2017 Volkswagen GTI at 82,000 mi

3VW547AU6HM123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
GTI · Mk7 GTI with DSG	EA888 Gen 3 1.8L and 2.0L turbo four (TSI / TFSI)	82,000 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 'H' = 2017, 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.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **24V-110** · Fuel system, gasoline: A fuel leak near an ignition source increases the risk of a fire. Replaces 16V-647; cars done under 16V-647 need the new remedy.
- **19V-615** · Electrical system · ignition / anti-theft module: On automatic cars with keyless entry and a manual handbrake, the key can be removed when the car is not in Park, so it may roll away.

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, including 24V-110. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $430–$735

DSG fluid service (DSG automatic only; protects the mechatronic unit)

$330–$575
independent shop, installed

Past the range (Fluid service every 40k; DSG fault complaints to NHTSA: median 55k, middle half 15k–78k (81 with a mileage)) · if the records don't show it done

`If it fails: $1,000–$3,500 · 5.0×`

Inspection: check now, while it's cheaper to fix

$100–$160
about 1 h of shop labor, our estimate

Water pump and thermostat housing: Past the range (32,000–64,000 mi, the middle half of 38 owner reports) · if it fails: $1,020–$1,263
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 94,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 112,000 mi

Nothing else enters its reported range in this window.

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

PCV valve in the valve cover

$541–$1,011
independent shop, installed

Any mileage (no reliable figure) · Inspect at each service; fix at the first sign

Intake valve carbon buildup

$0–$150
independent shop, installed

Past the range (Reported 40k–60k) · Ask for this check at every service

Rear main seal oil leak

$500–$1,200
independent shop, installed

Any mileage (Mk7 and later; no mileage figure) · Inspect at each service; fix at the first sign

Recommended now

$430–$735

Independent shop, installed. Dealers often charge more.

Planned through 112,000 mi

$430–$735

No other repairs on the list before 112,000 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 82,000 mi to 112,000 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 Every 40,000 miles or 4 years.	every 40,000 mi or 4 years	**Was due at 80,000 mi and by age (check records)** [M1][M2][M3]
Dual-clutch transmission fluid 6-speed DSG: fluid and filter every 40,000 miles.	every 40,000 mi	**Was due at 80,000 mi (check records)** [M3][M17][M7][M18]
Brake fluid VW: first change at 3 years, then every 2 years, regardless of mileage.	every 2 years	**By time: check the records** [M1][M18][M9]

M1. Volkswagen Service: Maintenance Schedule, 2015 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/e6d745d2-dc65-41eb-89b8-843fdeacb5ab

M2. Volkswagen Service: Maintenance Schedule, 2016 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/ceab8882-749e-4dda-ba29-a7af0f418d43

M3. 2017 Volkswagen GTI Maintenance Schedule (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10161299-0001.pdf

M4. Volkswagen Service: Maintenance Schedule, 2018 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/ceacbe76-21f0-44a9-977e-74ce3a9ff0b3

M5. Volkswagen Service: Maintenance Schedule, 2020 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/3d28a878-048b-4a7c-8afe-faa81cea6919

M6. Volkswagen Service: Maintenance Schedule, 2021 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/b84f4eef-af10-494e-9115-309968da22d7

M7. 2017 Volkswagen Alltrack and Golf SportWagen 1.8T Maintenance Schedule (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10106381-9340.pdf

M8. Volkswagen Service: Maintenance Schedule, 2014 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/033ff2d5-58e3-4663-97cf-1bbdb864258d

M9. Volkswagen Service: Maintenance Schedules, 2025 gas and battery-electric models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/760f5f9a-0290-4dfe-adf0-30d03981a9ad

M10. 2016 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10153109-9999.pdf

M11. 2017 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10169091-0001.pdf

M12. 2018 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10153111-9999.pdf

M13. 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

M14. 2019 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10153168-9999.pdf

M15. 2020 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10170253-0001.pdf

M16. 2021 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10180343-0001.pdf

M17. 2017 Volkswagen Beetle 2.0T Maintenance Schedule (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10106623-9340.pdf

M18. 2018 VW Maintenance Schedule - All Models except e-Golf (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10127897-9999.pdf

WHERE 82K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Water pump and thermostat housing	32,000–64,000 mi (middle half of 38 owner complaints about the water pump that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	PCV valve in the valve cover	Any mileage; no reliable figure SHOP/RETAILER	Any mileage
3	Intake valve carbon buildup	Reported 40k–60k FORUM/BLOG	Past the range
4	Rear main seal oil leak	Mk7 and later; no mileage figure FORUM/BLOG	Any mileage
5	DSG fluid service (DSG automatic only; protects the mechatronic unit)	Fluid service every 40k; DSG fault complaints to NHTSA: median 55k, middle half 15k–78k (81 with 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 2017 Volkswagen GTI

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 3VW547AU6HM123456.
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.

