2016 Audi S6 at 92,000 mi

WAUF2AFC5GN054321

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
S6 · C7 S6 sedan 4.0 TFSI V8, 7-speed S tronic, quattro	Audi 4.0L TFSI twin-turbo V8 (also Porsche 4.0 V8)	92,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'G' = 2016, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
job recommended now

0
to plan in the next 30,000 miles · plus 3 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **22V-178** · Turbochargers · oil supply strainer: A blocked oil strainer can starve the turbo bearings of oil. The turbo can then break up and stall the engine while driving, raising the risk of a crash.
- **18V-370** · Air bags · passenger occupant detection sensor: If the passenger occupant detection module fails, the front passenger air bag may not deploy correctly in a crash.

A model-year list, not a VIN check. Repairs are free at an Audi dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask an Audi dealer for a campaign printout, including 22V-178. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Turbochargers starved of oil (clogged oil strainer) — Free if open

Recall 22V-178 is listed for this model year. Check the VIN; the repair is free at an Audi dealer if it is open.

Next 12 months up to about 101,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 122,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Crankcase ventilation (PCV) valve — **No published price**

Any mileage (No clear mileage pattern: only 6 owner complaints state a mileage) · Inspect at each service; fix at the first sign

Rear oxygen sensor failure (2016–2018) — `Free if covered` check the VIN

Any mileage (2016–2018 S6, S7, RS 7, A8 and S8 4.0T: rear oxygen sensors covered to 10 years / 120,000 miles) · Ask for this check at every service

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 122,000 mi

Free recall check

No other repairs on the list before 122,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 92,000 mi to 122,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Audi 4.0T: first at 35,000 miles, then every 40,000 (6-year limit); S8 plus: 30,000.	first at 35,000 mi, then every 40,000 mi or 6 years	**Was due at 75,000 mi, next 115,000 mi** [M1]
Dual-clutch transmission fluid S tronic: fluid and filter every 40,000 miles (first at 35,000 on 2013-2016).	every 40,000 mi	**Was due at 80,000 mi, next 120,000 mi** [M1][M2][M3]
Brake fluid Audi: every 2 years regardless of mileage.	every 2 years	**By time: check the records** [M1][M3][M5]

M1. 2016 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10153109-9999.pdf

M2. 2017 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10169091-0001.pdf

M3. 2018 Audi Models USA Warranty & Maintenance booklet (Audi of America) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/567e24ea-3c93-4d4f-aa4d-ba9adf4b896c

M4. 2020 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10170253-0001.pdf

M5. 2021 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10180343-0001.pdf

WHERE 92K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Turbochargers starved of oil (clogged oil strainer)	49,000–71,000 mi (middle half of 39 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Crankcase ventilation (PCV) valve	No clear mileage pattern: only 6 owner complaints state a mileage COMPUTED FROM NHTSA DATA	Any mileage
3	Rear oxygen sensor failure (2016–2018)	2016–2018 S6, S7, RS 7, A8 and S8 4.0T: rear oxygen sensors covered to 10 years / 120,000 miles OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2016 Audi S6

Safety recall repairs are free at Audi dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter WAUF2AFC5GN054321.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask an Audi dealer for a campaign printout; it also lists completed campaigns.

4.0 TFSI V8 (EA824 4.0T / EA825) RECALLS WE TRACK

22V-178 · Turbocharger oil supply strainer (engine stall) NHTSA lists this model and year: check by VIN

2013–2017 A8, S6, S7 and S8 and 2014–2017 RS7: the turbo oil supply strainer can clog, the turbo bearings wear from lack of oil and the turbo can break and stall the engine. Dealers replace the strainer and change the oil free (Audi code 21H7). OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

EVERY RECALL NHTSA LISTS FOR THE 2016 AUDI S6 (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-178 4.0 TFSI V8 (EA824 4.0T / EA825) tracked	Turbochargers · oil supply strainer	A blocked oil strainer can starve the turbo bearings of oil. The turbo can then break up and stall the engine while driving, raising the risk of a crash. Details
18V-370	Air bags · passenger occupant detection sensor	If the passenger occupant detection module fails, the front passenger air bag may not deploy correctly in a crash. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: S6. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Crankcase ventilation valve extended warranty (Audi AWA-19-03, May 2019)	Certain 2013–2016 Audis with the 3.0 or 4.0 gasoline engine (warranty key U38 on the VIN): a faulty crankcase ventilation valve that whistles and sets the check-engine light is replaced free for 10 years / 120,000 miles from the in-service date, by an Audi dealer. OFFICIAL [4]	Open only until 10 years / 120,000 miles from first sale; ended for most 2013–2015 cars
Engine hard to start, turbocharger damaged (Audi TSB 2044640/5, Nov 2018)	2016 and early-2017 A8, S7, S8 and RS 7 4.0: describes turbo damage from poor oil supply and the optimized oil strainer and check valve that must be fitted with new turbos. A repair procedure, not extra coverage. OFFICIAL [3]	Repair bulletin

4 · THE 3 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (C7). Left out because they apply to other models, years, engine sizes or body codes: Water pump and thermostat leaks (second-generation engine).

