2003 Volkswagen Jetta at 110,000 mi

3VWSE69M73M123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Jetta · Mk4 Jetta GLS 1.8T sedan	Volkswagen/Audi 1.8L turbo four, 20-valve (1.8T)	110,000 mi	FWD
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 '3' = 2003, 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

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **18V-406** · Air bags · driver frontal: In a crash the driver air bag inflator can explode and throw metal fragments at the occupants. Only about 2,600 2003 cars are covered; check by VIN.
- **07V-063** · Brake lights · brake light switch: The brake lights can stop working or stay on, so drivers behind may get no warning when the car brakes.

A model-year list, not a VIN check. Repairs are free at a Volkswagen dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 — $700–$1,760 + parts

Timing belt and tensioner — $600–$1,600
labor only, parts extra

Past the range (75,000–105,000 mi, the middle half of 23 owner reports)

Inspection: check now, while it's cheaper to fix — $100–$160
about 1 h of shop labor, our estimate

Oil sludge (oil pickup and turbo starved of oil): Past the range (39,000–81,000 mi, the middle half of 32 owner reports) · if it fails: $1,000–$2,320

Ignition coil failures (misfire): Long past the range (9,000–29,000 mi, the middle half of 29 owner reports) · if it fails: $155–$217

The ones long past their range may already be fixed: we check the records first. 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 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Boost and intake hose leaks (P1297 / P1557) — No published price

Any mileage (Volkswagen bulletin on worn or torn intake hoses) · Inspect at each service; fix at the first sign

Recommended now

$700–$1,760 + parts

Independent shop, installed; "+ parts" or "+ labor" where only the labor or the parts are published. Dealers often charge more.

Planned through 140,000 mi

$700–$1,760 + parts

No other repairs on the list before 140,000 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 110,000 mi to 140,000 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 VW lists 1.8T plugs every 40,000 miles.	every 40,000 mi	**Was due at 80,000 mi, next 120,000 mi** [M1][M2]
Brake fluid VW and Audi: every 2 years regardless of mileage.	every 2 years	**By time: check the records** [M1][M2][M3]

M1. Bentley Publishers: VW 2001 Jetta, Golf, GTI factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453493

M2. Bentley Publishers: VW 2006 Jetta, Rabbit, GTI factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453575

M3. Bentley Publishers: Audi 2005 A4/S4 factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453654

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil sludge (oil pickup and turbo starved of oil)	39,000–81,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Ignition coil failures (misfire)	9,000–29,000 mi (middle half of 29 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
3	Timing belt and tensioner	75,000–105,000 mi (middle half of 23 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Boost and intake hose leaks (P1297 / P1557)	Any mileage; Volkswagen bulletin on worn or torn intake hoses 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 2003 Volkswagen Jetta

Safety recall repairs are free at Volkswagen dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 3VWSE69M73M123456.
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.

1.8T 20-VALVE (EA113) RECALLS WE TRACK

Other 1.8T 20-valve (EA113) recalls we track, not listed by NHTSA for this model and year: 06V-017 (fuel pump can stop working (2003 A4 and Passat 1.8T, built Sep 2002–Mar 2003)), 07V-375 (fuel pump can stop working (2003 A4 and Passat 1.8T, expansion)), 08V-156 (fuel line can crack and leak (1999–2005 Passat 1.8T)), 05V-154 (fuel pump supply nipple can crack (1999–2000 Golf/GTI)).

EVERY RECALL NHTSA LISTS FOR THE 2003 VOLKSWAGEN JETTA (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
18V-406	Air bags · driver frontal	In a crash the driver air bag inflator can explode and throw metal fragments at the occupants. Only about 2,600 2003 cars are covered; check by VIN. Details
07V-063	Brake lights · brake light switch	The brake lights can stop working or stay on, so drivers behind may get no warning when the car brakes. Details

Source: NHTSA recalls API, fetched 2026-10-28 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): 14E-007 (Gates aftermarket water pump, part TFW 41127) and 07E-023 (Cardone aftermarket master cylinders) cover aftermarket replacement parts only and are left out of this sample; they apply only if those parts were fitted.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Oil sludge warranty extension (service circulars 0421 / 0604)	Volkswagen and Audi extended coverage of sludge-related engine damage on 1.8T cars (reported as 8 years, no mileage limit). The extension and the 2010 settlement have ended. OFFICIAL [2]	Ended
Audi timing belt warranty extension (15D4 / JZ)	Belt-related engine damage on 2000–2003 A4 and TT 1.8T covered to 105,000 miles with required inspections. Ended. OFFICIAL [10]	Ended

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 (Mk4).