EA888 GEN 3 (1.8T / 2.0T) RECALLS WE TRACK

24V-110 · Fuel leak near an ignition source (fire risk) NHTSA lists this model and year: check by VIN

Front-wheel-drive 2015–2020 GTI, Golf, Golf SportWagen, Jetta GLI and Audi A3: a fuel leak can occur near an ignition source, a fire risk. Expands and replaces 16V-647; cars already done under 16V-647 need the new remedy. Free repair. OFFICIAL [1]

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

EVERY RECALL NHTSA LISTS FOR THE 2017 VOLKSWAGEN GTI (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-110 EA888 Gen 3 (1.8T / 2.0T) tracked	Fuel system, gasoline	A fuel leak near an ignition source increases the risk of a fire. Replaces 16V-647; cars done under 16V-647 need the new remedy. Details
19V-615	Electrical system · ignition / anti-theft module	On automatic cars with keyless entry and a manual handbrake, the key can be removed when the car is not in Park, so it may roll away. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: GTI. 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 (GOLF GTI): NHTSA has no recalls filed under this name for this model year (checked from a network with NHTSA access, Oct 27, 2026).

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Rear main seal: possible extended warranty	One owner-report site says a Volkswagen extended warranty may cover rear main seal leaks on some Mk7 cars. We could not confirm it on NHTSA; ask a Volkswagen dealer to check the VIN. FORUM/BLOG [3]	Unconfirmed

4 · THE 5 WEAK POINTS

Each weak point, one card each

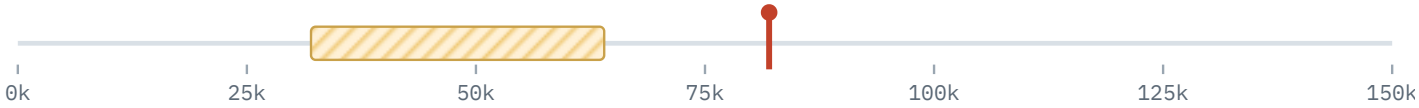
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (Mk7).

1 Water pump and thermostat housing

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 157 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (32,000–64,000 mi (middle half of 38 owner complaints about the water pump that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 32,000–64,000 mi (middle half of 38 owner complaints about the water pump that state a mileage) COMPUTED FROM NHTSA DATA [6]



Forums say 50k–100k, but half of the 38 water-pump complaints to NHTSA on these engines that state a mileage came before about 48,000 miles.

WHAT FAILS FORUM/BLOG [4]

The water pump and thermostat share a plastic housing that warps and leaks coolant; the pump itself can also fail.

SYMPTOMS

- Sweet coolant smell after driving
- Coolant level slowly dropping
- Crusty residue at the front of the engine
- Low-coolant or overheating warning

IF IT'S LEFT TOO LONG

Driving low on coolant can overheat and damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first seep; it is the most common EA888 repair.

ESTIMATED REPAIR COST

Water pump replacement, GTI (estimator, all years)	**$1,020–$1,263** SHOP/RETAILER [5] independent shop, installed
Same job; overheating damage costs more	**$1,020–$1,263** SHOP/RETAILER [5] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,142) is about 1.0× the early-fix midpoint ($1,142). A cost ratio, not a probability.

Where the numbers come from: Owner-report sites give lower and higher figures: $500–$1,200 (Au7o, Golf) and $900–$1,500 at an independent shop. A Canadian specialist quotes CA$700–$1,100.

PARTS FOR MK7

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

WHAT TO ASK YOUR SHOP

- Any coolant loss or residue at the pump? Has the pump or housing been replaced?

2 PCV valve in the valve cover

Any mileage

Severity: Medium: leaks and wear · 126 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure SHOP/RETAILER [2]

WHAT FAILS SHOP/RETAILER [2]

The PCV diaphragm, built into the valve cover, tears and lets unmetered air into the engine.

SYMPTOMS

- Rough or surging idle
- Whistling or sucking noise
- Lean codes or P052E
- Some oil consumption

IF IT'S LEFT TOO LONG

Rough running and higher oil use; it rarely damages the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it shows symptoms.

ESTIMATED REPAIR COST

PCV valve replacement, 2015 and 2017 GTI 2.0T (estimator)	**$541–$1,011** SHOP/RETAILER [9] independent shop, installed
Same job	**$541–$1,011** SHOP/RETAILER [9] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($776) is about 1.0× the early-fix midpoint ($776). A cost ratio, not a probability.

Where the numbers come from: YourMechanic's PCV valve estimates for the 2015 and 2017 GTI 2.0T [9]: from its own mobile-mechanic price ($541–$546) to the top of its shop/dealer range ($663–$1,011). The same site's oil separator page [10] averages $186 across all GTI years, so a plain separator swap can cost less. Foreign Automotive (Canada) [2] quotes CA$350–$650 installed for a new valve cover assembly; that figure is in Canadian dollars, not converted.

