

Audi RS4 B8

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The V8 itself is robust, but the DRC suspension and DL501 gearbox are where big bills hide. Ask for DRC fluid change and gearbox oil records before visiting.

BEFORE THE VIEWING

- Recall status (Takata airbag)**
Contact Audi with the VIN to confirm all recalls are completed. The RS4 B8 is affected by the safety-critical Takata airbag campaign and a passenger occupant detection system recall.
- Service records and gearbox oil**
Ask for full service history. Key items: oil changes every 10,000-15,000 km, and DL501 gearbox oil and filter every 40,000-50,000 km. Missing gearbox service is a common oversight.
- DRC suspension service proof**
Ask whether the DRC (Dynamic Ride Control) fluid has ever been renewed. It should be done every 5-6 years but rarely is. No record of this service means higher risk of damper leaks.

AT THE CAR

- Tyres and exterior condition**
Check all four 265/35 R19 tyres for tread depth, date codes, and uneven wear. The RS4 weighs 1,795 kg and eats rear tyres quickly. Mismatched brands or sizes can point to cost-cutting.
- Oil level and leaks underneath**
Check the oil level with the dipstick. Then look underneath the engine for oil seepage around the valve covers, oil filter housing, and timing cover area (rear of engine). Multiple leaks suggest deferred maintenance.
- Coolant level and condition**
With the engine cold, check the coolant expansion tank level and colour. Low coolant with no visible puddle can point to a failing thermostat housing or water pump. Brown or milky coolant is a serious concern.
- Cold start and engine listen**
Start the engine completely cold. A brief rattle in the first few seconds is normal for this chain-driven V8. Listen for any sustained ticking, knocking, or rough idle that does not settle within 30 seconds.

DURING THE DRIVE

- DRC suspension over rough roads**
Drive slowly over speed bumps and rough patches. Knocking or rattling from any corner can point to leaking DRC dampers. Also note if the car leans excessively in corners, which suggests DRC pressure loss.
- S tronic gearbox in slow traffic**
Spend at least 10 minutes in stop-and-go driving. Feel for surging or harsh engagement in first gear, reluctance to shift in manual mode, or any flashing of the PRNDS indicator. Then accelerate hard to check for slip.
- Throttle response and AC test**
At steady cruise, apply gentle throttle and feel for hesitation, which can point to carbon buildup on the intake valves. Also run the AC on full cold for 5 minutes. Compressor failure is common before 120,000 km.

NOTES

THIS CAR AT A GLANCE

Last naturally aspirated V8 RS4. Robust engine, but DRC suspension and S tronic gearbox drive the big repair bills.

KNOWN WEAK POINTS

DRC suspension leak

Dampers leak, knocking from 60k km
€1,500-4,500

DL501 mechatronics

Harsh shifts, limp mode, 60-120k km
€1,500-4,000

Carbon buildup (32 valves)

Walnut blast needed every 50-60k km
€800-1,500

Oil leaks

Timing cover, valve covers, filter housing
€500-2,500

AC compressor failure

Common before 120k km, no cold air
€800-1,500

