

Audi A6 C7 2.0 TDI

2011-2018 · 2.0 TDI EA189/EA288 (177-190 hp) 4-cylinder turbocharged diesel

Est. annual maintenance cost: €850-1,650

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The gearbox matters more than the engine. Manual is safest. Pre-2014 Multitronic CVT automatics are the biggest risk. Post-2014 S-tronic is better but needs regular fluid changes.

BEFORE THE VIEWING

- Service records and gearbox type**
Ask the seller which gearbox is fitted: manual, Multitronic CVT, or S-tronic. For automatics, look for proof of gearbox fluid changes every 60,000 km. No records is a warning sign.
- Dieseldate recall status**
Pre-2014 cars have the EA189 engine affected by the emissions recall. Ask if the software update was applied and whether DPF or EGR problems appeared afterwards. Check with Audi using the VIN.
- MOT and previous usage pattern**
Check for repeated advisory items on suspension or emissions. High-mileage motorway cars tend to be healthier than low-mileage city cars, since the DPF and EGR need regular highway driving.

AT THE CAR

- Tyres and exterior condition**
Common sizes are 225/55 R17 or 245/45 R18. Check all four tyres for uneven inner-edge wear, which can point to worn front control arm bushings. Also check date codes on the sidewall.
- Cold start and exhaust smoke**
Start the engine from cold. A brief puff of white or grey smoke is normal on a diesel, but heavy white smoke that lingers can point to a head gasket issue (EA288) or a clogged DPF trying to regenerate.
- Coolant level and condition**
Check the coolant expansion tank (passenger side of engine bay). The level should be between MIN and MAX. Brown or milky coolant can point to a head gasket weep or an EGR cooler crack.
- AdBlue warnings (post-2014 only)**
On facelift EA288 models, switch on the ignition and check the dashboard for any AdBlue countdown warnings like 'no restart in X km'. Ask the seller to show you the infotainment system status.

DURING THE DRIVE

- Gearbox behaviour at low speed**
Drive slowly in traffic for at least 10 minutes. Feel for juddering between 30-50 km/h, hesitation when pulling away, or jerky gear changes. These can point to Multitronic chain wear or S-tronic solenoid issues.
- Front suspension clunks**
Drive over speed bumps and rough patches at low speed. Listen for clunking or creaking from the front. Also check if the steering feels vague or wanders, which can point to worn control arm bushings.
- Turbo response and warning lights**
Accelerate firmly from low revs and feel for consistent boost. Hesitation, sudden power loss, or an EPC warning light can point to sticking variable geometry vanes in the turbocharger.

NOTES

THIS CAR AT A GLANCE

Executive diesel saloon, built 2011-2018. The 2.0 TDI engine is solid, but reliability depends heavily on the gearbox type and whether the car saw regular motorway use.

KNOWN WEAK POINTS

Multitronic CVT failure

Chain stretch, judder, loss of drive

€2,000-5,000

DPF clogging

From short trips, needs motorway use

€200-1,500

EGR valve carbon buildup

Rough idle, power loss, fault light

€200-1,200

AdBlue system failure

NOx sensor or pump, restart warning

€400-2,000

Front control arm bushings

Clunking over bumps, vague steering

€400-1,000