PARTS FOR MK7

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

WHAT TO ASK YOUR SHOP

- Any whistling, rough idle or lean codes?

3 Intake valve carbon buildup

Past the range

Severity: Medium: leaks and wear · 40 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (Reported 40k–60k). If the original parts are still fitted, have them checked and plan for them. Range: Reported 40k–60k FORUM/BLOG [4]



WHAT FAILS FORUM/BLOG [4]

Direct injection never washes the intake valves, so oil vapour from the PCV system bakes on as carbon.

SYMPTOMS

- Rough cold-start idle
- Hesitation
- Misfires
- Loss of power

IF IT'S LEFT TOO LONG

Misfires and lost power; heavy buildup can damage catalytic converters over time.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean when it shows symptoms or a borescope shows heavy deposits.

ESTIMATED REPAIR COST

Borescope check at a service visit	**$0–$150** OUR ESTIMATE independent shop, installed
Walnut-blast cleaning (reported range)	**$400–$800** FORUM/BLOG [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MK7

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

WHAT TO ASK YOUR SHOP

- Has the intake been cleaned?

---

4 Rear main seal oil leak

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Mk7 and later; no mileage figure), so mileage doesn't say much here. Range: Mk7 and later; no mileage figure FORUM/BLOG [3]

WHAT FAILS FORUM/BLOG [3]

The seal between the engine and transmission can leak oil.

SYMPTOMS

- Oil drip at the engine/transmission joint
- Oil level dropping between changes

IF IT'S LEFT TOO LONG

A bad leak lowers the oil level and can contaminate the clutch on manual cars.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when it leaks; check for an extended warranty first.

ESTIMATED REPAIR COST

Seal replacement (reported range)	**$500–$1,200** FORUM/BLOG [3] independent shop, installed
Same job	**$500–$1,200** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($850) is about 1.0× the early-fix midpoint ($850). A cost ratio, not a probability.

PARTS FOR MK7

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

WHAT TO ASK YOUR SHOP

- Any oil at the bellhousing? Warranty extension checked?

5 DSG fluid service (DSG automatic only; protects the mechatronic unit)

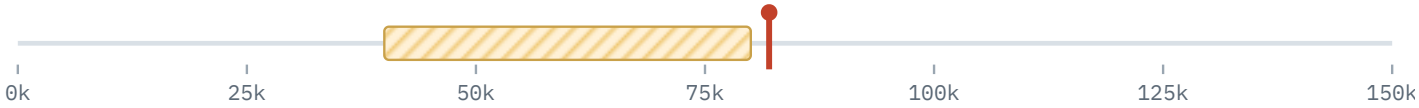
Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 26 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (Fluid service every 40k; DSG fault complaints to NHTSA: median 55k, middle half 15k–78k (81 with a mileage)). If the original parts are still fitted, have them checked and plan for them.

Range: Fluid service every 40k; DSG fault complaints to NHTSA: median 55k, middle half 15k–78k (81 with a mileage)

COMPUTED FROM NHTSA DATA [3][4][6]



Forums put mechatronic failures at 80k–120k, but half of the 81 DSG complaints on these engines that state a mileage came before 55,000 miles.

WHAT FAILS FORUM/BLOG [3][4]

On DSG cars the mechatronic control unit and clutch packs wear, faster when the fluid and filter service is skipped. Manual cars don't have it. Most Jetta, Passat, Beetle, Tiguan and Atlas automatics and the Audi Q3 and Q7 use a conventional torque-converter automatic instead.

SYMPTOMS

- Jerky low-speed shifts
- Shudder from 1st to 2nd
- Flashing gear display or limp mode
- Delayed engagement

IF IT'S LEFT TOO LONG

A failed mechatronic unit can leave the car in limp mode or without some gears.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep up the DSG fluid service on schedule; it is the cheapest protection.

ESTIMATED REPAIR COST

DSG fluid and filter service (owner-reported prices)	**$330–$575** FORUM/BLOG [7] independent shop, installed
Mechatronic unit repair (reported range)	**$1,000–$3,500** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

5.0× The failure-bill midpoint ($2,250) is about 5.0× the early-fix midpoint ($453). A cost ratio, not a probability.

Where the numbers come from: Fluid service: prices Mk7 owners reported on the GolfMk7 forum [7], from $330 at an independent VW/Audi shop to $575 after tax at an independent specialist; dealers in the same thread charged $400–$530. The posts are several years old. Audi owners on Audizine [8] report about $350–$450 for the same service on S tronic cars. A service that also drops the pan to change the internal filter costs more.

PARTS FOR MK7

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

WHAT TO ASK YOUR SHOP

- Is this a DSG car? When was the DSG fluid last changed?

