



SAMPLE REPORT — fictional data

Pre-purchase inspection report

Car	Year	Mileage
Audi A6 3.0 TDI quattro	2014	248,000 km
VIN	Inspection date	Photos
WAUZZZ4G1EN.....	08.09.2026	35

Shortened example without the photos. The real report for this car runs to 7 pages with 35 photos.

VERDICT

! We don't recommend buying at this price

Expected repairs €3,800–5,500: the timing chains and the gearbox clutches are at the end of their life.

Summary

Section	Photos	Condition
Engine Timing chain rattle on cold start	8	Problem
Gearbox (S tronic) Harsh 1→2 shift when cold, worn clutches	5	Problem
Body & paint Front right door and wing repainted	10	Monitor
Diagnostics Active swirl-flap fault	2	Monitor
Suspension & brakes Worn front control-arm bushes	7	Monitor
Road test Confirms the gearbox and suspension findings	0	Monitor
VIN & documents VIN matches the registration	3	OK

1. Engine

Problem

8 photos for this section (removed from the sample)

What we found

On a cold start there is a metallic rattle from the back of the engine for the first 2–3 seconds. Diagnostics show camshaft-to-crankshaft deviation close to the limit.

What it means

The timing chains are stretched — a known issue on the 3.0 TDI past 200,000 km. Left alone, a chain can jump a tooth and seriously damage the engine.

What to do

Replace the chains, tensioners and guides (engine out). Don't buy without a discount that covers the repair. **Approx.: €2,200–3,000.**

2. Gearbox (S tronic)

Problem

5 photos for this section (removed from the sample)

What we found

When cold, the 1st-to-2nd shift is harsh with a slight jolt. Clutch adaptation values are at 88% and 91% of the limit.

What it means

The gearbox clutches are heavily worn. It will soon start to slip and log faults, and later go into limp mode.

What to do

Replace the dual clutch and adapt. Check whether the gearbox oil was ever changed (no record in the history). **Approx.: €1,500–2,300.**

3. Body & paint

Monitor

10 photos for this section (removed from the sample)

What we found

Paint thickness is 240–310 µm on the front right door and wing versus 105–130 µm elsewhere. Panel gaps are even; no signs of straightening inside.

What it means

Both panels were repainted — most likely after a minor knock or scratch. No sign of structural damage.

What to do

Not a deal-breaker on its own, but ask the seller about it and use it when negotiating.

4. Diagnostics

Monitor

2 photos for this section (removed from the sample)

What we found

Active fault P2015 — intake manifold swirl-flap position sensor. The warning light is not on at the moment.

What it means

The swirl-flap mechanism is worn — common on this engine. It reduces pulling power low down and can trigger limp mode.

What to do

Repair the mechanism or replace the intake manifold. **Approx.: €300–650.**

5. Suspension & brakes

Monitor

7 photos for this section (removed from the sample)

What we found

The upper front control-arm bushes are cracked; there is a knock over bumps. Brakes are at 50% front and 70% rear.

What it means

Normal wear for the mileage, but it affects handling and tyre wear.

What to do

Replace the upper control arms (or bushes) and do an alignment. **Approx.: €350–500.**

6. Road test

Monitor

What we found

During an 18 km road test the gearbox shifts harshly when cold and there is a front knock over bumps.

What it means

Confirms the diagnostic readings and the lift inspection.

What to do

See the Gearbox and Suspension sections.

7. VIN & documents

OK

3 photos for this section (removed from the sample)

What we checked

- ✓ VIN on the chassis, windscreen and plate
- ✓ Match with the registration document
- ✓ Mileage against the service records