1 Oil sludge (oil pickup and turbo starved of oil)

Past the range

Severity: Critical: rare, but can badly damage the engine · 91 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (39,000–81,000 mi (middle half of 32 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 39,000–81,000 mi (middle half of 32 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; worst where oil changes were stretched

WHAT FAILS FORUM/BLOG [2][3][4][5]

The 1.8T can build up oil sludge that blocks oil flow to the engine and turbocharger. Volkswagen and Audi extended the warranty for sludge damage to 8 years with no mileage limit on many 1997–2004 cars, and a 2010 class-action settlement paid sludge repairs for owners with oil-change records. Those programs have ended.

SYMPTOMS

- Oil pressure warning light
- Blue smoke or oil in the turbo
- Ticking or knocking
- Sludge under the oil filler cap

IF IT'S LEFT TOO LONG

Oil starvation can ruin the turbo and the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change oil on time with the approved synthetic oil; ask for proof of oil changes when buying.

ESTIMATED REPAIR COST

Routine oil changes; no published price for a sludge check	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=6)	**$1,000–$2,320** 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 6 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,550). Examples: ODI 10088226, 10292671, 10288824, 10102324. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Oil-change records with the approved oil?
- Any oil pressure warnings?
- Turbo ever replaced?

2 Ignition coil failures (misfire)

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 159 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is long past the reported range (9,000–29,000 mi (middle half of 29 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 9,000–29,000 mi (middle half of 29 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2001–2005 cars; Volkswagen campaign 28F3 and Audi campaign 28F2

WHAT FAILS OFFICIAL [6][7][8]

The individual ignition coils on many early-2000s cars failed, causing misfires, a flashing check-engine light and a sudden loss of power. Volkswagen (campaign 28F3) and Audi (campaign 28F2) inspected and replaced coils. Volkswagen later told technicians that the replacement coils are usually not the cause of new misfires, so diagnose before replacing more.

SYMPTOMS

- Flashing check-engine light
- Rough idle or shaking
- Sudden loss of power

IF IT'S LEFT TOO LONG

A dead coil can leave the car down on power in traffic; a long misfire can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a failed coil when the misfire is confirmed; check that the campaign was done.

ESTIMATED REPAIR COST

Ignition coil replacement, Jetta estimate (one coil)	**$155–$217** SHOP/RETAILER [9] independent shop, installed
Same job	**$155–$217** 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 ($186) is about 1.0× the early-fix midpoint ($186). A cost ratio, not a probability.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Coil campaign 28F3 / 28F2 done?
- Any misfire codes?

3 Timing belt and tensioner

Past the range

Severity: Critical: rare, but can badly damage the engine · 36 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (75,000–105,000 mi (middle half of 23 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 75,000–105,000 mi (middle half of 23 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 105,000-mile interval cited by owners from the owner's manual; Audi's belt-damage warranty for 2000–2003 A4 and TT ran to 105,000 miles

WHAT FAILS OFFICIAL [10][1]

The 1.8T uses a rubber timing belt with a tensioner. If the belt or tensioner fails, the engine stops and the valves can be damaged. Audi settled a class action over broken belts on 2000–2003 A4 and TT 1.8T models with revised maintenance, free belt inspections and an extended warranty to 105,000 miles. Owners report belts breaking at 80,000–90,000 miles.

SYMPTOMS

- Usually none before it breaks
- Engine stops and will not restart

IF IT'S LEFT TOO LONG

A broken belt usually bends valves; the repair is a cylinder head job or a new engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the belt, tensioner and rollers on schedule (and the water pump at the same time); if there is no record, do it now.

ESTIMATED REPAIR COST

Labor only, about 6–8 h (parts retailer guide); belt kit extra	**$600–$1,600** SHOP/RETAILER [11] labor only, parts extra
Engine repair after a broken belt; 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 MK4

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

WHAT TO ASK YOUR SHOP

- Timing belt and tensioner last replaced (date, mileage)?
- Sticker or invoice?

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4 Boost and intake hose leaks (P1297 / P1557)

Any mileage

Severity: Medium: leaks and wear · 10 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; Volkswagen bulletin on worn or torn intake hoses), so mileage doesn't say much here. Range: Any mileage; Volkswagen bulletin on worn or torn intake hoses OFFICIAL [12]

WHAT FAILS OFFICIAL [12][13]

Leaking intake (boost) hoses, from loose or misplaced clamps or worn and torn hoses, set P1297 or P1557. Volkswagen also notes lean fuel mixtures after the engine is driven under load and returns to idle.

SYMPTOMS

- Check-engine light with P1297 or P1557
- Hiss under boost
- Lean codes

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

- Low power

IF IT'S LEFT TOO LONG

Mostly a driveability and emissions problem; a big leak leaves the car short of power.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Smoke-test the intake and replace cracked hoses.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Any boost or lean codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.8T 20-valve (EA113) 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	114	Mixed causes in the complaint text (coils, fuel pump, boost leaks); not one engine fault.
Transmission	98	Counts all automatic and manual transmission complaints; not an engine fault.
Fuel pump	28	Includes the fuel pump recalls 06V-017 / 07V-375 on some 2003 A4 and Passat 1.8T cars; check they are done.
Turbocharger	10	Turbocharger replacements; several complaints tie them to sludge or oil supply. No separate turbo program found.

