2013 Volkswagen Jetta TDI at 120,000 mi

3VWLL7AJ3DM123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Jetta TDI · Mk6 Jetta TDI sedan	Volkswagen/Audi 2.0 TDI common-rail diesel (EA189, and EA288 in 2015)	120,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'D' = 2013, 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
inspection recommended now

0
to plan in the next 30,000 miles

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **19V-679** · Vehicles modified during internal evaluation: Certain cars modified during a Volkswagen internal evaluation may not meet all safety rules.
- **19V-615** · Shifter · key-release switch: On automatics with keyless entry, the key may come out when the shifter is not in Park, so the car could roll away.
- **15V-483** · Air bags · driver clock spring: Debris can tear the clock spring cable, so the driver air bag may not deploy.
- **14V-656** · Suspension · rear trailing arms: A rear trailing arm bent in an earlier crash can later break, affecting control. Built March 2010–November 2012.

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

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

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

High-pressure fuel pump (CP4.1) failure: Past the range (11,000–62,000 mi, the middle half of 130 owner reports) · if it fails: $5,280–$8,620
Emissions modification and its extended warranty: Past the range (35,000–103,000 mi, the middle half of 14 owner reports)
EGR filter restriction and DPF soot load: Past the range (20,000–101,000 mi, the middle half of 17 owner reports)
Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 132,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 150,000 mi

Nothing else enters its reported range in this window.

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

Glow plug pressure sensor faults — No published price

Past the range (11,000–69,000 mi, the middle half of 52 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi

$100–$160

Nothing else on the list before 150,000 mi. Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 120K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-pressure fuel pump (CP4.1) failure	11,000–62,000 mi (middle half of 130 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Emissions modification and its extended warranty	35,000–103,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	EGR filter restriction and DPF soot load	20,000–101,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Glow plug pressure sensor faults	11,000–69,000 mi (middle half of 52 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

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 2013 Volkswagen Jetta TDI

Safety recall repairs are free at Volkswagen 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 3VWLL7AJ3DM123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Volkswagen dealer for a campaign printout; it also lists completed campaigns.

2.0 TDI EA189/EA288 RECALLS WE TRACK

Other 2.0 TDI EA189/EA288 recalls we track, not listed by NHTSA for this model and year: 11V-490 (injector line can crack and leak fuel (2009–2012 Jetta/Golf, 2010–2012 A3 TDI)), 12V-146 (diesel fuel filter may not seal (2012 Passat TDI)).

EVERY RECALL NHTSA LISTS FOR THE 2013 VOLKSWAGEN JETTA TDI (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-679	Vehicles modified during internal evaluation	Certain cars modified during a Volkswagen internal evaluation may not meet all safety rules. Details
19V-615	Shifter · key-release switch	On automatics with keyless entry, the key may come out when the shifter is not in Park, so the car could roll away. Details
15V-483	Air bags · driver clock spring	Debris can tear the clock spring cable, so the driver air bag may not deploy. Details
14V-656	Suspension · rear trailing arms	A rear trailing arm bent in an earlier crash can later break, affecting control. Built March 2010–November 2012. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: JETTA. 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

Left out of this list (JETTA): 20E-064 (aftermarket Beck/Arnley master cylinder) and 14E-007 (aftermarket Gates water pump for timing-belt gasoline engines) are replacement-part recalls, not vehicle recalls, and are left out of this TDI sample.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Extended Emissions Warranty (VWP-17-09, VWP-17-08, VWP-17-01, AWA 17-10)	For cars with the approved emissions modification: the greater of 10 years / 120,000 miles from in-service or 4 years / 48,000 miles from the modification. Covers fuel system incl. high-pressure pump, after-treatment, EGR, turbo, glow plugs. OFFICIAL [2]	May apply: check by VIN
Audi high-pressure fuel pump extension (AWA-15-05)	10 years / 120,000 miles on the pump for certain 2009–2012 Audi TDI. Ended. OFFICIAL [6]	Expired

4 · THE 4 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 (Mk6).

1 High-pressure fuel pump (CP4.1) failure

Past the range

Severity: Critical: rare, but can badly damage the engine · 574 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (11,000–62,000 mi (middle half of 130 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 11,000–62,000 mi (middle half of 130 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage on 2009–2015 TDI; no warning before failure

WHAT FAILS FORUM/BLOG [7][8]

The high-pressure fuel pump can wear internally and send metal particles into the fuel rail, injectors and lines. Volkswagen tells technicians to check the pump for metal when there is low rail pressure or no start. When that happens, most of the high-pressure fuel system has to be replaced.

SYMPTOMS

- Sudden stall or no start
- Low fuel rail pressure codes
- Rough running

IF IT'S LEFT TOO LONG

Metal debris ruins the injectors and lines; the whole high-pressure system and tank cleaning are needed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use the correct diesel only and keep the fuel filter fresh; check the VIN for any open coverage.

ESTIMATED REPAIR COST

Covered under the Extended Emissions Warranty while inside its window (check by VIN)	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=24)	**$5,280–$8,620** 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 24 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $6,500). Examples: ODI 10759609, 10662367, 10661094, 10587672. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK6

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

WHAT TO ASK YOUR SHOP

- Was the high-pressure pump or fuel system ever replaced?
- Any stall or no-start history?

2 Emissions modification and its extended warranty

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 34 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (35,000–103,000 mi (middle half of 14 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 35,000–103,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Greater of 10 yr / 120,000 mi from in-service, or 4 yr / 48,000 mi from the modification

WHAT FAILS OFFICIAL [2][3][4][11]

Cars that received the approved emissions modification got an Extended Emissions Warranty. It covers the fuel system including the high-pressure pump, the exhaust after-treatment (catalysts and DPF), the EGR system, turbocharger, glow plugs and OBD parts. Most cars are now outside both limits.

