2004 Volkswagen Jetta at 165,000 mi

3VWSR69MX4M123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Jetta · Mk4 Jetta GLS TDI sedan, 5-speed manual (BEW)	Volkswagen 1.9L TDI four-cylinder diesel (and the 2.0L PD in the Passat)	165,000 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 '4' = 2004, 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 1 factory maintenance item

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **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.
- **04V-586** · Diesel fuel system · high-pressure pump fastener: Diesel fuel can leak, and a leak near a source of ignition can start a fire.

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, including 04V-586, 07V-063. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $1,430–$1,988

Timing belt, tensioner and water pump — $1,330–$1,828

independent shop, installed

Past the range (80,000 mi on the 2004–2006 BEW, BRM and BHW (VW figure as quoted by TDI parts specialists and VW customer care); 100,000 mi on the ALH once the 2003-updated belt and roller are fitted (earlier ALH parts: 40,000–80,000 mi). Overdue if there is no record) · if the records don't show it done

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

about 1 h of shop labor, our estimate

Clutch and dual-mass flywheel (manual cars): Long past the range (20,200–76,500 mi, the middle half of 50 owner reports) · if it fails: $1,685–$2,650

Camshaft lobe and lifter wear (2004–2006 PD engines): Past the range (70,100–100,000 mi, the middle half of 12 owner reports) · if it fails: $2,900–$4,500

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 177,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 195,000 mi

Nothing else enters its reported range in this window.

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

Turbo vanes, boost control and MAF (loss of power) — No published price

Long past the range (42,000–81,000 mi, the middle half of 21 owner reports) · may already be fixed at this mileage: we check the records first · Inspect at each service; fix at the first sign

Intake manifold and EGR clogged with soot — No published price

Long past the range (24,000–68,500 mi, the middle half of 16 owner reports) · may already be fixed at this mileage: we check the records first · Ask for this check at every service

Glow plugs and glow plug control — No published price

Any mileage (No clear mileage pattern: only 7 owner complaints state a mileage) · Inspect at each service; fix at the first sign

Recommended now

$1,430–$1,988

Independent shop, installed. Dealers often charge more.

Planned through 195,000 mi

$1,430–$1,988

No other repairs on the list before 195,000 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 165,000 mi to 195,000 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
Brake fluid Every 2 years regardless of mileage.	every 2 years	**By time: check the records** [M1][M2]

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

WHERE 165K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing belt, tensioner and water pump	80,000 mi on the 2004–2006 BEW, BRM and BHW (VW figure as quoted by TDI parts specialists and VW customer care); 100,000 mi on the ALH once the 2003-updated belt and roller are fitted (earlier ALH parts: 40,000–80,000 mi). Overdue if there is no record SHOP/RETAILER	Past the range
2	Clutch and dual-mass flywheel (manual cars)	20,200–76,500 mi (middle half of 50 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
3	Camshaft lobe and lifter wear (2004–2006 PD engines)	70,100–100,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Turbo vanes, boost control and MAF (loss of power)	42,000–81,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
5	Intake manifold and EGR clogged with soot	24,000–68,500 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
6	Glow plugs and glow plug control	No clear mileage pattern: only 7 owner complaints state a mileage COMPUTED FROM NHTSA DATA	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 2004 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 3VWSR69MX4M123456.
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.

1.9 TDI (ALH / BEW / BRM) AND 2.0 TDI PD (BHW) RECALLS WE TRACK

04V-586 · High-pressure diesel pump fastener (fuel leak, fire risk)

NHTSA lists this model and year: check by VIN

Some 2004–2005 PD diesels have a high-pressure (tandem) fuel pump built with the wrong fastener, which can let diesel leak near hot engine parts. Dealers replace the pump free. OFFICIAL [2]

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

07V-063 · Brake light switch

NHTSA lists this model and year: check by VIN

The brake light switch can fail if it was fitted wrongly, so the brake lights stop working or stay on. Dealers fit a new switch free. OFFICIAL [5]

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

EVERY RECALL NHTSA LISTS FOR THE 2004 VOLKSWAGEN JETTA (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
07V-063 1.9 TDI (ALH / BEW / BRM) and 2.0 TDI PD (BHW) tracked	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
04V-586 1.9 TDI (ALH / BEW / BRM) and 2.0 TDI PD (BHW) tracked	Diesel fuel system · high-pressure pump fastener	Diesel fuel can leak, and a leak near a source of ignition can start a fire. 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): 20E-064 (Beck/Arnley aftermarket master cylinder), 14E-007 (Gates aftermarket water pump) 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