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1 Turbochargers starved of oil (clogged oil strainer)

Past the range

Severity: Critical: rare, but can badly damage the engine · 101 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 92,000 mi this car is past the reported range (49,000–71,000 mi (middle half of 39 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–71,000 mi (middle half of 39 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2017 A8, S6, S7, S8 and 2014–2017 RS 7 (recall 22V-178); not the Porsche or Bentley V8s

WHAT FAILS OFFICIAL [2][3][1]

Both turbos sit in the V of the engine and are fed through a small oil strainer. On the first-generation 4.0 the strainer can clog with oil and carbon deposits, the turbo bearings wear, and the turbine shafts break. Owners describe a sudden loss of power, rough running and the engine stalling, usually with both turbos ruined. Recall 22V-178 replaces the strainer and changes the oil; it does not replace turbos that are already worn.

SYMPTOMS

- Sudden loss of power or rough idle
- Engine stalls at low speed and is hard to restart
- Whine or grinding from the turbos
- EPC or check-engine light; sometimes no warning at all

IF IT'S LEFT TOO LONG

Broken turbos can send metal through the intake and oil, and the engine can stall in traffic. Some owners needed a new engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have recall 22V-178 checked by VIN and done if open. Change oil on time with the approved oil, and have turbo shaft play checked on high-mileage cars.

ESTIMATED REPAIR COST

Recall status check and turbo shaft-play inspection (about 1 hour)	**$100–$160** OUR ESTIMATE independent shop, installed
Owner-reported bills and quotes for replacing both turbos in NHTSA complaints (n=11)	**$7,000–$11,750** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 11 NHTSA owner complaints that quote a bill or dealer quote for turbo replacement (middle half; median $9,000). Examples: ODI 11407450, 11404426, 11407510, 11530106, 11439959. Most are for both turbos; one ($4,198) is a single turbo with the strainer. Inspection ESTIMATE: about 1 hour at $100–160 per hour (our assumption; no published labor time).

PARTS FOR C7

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Has recall 22V-178 (Audi 21H7) been done? Date?
- Have the turbos been replaced? Both? With the new strainer?
- What oil and change interval has been used?

2 Crankcase ventilation (PCV) valve

Any mileage

Severity: Medium: leaks and wear · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (No clear mileage pattern: only 6 owner complaints state a mileage), so mileage doesn't say much here. Range: No clear mileage pattern: only 6 owner complaints state a mileage COMPUTED FROM NHTSA DATA [1]

Applies to: first-generation 4.0 in the Audi S6, S7, S8, A8 and RS 7 (2013–2018)

WHAT FAILS OFFICIAL [4][1]

The crankcase ventilation valve on top of the engine can fail. Audi says a faulty valve causes a whistling noise from the engine bay and the check-engine light, and it can cause a smog-test failure. Owners also link failed valves to high oil use and smoke.

SYMPTOMS

- Whistling or whining from the engine bay
- Check-engine light with lean or crankcase codes
- Strong suction at the oil filler cap
- Higher oil use or blue smoke

IF IT'S LEFT TOO LONG

A failed valve raises oil use and can fail an emissions test; a badly leaking system can upset idle and boost.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have a whistle or crankcase code checked early. On 2013–2016 cars, ask an Audi dealer whether the AWA-19-03 extension (warranty key U38) still covers it.

ESTIMATED REPAIR COST

Free under AWA-19-03 while inside 10 years / 120,000 miles; otherwise no published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Only 2 owner complaints quote a bill and both include turbo work, so we show no price.

PARTS FOR C7

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Has the PCV valve been replaced? Under the extension?
- Any whistling noise or oil use?