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

- Oil filler cap and oil pressure (sludge)
- Timing belt records
- Misfire counters and coil part numbers
- Boost-leak smoke test

Ask the seller

- Oil-change records with the approved synthetic?
- Timing belt and tensioner replaced?
- Coil campaign done?

Documents to request

- Dealer service-history printout for the VIN (shows campaigns and extended-warranty repairs)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Oil sludge (oil pickup and turbo starved of oil): fault found on inspection	$1,000–$2,320
	Ignition coil failures (misfire): symptoms or fault codes present	$155–$217
●	Timing belt and tensioner: original, no replacement invoice	$600–$1,600 + parts
	Boost and intake hose leaks (P1297 / P1557): symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$600–$1,600 + parts**

● = 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, 2026 from NHTSA's complaints API for 2000–2005 VW Jetta, Golf/GTI, New Beetle and Passat complaints that name the 1.8T or a turbo (leaving out TDI, VR6/V6, 2.5 and W8), 2000–2006 Audi A4 complaints that name the 1.8, and 2000–2006 TT complaints that do not name the 3.2 V6: 825 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Ignition coils / misfire	159	Item 2
Stalling / loss of power	114	Also reported
Transmission	98	Also reported
Oil sludge	91	Item 1
Timing belt	36	Item 3
Fuel pump	28	Also reported
Boost / intake leaks	10	Item 4
Turbocharger	10	Also reported
Coolant temperature sensor	8	—

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 2000–2005 Jetta, Golf/GTI, New Beetle and Passat and 2000–2006 Audi A4 and TT complaints that name the 1.8T (TT: all complaints not naming the 3.2 V6), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Volkswagen Service circular 0604: Oil sludge limited warranty extension (2006-04-07), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020721

3. Volkswagen Service circular 0421: Oil sludge warranty extension for 1998–2004 Passat with 1.8L turbo engine (2004-08-04), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10009874

4. AudiWorld (Associated Press report, 2004): Audi to extend warranty on certain models due to oil sludge problems (8 years, no mileage limit, transferable) FORUM/BLOG
https://www.audiworld.com/?p=290

5. Top Class Actions: VW/Audi oil sludge class action settlement (2010; sludge-related costs for about 480,000 vehicles, 10-year/120,000-mile enhanced sludge warranty), via search extract Oct 27, 2026 FORUM/BLOG
https://topclassactions.com/lawsuit-settlements/lawsuit-news/vw-audi-oil-sludge-class-action-settlement

6. Volkswagen Campaign SB-28F3: Gasoline engine vehicles may have ignition coils that could malfunction; inspect and replace (Golf, GTI, Jetta, New Beetle, Passat and others) (2009-10-28), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10033207

7. Audi Emissions service action TSB-28F2: Gasoline engine vehicles: inspect and, if necessary, replace ignition coils (A4/Cabriolet, TT and others) (2010-01-26), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10034845

8. Volkswagen Technical Bulletin 01-12-04: Misfire diagnosis after campaign 28F3/P1 (model years 2002–2007 gasoline engines) (2012-02-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/SB-10043602-4523.pdf

9. RepairPal: Volkswagen Jetta ignition coil replacement estimate ($155–$217), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/volkswagen/jetta

10. Audi Customer service campaign 15D4 / JZ: Warranty extension for 2000–2003 Audi A4 and TT with 1.8L turbo engine: timing belt related engine damage covered to 105,000 miles, revised maintenance and free belt inspection (class action settlement) (2008-08-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2008/CSC-10026742-9009.pdf

11. Blau Parts: VW Jetta 1.8T 20V timing belt replacement (labor about 6–8 h; about $600–$1,600 labor depending on shop rate) SHOP/RETAILER
https://www.blauparts.com/blog/vw-jetta-timing-belt-replacement-18t20v.html

12. Volkswagen Technical bulletin 01-07-02: DTC P1297 or P1557 stored: intake hoses leaking during boost from incorrectly torqued or placed clamps, worn or torn hoses (2007-01-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10021315

13. Volkswagen Tech Tip TT 24-08-01: Models with 1.8T engine, pressure loss issues: P1297 and lean mixtures after load then idle (2014-05-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10124418-9999.pdf

14. NHTSA recall records: 06V-017 and 07V-375 (2003 A4 and Passat fuel pump), 08V-156 (1999–2005 Passat 1.8T fuel line) and 05V-154 (1999–2000 Golf/GTI fuel pump nipple), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=06V017000

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-VW18T-123456-20261028 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.