SEA **Springfield Euro Auto** EXAMPLE SHOP
service@springfield-euro-auto.example

TECHNICIAN WORKSHEET · 2.0T FSI EA113
RA-EA113-123456-20261027

2008 Volkswagen GTI · Mk5 GTI 2.0T 4-door · FWD

WVWHV71K18W123456

ODOMETER IN: 110,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

No tracked engine recalls listed for this model year.

B · INSPECTION POINTS, IN PLAN ORDER

1. Cam follower wear (high-pressure fuel pump drive)

Now · Past the range (Typical onset 50,000–80,000 miles on stock engines (retailer guide))

- Remove and inspect the follower for a worn-through face — ☐ OK ☐ Watch ☐ Fix
- Check the cam lobe — ☐ OK ☐ Watch ☐ Fix
- Read rail pressure — ☐ OK ☐ Watch ☐ Fix
- Follower face: intact / worn / through

Scan for: P0087, P2293, P0089

Parts (Mk5): Ask your parts supplier for the OE part number for this VIN.

2. PCV valve and intake runner motor

Watch · Any mileage (2006–2009 2.0T; the 10-year / 120,000-mile warranty extension has ended)

- Listen for whistle at idle — ☐ OK ☐ Watch ☐ Fix
- Smoke-test for vacuum leaks — ☐ OK ☐ Watch ☐ Fix
- Scan for runner position codes — ☐ OK ☐ Watch ☐ Fix

Scan for: P2015, P0171, P0507

Parts (Mk5): Ask your parts supplier for the OE part number for this VIN.

3. Intake valve carbon build-up

Watch · Any mileage (Direct-injection engines with higher mileage)

- Borescope the intake valves — ☐ OK ☐ Watch ☐ Fix
- Read misfire counters — ☐ OK ☐ Watch ☐ Fix
- Valve deposits: light / heavy

Scan for: P0300

Parts (Mk5): Ask your parts supplier for the OE part number for this VIN.

4. Ignition coil failure

Watch · Past the range (32,000–65,000 mi, the middle half of 11 owner reports)

- Swap coils to see if the misfire follows — ☐ OK ☐ Watch ☐ Fix

Scan for: P0300, P0301, P0302, P0303, P0304

Parts (Mk5): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 140,000 MI (ASK FOR RECORDS)

- **Spark plugs** · every 60,000 mi or 6 years · was due at 60,000 mi and by age (check records) · $329 — ☐ Done (records) ☐ Due ☐ Quoted
- **Dual-clutch transmission fluid** · every 40,000 mi · was due at 80,000 mi, next 120,000 mi · $399 — ☐ Done (records) ☐ Due ☐ Quoted
- **Brake fluid** · every 3 years · $149 — ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.0T FSI EA113, QUICK CHECKS

- **Stalling / loss of power** (244 complaints): Mixed causes; often fuel pressure from a worn cam follower.
- **Turbo / boost** (78 complaints): Turbo and boost-leak complaints are mixed (diverter valve, hoses, turbo); no single bulletin covers them.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Cam follower wear (high-pressure fuel pump drive)
A small follower sits between the intake cam lobe and the high-pressure fuel pump. At 110,000 mi it is due, unless the records show it done. Our price is $340, before tax and shop supplies. Left until it fails, published repair bills run $700–$1,900.
Ask: have you noticed loss of power, or low fuel pressure codes?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.