3 Rear oxygen sensor failure (2016–2018)

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2016–2018 S6, S7, RS 7, A8 and S8 4.0T: rear oxygen sensors covered to 10 years / 120,000 miles), so mileage doesn't say much here. Range: 2016–2018 S6, S7, RS 7, A8 and S8 4.0T: rear oxygen sensors covered to 10 years / 120,000 miles OFFICIAL [5]

Applies to: certain 2016–2018 S6, S7, RS 7, A8 and S8 with the 4.0 TFSI (warranty key U42)

WHAT FAILS OFFICIAL [5]

A rear (after-catalyst) oxygen sensor can fail and turn on the check-engine light. Audi extended the warranty on the rear oxygen sensor on certain 2016–2018 S6, S7, RS 7, A8 and S8 models with the 4.0 TFSI to 10 years or 120,000 miles from the original in-service date. The car must carry warranty key U42.

SYMPTOMS

- Check-engine light
- Rear oxygen sensor codes

IF IT'S LEFT TOO LONG

The check-engine light stays on and the car can fail an emissions test.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at an Audi dealer inside 10 years / 120,000 miles; ask the dealer to check the VIN for warranty key U42.

ESTIMATED REPAIR COST

Free under AWA 20-05 (10 yr / 120k mi)	**Free if covered** OFFICIAL [5] independent shop, installed
No published bill outside the extension	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Free under Audi warranty extension AWA 20-05 inside 10 years / 120,000 miles from the in-service date on cars with warranty key U42 [5]. No published bill for a car outside the extension.

PARTS FOR C7

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Check-engine light on?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.0 TFSI V8 (EA824 4.0T / EA825) owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Transmission (S tronic / Tiptronic)	29	The seven-speed S tronic in the C7 S6/S7/RS 7 and the eight-speed automatic in the others; mechatronic and shift faults, not engine faults.
Electrical / battery	16	Battery and electrical warnings; on the second-generation cars partly the 48-volt mild-hybrid system.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Recall 22V-178 (turbo oil strainer) by VIN on 2013–2017 cars
- Turbo shaft play and boost on a road test
- Whistle from the PCV valve; oil use
- Coolant level and leaks on 2020-on cars
- Transmission shifts (S tronic mechatronic on the S6/S7/RS 7)

Ask the seller

- Has recall 22V-178 been done?
- Have the turbos been replaced, and when?
- Has the PCV valve been replaced?
- What oil and change interval?

Documents to request

- Dealer recall printout or nhtsa.gov/recalls screenshot
- Turbo and PCV invoices
- Oil-change records

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Turbochargers starved of oil (clogged oil strainer): fault found on inspection	$7,000–$11,750
Crankcase ventilation (PCV) valve: symptoms or fault codes present	No published price
Rear oxygen sensor failure (2016–2018): fault found on inspection	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Audi documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for All 2013–2018 S6 and S7, 2014–2016 RS7, 2013–2016 and 2021 S8, 2020–2024 SQ7, SQ8, RS 6 Avant, RS 7 and RS Q8 complaints, Porsche Cayenne Turbo / GTS and Panamera Turbo / GTS complaints, and A8, plain Cayenne and plain Panamera complaints that name the 4.0 or V8. Complaints on those shared nameplates that do not name the engine are missed, so the counts under-count: 304 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Turbo failure / oil strainer	101	Item 1
Transmission (S tronic / Tiptronic)	29	Also reported
Water pump / thermostat / overheating	17	Other years or engine sizes
Electrical / battery	16	Also reported
Crankcase ventilation (PCV)	15	Item 2
Air suspension	6	—

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for Audi S6, S7, RS 7, S8, A8 4.0T, SQ7, SQ8, RS 6 Avant, RS Q8 and Porsche Cayenne / Panamera 4.0 V8, pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/vehicle/2016/AUDI/S6

2. NHTSA recall 22V-178 (Audi 21H7): turbocharger oil supply strainer, checked Oct 28, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=22V178000

3. Audi technical service bulletin 2044640/5: engine difficult to start, turbocharger damaged, V8 4.0 TFSI (Nov 28, 2018), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10153123-9999.pdf

4. Audi warranty bulletin AWA-19-03: crankcase ventilation valve extended warranty (May 24, 2019), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10160829-0001.pdf

5. Audi AWA 20-05: Rear oxygen sensor limited warranty extension (warranty key U42), 2016–2018 S6, S7, RS 7, A8 and S8 with the 4.0L TFSI: 10 years / 120,000 miles from the in-service date (2020-04-20), filed with NHTSA, read Nov 10, 2026 `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2020/MC-10174394-0001.pdf

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact an Audi dealer or qualified shop. Safety recall repairs are free at Audi dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.