5 · ALSO REPORTED, NOT RANKED

Other themes in EA888 Gen 3 (1.8T / 2.0T) 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
Fuel leak (recall)	59	Covered by recall 24V-110 on front-wheel-drive cars; check it is done.

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

- Coolant residue at the water pump
- Idle quality and PCV whistle
- Oil at the bellhousing
- DSG shift quality and service history
- Recall 24V-110 status

Ask the seller

- Water pump or housing replaced?
- DSG fluid service dates?
- Intake cleaned?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Water pump and thermostat housing: symptoms or fault codes present	$1,020–$1,263
	PCV valve in the valve cover: symptoms or fault codes present	$541–$1,011
	Intake valve carbon buildup: fault found on inspection	$400–$800
	Rear main seal oil leak: seeping or leaking	$500–$1,200
●	DSG fluid service (DSG automatic only; protects the mechatronic unit): original, no replacement invoice	$330–$575
	Pre-ticked rows (●), if no records clear them	**$330–$575**

● = 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

7 · METHOD AND SOURCES

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 27–28, 2026 from NHTSA's complaints API for GTI, Golf R, Jetta GLI, 2018–2024 Tiguan, Arteon, 2018–2022 Passat (2018 leaving out the V6), 2016–2019 Beetle, Golf Alltrack, Audi A3, S3, Q3 (2019 on), 2017+ A4 and 2018+ Q5 complaints; Atlas, Atlas Cross Sport, Q7, A6 and Macan complaints that name the 2.0L or four-cylinder; 2014–2018 Jetta, 2014–2017 Passat and 2014–2015 Beetle complaints that name the 1.8; Golf and Golf SportWagen complaints leaving out TDI, e-Golf, GTI/R and 1.4T; A5 and TT complaints leaving out the S5/RS 5 and TT RS. Complaints that do not name the engine on shared nameplates are missed, so the counts under-count. Where NHTSA files a trim name with the whole nameplate's complaints (2018–2019 GTI, 2015 and 2017 Golf R, 2017–2018 and 2021–2022 Jetta GLI, 2017 Alltrack), only complaints that name the trim or a 2.0/1.8 gas engine are kept for those years: 3,892 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Water pump / coolant leak	157	Item 1
PCV / oil consumption	126	Item 2
Fuel leak (recall)	59	Also reported
Rough running / carbon	40	Item 3
DSG transmission	26	Item 5

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 recall list for the 2017 Volkswagen GTI (19V-615, 24V-110), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V110000

2. Foreign Automotive: VW Golf GTI Mk7 common problems (prices in CAD) SHOP/RETAILER
https://foreignautomotive.ca/blogs/news/vw-golf-gti-mk7-common-problems

3. Au7o known issues: Volkswagen GTI 2018 (reported cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/volkswagen-gti?year=2018

4. Au7o known issues: Volkswagen Golf 2016 (reported mileage and cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/volkswagen-golf?year=2016

5. RepairPal estimator: Volkswagen water pump replacement (GTI, all years), read Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/volkswagen/tiguan/2014/water-pump-replacement-cost

6. NHTSA complaint flat file (every complaint received 1995 to Oct 31, 2026), VIN prefixes decoded with vPIC and matched to this engine with the report matcher; complaints that mention the water pump or the DSG, S tronic, dual-clutch or mechatronic unit, read Nov 2, 2026 OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

7. GolfMk7 forum: "40k DSG Service shops" (owner-reported DSG service prices: $330 at an independent VW/Audi shop, $575 after tax at an independent specialist; $400–$530 at dealers), via search extract Nov 9, 2026 FORUM/BLOG
https://www.golfmk7.com/forums/index.php?threads/40k-dsg-service-shops.394200/

8. Audizine forum: "DSG Service Procedure, Cost and Interval" (owner-reported S tronic service prices: about $350 at an independent shop, about $450 typical), via search extract Nov 9, 2026 FORUM/BLOG
https://www.audizine.com/forum/showthread.php/805082-DSG-Service-Procedure-Cost-and-Interval

9. YourMechanic: Volkswagen GTI PCV valve replacement estimates (2015 2.0T: $546 own price, $668–$1,011 shop/dealer; 2017 2.0T: $541 own price, $663–$1,005 shop/dealer; all-years average $256), read Nov 9, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/volkswagen/gti/positive-crankcase-ventilation-pcv-valve-replacement

10. YourMechanic: Volkswagen GTI vent oil separator replacement estimate (all years, average $186: $91 parts, $95 labor), read Nov 9, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/volkswagen/gti/vent-oil-seperator-replacement

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

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

Not affiliated with Volkswagen AG or Volkswagen Group of America. Volkswagen and model names are trademarks of Volkswagen AG, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-EA888-123456-20261027 and we'll correct and reissue it.

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.