

Audi A6 2.7 TDI C6

2004-2011 · 2.7 V6 TDI (163-190 hp) turbocharged diesel, FWD or quattro

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

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a quattro/manual or a Multitronic CVT? The CVT is the biggest financial risk on this car. Quattro models avoid it entirely.

BEFORE THE VIEWING

- Recall status (Takata airbag)**
Almost all C6 A6 models are affected by the Takata airbag recall. Call an Audi dealer with the VIN beforehand to confirm the recall has been completed. This is a safety issue, not optional.
- Service records and gearbox type**
Ask the seller for full service records and confirm the gearbox type. Multitronic CVT (FWD) needs fluid changes every 50,000-60,000 km. Missing records on a CVT car is a serious concern.
- MOT history and mileage**
Check the MOT history online for mileage consistency and past emissions failures. Swirl flap and DPF issues often show up as failed emissions tests. Look for any advisory notes about exhaust smoke.

AT THE CAR

- Tyres and exterior condition**
Check tread depth and sidewall date codes on all four tyres. Common sizes are 225/55R16 or 245/45R17. On quattro models, uneven wear across axles can point to alignment issues masked by the all-wheel-drive system.
- Cold start and chain rattle**
The engine must be completely cold for this check. Listen carefully for a metallic rattling sound in the first 10 to 30 seconds after starting. This can point to a worn timing chain tensioner, which is expensive to fix on this engine.
- Engine bay oil leaks**
Open the bonnet and look into the valley between the two cylinder banks. Oil residue here can point to a clogged crankcase breather or leaking oil cooler gasket. Both are common on higher-mileage V6 TDI engines.
- Coolant level and condition**
Check the coolant expansion tank level and colour. Low coolant without a visible external leak can point to an exhaust gas recirculation (EGR) cooler failing internally. Milky or discoloured coolant is worth investigating further.

DURING THE DRIVE

- Gearbox behaviour (especially CVT)**
Drive for at least 15 minutes to get the gearbox warm. On Multitronic CVT models, feel for jerking at 30 to 50 km/h or shuddering from a standstill. On Tiptronic or manual, shifts should be smooth with no slipping.
- Turbo response and power delivery**
Accelerate firmly from low speed and check for consistent power delivery. Hesitation, sudden power loss, or the EPC warning light can point to a sticking turbo actuator. Cars used mostly in town are more prone to this.
- Exhaust smoke at higher revs**
Ask the seller to follow you briefly, or check the mirrors during firm acceleration. Blue or black smoke can point to worn piezo injectors or a clogged diesel particulate filter (DPF), especially on 2006 and later models.

NOTES

THIS CAR AT A GLANCE

Diesel V6 executive car, built 2004-2011. Known weak points are well-documented but can be costly. Gearbox type matters most: quattro avoids the unreliable Multitronic CVT.

KNOWN WEAK POINTS

Swirl flap linkage

Plastic joints wear, causing fault codes
€200-1,500

Timing chain tensioner

Cold-start rattle, risk of valve damage
€1,500-4,500

Multitronic CVT (FWD only)

Judder, slip, and total failure risk
€1,500-5,000

Piezo injector wear

Misfires, rough idle, excess smoke
€1,000-3,000

Turbo actuator sticking

Carbon buildup causes limp mode
€400-1,500

