

Audi A6 C8 40 TDI

2018-present · 2.0 TDI EA288 evo (163-204 hp) 4-cylinder turbocharged diesel with 12V/48V mild hybrid

Est. annual maintenance cost: €1,050-1,900

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The diesel engine itself is well-proven. The 48V mild hybrid system is the weak spot. Confirm the BSG recall (campaign 27BQ) is done before visiting.

BEFORE THE VIEWING

- BSG and gateway recall status**
Contact an Audi dealer with the VIN to confirm service campaign 27BQ (belt starter generator) and the gateway module liquid protection recall are both completed.
- Service records and gearbox oil**
Ask for full service history. The S-tronic gearbox needs fluid changes every 60,000 km, but Audi doesn't always include this in the schedule. Confirm it was done.
- MOT and usage pattern**
Check MOT history for emission failures, which can point to DPF or AdBlue trouble. Cars used mostly for short urban trips are higher risk for both systems.

AT THE CAR

- Tyres and exterior condition**
Standard size is 225/55 R18. Check tread depth and date codes on the sidewall. Uneven front tyre wear on this model can point to alignment issues from lowered sport suspension.
- Cold start and 48V system**
Start the engine cold. Listen for unusual rattles beyond normal diesel clatter. After startup, check the dashboard for any electrical system, start-stop, or brake booster warnings.
- Both MMI touchscreens**
The C8 has two touchscreens (upper for navigation, lower for climate). Tap through both and check responsiveness. Ask the seller to show the rearview camera as well.
- AdBlue level and warnings**
Check the AdBlue level in the instrument cluster. Look for any countdown message like 'No restart in X km'. Ask when AdBlue was last topped up and whether any warnings have appeared.

DURING THE DRIVE

- S-tronic gearbox at low speed**
Drive slowly in stop-and-go traffic for at least 5 minutes. Feel for jerky engagement from standstill or hesitation between first and second gear, which can point to mechatronic wear.
- Engine and turbo response**
On a motorway or faster road, accelerate from 60 to 120 km/h. The turbo should build boost smoothly with no hesitation, smoke from the exhaust, or sudden power drops.
- Dashboard warnings during driving**
Watch for any warning lights that appear while driving, especially related to the electrical system or emissions. The 48V BSG fault often only shows under load.

NOTES

THIS CAR AT A GLANCE

Executive diesel saloon, built 2018 to present. The EA288 engine is reliable, but the 48V mild hybrid system and AdBlue equipment generate most workshop visits.

KNOWN WEAK POINTS

48V starter generator

Overheating transistors, 48V shutdown
€800-2,500

AdBlue system

Sensor or heater failure, restart lock
€400-2,000

DPF clogging

Short-trip soot buildup, limp mode
€300-2,500

S-tronic mechatronic

Solenoid wear, jerky low-speed shifts
€1,500-4,000

MMI screen freezing

Touchscreen reboot or blackout
€0-2,500

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