

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual or S tronic? Manual cars avoid the biggest reliability risk entirely. For automatics, ask for S tronic fluid change records.

BEFORE THE VIEWING

- Service records and oil spec**
Ask for full service history before visiting. Oil should be VW 502 00 or 504 00, changed every 15,000 km or annually. Gaps in records make it hard to judge engine condition.
- Recall status (check with VIN)**
Contact Audi with the VIN to confirm all recalls are done. The camshaft adjuster belt pulley recall (2013-2015 production) is safety-critical and can damage the timing belt if missed.
- Gearbox type and fluid history**
Confirm whether it is a manual or S tronic automatic. If S tronic, ask whether the gearbox fluid has been changed. Specialists recommend changes every 40,000-60,000 km despite the 'lifetime fill' claim.

AT THE CAR

- Tyres and exterior condition**
Standard sizes are 215/65 R16 or 235/50 R18. Check tread depth and date codes on the sidewall (four-digit number). Look for uneven inner-edge wear on the front tyres, which can point to worn suspension bushes.
- Coolant level and leak signs**
Open the bonnet and check the coolant expansion tank. Look for dried white or green residue around the thermostat housing area (front-left of the engine). A sweet smell near the engine can point to a slow leak.
- Engine cold start and idle**
Start the engine fully cold. Listen for rough idle or stuttering in the first 30 seconds, which can point to carbon buildup on the intake valves. The idle should settle and smooth out within a minute or so.
- Oil level and dipstick check**
Pull the dipstick (yellow handle, front of the engine bay) and check the level and colour. Very dark or gritty oil suggests overdue changes. Ask the seller how often they top up between services, especially on 2014-2015 cars.

DURING THE DRIVE

- S tronic behaviour at low speed**
If the car is an automatic, spend at least 10 minutes in stop-and-go traffic. Feel for jerky shifts, shuddering when pulling away, or hesitation between 1st and 2nd gear. A flashing PRNDS display is a clear warning sign.
- Wastegate rattle at cruising speed**
At steady speed in a higher gear, hold the revs between 1,600 and 2,200 rpm and listen for a metallic rattling from the engine bay. Also lift off the throttle at moderate speed. A rattle here can point to a corroded wastegate linkage.
- Dashboard warnings under load**
Drive with varied throttle inputs including a few firm accelerations. Watch for the EPC warning light or any sudden drop in power, which can point to the turbo actuator sticking. The engine should pull smoothly through the rev range.

NOTES

THIS CAR AT A GLANCE

Compact premium crossover, built 2014-2018. Generally reliable, but the water pump housing and gearbox choice (manual vs S tronic) are the two things that matter most.

KNOWN WEAK POINTS

Water pump / thermostat

Plastic housing cracks, 60k-120k km
€450-1,100

S tronic mechatronics

Valve body splits, jerky shifts
€1,200-3,000

Wastegate rattle

Linkage corrodes, rattle or limp mode
€50-1,500

Carbon buildup

Intake valves clog, rough idle
€400-700

Ignition coil failure

Misfires from 80k-120k km
€100-350