SYMPTOMS

- Check-engine light after the modification
- More frequent DPF regenerations

IF IT'S LEFT TOO LONG

An unmodified car may not pass registration in some states; a modified car out of coverage pays for after-treatment repairs.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Confirm by VIN that the modification was done and whether any coverage remains.

ESTIMATED REPAIR COST

No charge when covered (check by VIN)	**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

PARTS FOR MK6

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

WHAT TO ASK YOUR SHOP

- Was the emissions modification done? When and at what mileage?

3 EGR filter restriction and DPF soot load

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 50 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (20,000–101,000 mi (middle half of 17 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 20,000–101,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2009–2014 Jetta, Golf and Beetle TDI

WHAT FAILS OFFICIAL [9]

High soot loads before regeneration can clog the EGR filter. Volkswagen's bulletin covers P0401 with P2463 soot codes and adds new software and a soot adaptation.

SYMPTOMS

- Check-engine light
- Limp mode
- DPF warning

IF IT'S LEFT TOO LONG

A blocked EGR path and overfull DPF lead to limp mode and a DPF replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Highway drives help the DPF regenerate; fix EGR codes early.

ESTIMATED REPAIR COST

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

PARTS FOR MK6

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

WHAT TO ASK YOUR SHOP

- Any DPF or EGR codes? Mostly short trips?

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4 Glow plug pressure sensor faults

Past the range

Severity: Medium: leaks and wear · 212 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (11,000–69,000 mi (middle half of 52 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 11,000–69,000 mi (middle half of 52 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2.0L TDI common rail

WHAT FAILS OFFICIAL [10]

These engines use a glow plug with a built-in cylinder pressure sensor. Volkswagen has a bulletin on diagnosing its fault codes before replacing parts.

SYMPTOMS

- Check-engine light
- Hard cold start

IF IT'S LEFT TOO LONG

A bad sensor can affect running and emissions control.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose with the bulletin procedure; replace only the faulty plug.

ESTIMATED REPAIR COST

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

PARTS FOR MK6

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

WHAT TO ASK YOUR SHOP

- Any glow plug codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0 TDI EA189/EA288 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
Stalling / loss of power	544	Mostly the high-pressure fuel pump; some are DSG or sensor faults.

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

- Fuel filter housing for metal
- Emissions modification label
- DPF soot load and EGR codes

Ask the seller

- Emissions modification done? When?
- High-pressure pump or fuel system ever replaced?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-pressure fuel pump (CP4.1) failure: symptoms or fault codes present	No published price
Emissions modification and its extended warranty: fault found on inspection	No published price
EGR filter restriction and DPF soot load: symptoms or fault codes present	No published price
Glow plug pressure sensor faults: symptoms or fault codes present	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/Volkswagen 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 27, 2026 from NHTSA's complaints API for Complaints for the listed nameplates and years that name the TDI or diesel, plus all 2015 Jetta TDI and Passat TDI complaints: 1,295 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	
Fuel pump / no start	574	Item 1
Stalling / loss of power	544	Also reported
Glow plug	212	Item 4
EGR / DPF	50	Item 3
Emissions fix / dieselgate	34	Item 2

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 2009–2015 Jetta and Jetta SportWagen TDI, 2010–2015 Golf TDI, 2012–2015 Passat TDI, 2013–2015 Beetle TDI and 2010–2013 Audi A3 TDI, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Volkswagen VWP-17-09: Extended Emissions Warranty, 2.0L TDI Gen 1 (2009–2014 Jetta, Golf, Beetle) (2019-08-20), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164246-0001.pdf

3. Volkswagen VWP-17-08: Extended Emissions Warranty, 2.0L TDI Gen 2 (2012–2014 Passat) (2019-08-20), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164244-0001.pdf

4. Volkswagen VWP-17-01: Extended Emissions Warranty, 2.0L TDI Gen 3 (2015 models) (2017-01-12), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2017/MC-10121013-9999.pdf

5. Audi AWA 17-10: Extended emissions warranty, 2010–2013 Audi A3 2.0L TDI (2017-08-11), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2017/MC-10127933-9999.pdf

6. Audi AWA-15-05: High-pressure fuel pump limited warranty extension, certain 2009–2012 Audi TDI (10 yr / 120k) (2015-06-22), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2015/MC-10120938-9999.pdf

7. Volkswagen TB 2036656: No start or rough running with fuel rail pressure codes: check the high-pressure pump for metal particles (2009–2014 TDI) (2014-03-20), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2014/MC-10124295-9999.pdf

8. IDParts blog: CP4 pump failures, blown out of proportion or a real concern? `FORUM/BLOG`
https://idpartsblog.com/2024/11/22/cp4-pump-failures-blown-out-of-proportion-or-a-real-concern/

9. Volkswagen TB 2034898: EGR flow insufficient (P0401), may come with DPF soot accumulation (P2463): EGR filter restriction (2015-07-30), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2015/MC-10123030-9999.pdf

10. Volkswagen TB 2037386: Glow plug pressure sensor faults stored in ECM (2016-01-14), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10121091-9999.pdf

11. Volkswagen Campaign 23U3 circular: 2.0L TDI (Gen 1) emissions modification (2017-08-11), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2017/MC-10125693-9999.pdf

12. NHTSA recall records: 11V-490 (2009–2012 Jetta/Golf and 2010–2012 A3 TDI injector line) and 12V-146 (2012 Passat TDI fuel filter), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=11V490000

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 a Volkswagen dealer or qualified shop. Safety recall repairs are free at Volkswagen dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-EA189-123456-20261027 and we'll correct and reissue it.
