights is normal and clears with driving. Standing water droplets pooled at the bottom of the lens point to faulty seals. Early 2016-2017 cars are most prone due to a vent design issue.

DURING THE DRIVE

- S-tronic gearbox in stop-and-go**
Drive for at least 15-20 minutes in city traffic. Feel for jerky shifts between 1st and 2nd gear, hesitation from a standstill, or shudder during parking. These can point to worn clutch packs or a mechatronic unit issue.
- Turbo wastegate rattle (1,800-3,000 RPM)**
Hold a steady speed in the 1,800-3,000 RPM range and listen for a metallic rattle from the engine bay. This is a known wastegate bushing wear issue. Not dangerous, but worth noting for negotiation.
- Steering and suspension feel**
On rougher roads, listen for clunking or squeaking from the front suspension, which can point to worn control arm bushings. Vague or wandering steering feel at motorway speed is another sign of the same issue.

NOTES

THIS CAR AT A GLANCE

Petrol A5 Sportback, built 2016-2024. Generally reliable. The water pump/thermostat housing is the main weak spot.

KNOWN WEAK POINTS

Water pump / thermostat

Plastic housing cracks, 60-100k km
€800-1,500

Carbon buildup

Direct injection, noticeable 80-120k km
€600-1,000

S-tronic mechatronics

Jerky shifts, needs fluid changes
€1,200-3,500

PCV valve failure

Diaphragm tears, rough idle
€250-500

Front control arm bushings

Clunking over bumps, 80-120k km
€500-1,200