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 6 WEAK POINTS

Each weak point, one card each

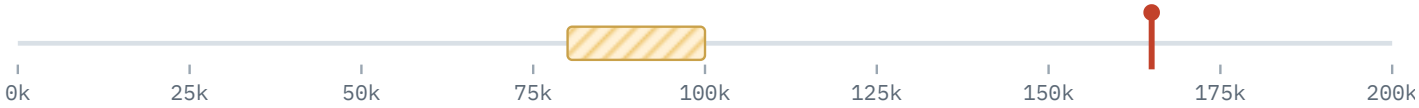
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (Mk4).

1 Timing belt, tensioner and water pump

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 11 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 165,000 mi this car is past the reported range (80,000 mi on the 2004–2006 BEW, BRM and BHW (VW figure as quoted by TDI parts specialists and VW customer care); 100,000 mi on the ALH once the 2003-updated belt and roller are fitted (earlier ALH parts: 40,000–80,000 mi). Overdue if there is no record). If the original parts are still fitted, have them checked and plan for them. Range: 80,000 mi on the 2004–2006 BEW, BRM and BHW (VW figure as quoted by TDI parts specialists and VW customer care); 100,000 mi on the ALH once the 2003-updated belt and roller are fitted (earlier ALH parts: 40,000–80,000 mi). Overdue if there is no record SHOP/RETAILER [6][7][8]



WHAT FAILS OFFICIAL [1]

The camshaft and injection pump are driven by a toothed rubber belt. This is an interference engine: if the belt or its tensioner fails, the valves hit the pistons. Belt jobs are usually done with the tensioner, idlers and water pump.

SYMPTOMS

- Usually no warning before it breaks
- Squeal or rattle from the belt cover on worn idlers
- Coolant seep at the water pump

IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and usually bends valves, so the head has to come off.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace on schedule. On a car with no belt record, treat it as due before anything else.

ESTIMATED REPAIR COST

Timing belt replacement, 2003–2004 Jetta (RepairPal model-year rows; 2006 Jetta $1,386–$1,750; not split by engine, no water pump or rollers)	**$1,330–$1,828** SHOP/RETAILER [3] independent shop, installed
Engine damage after a belt failure: 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: RepairPal lists the timing belt job by model year, not by engine: 2003–2004 Jetta $1,330–$1,828 and 2006 Jetta $1,386–$1,750 [3]. Its 2000–2002 rows ($687–$967) look like the gas 2.0 and are not used for the TDI. The estimate leaves out the water pump, tensioner and pulleys; TDI belt jobs that include the pump and injection-pump or cam timing often cost more. Interval: the ALH figure depends on which belt and roller

are fitted, so a car with an older belt of unknown part number should be treated as due at the shorter figure [6].

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- When was the timing belt last replaced, at what mileage? Invoice?
- Was the water pump and tensioner done with it?

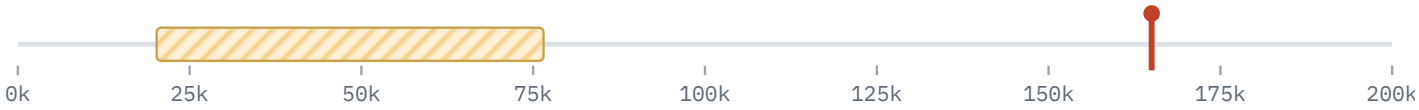
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2 Clutch and dual-mass flywheel (manual cars)

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 86 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 165,000 mi this car is long past the reported range (20,200–76,500 mi (middle half of 50 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: 20,200–76,500 mi (middle half of 50 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [1]

The TDI's high low-speed torque is hard on the clutch, and the dual-mass flywheel behind it can wear out or break up. Owners report clutches slipping or failing, sometimes more than once, and flywheels coming apart. The Mk5 Jetta with the DSG gearbox has a dual-mass flywheel too.

SYMPTOMS

- Clutch slips under load (revs rise, speed does not)
- Rattle or clunk at idle that stops when the clutch is pressed
- Judder pulling away
- Pedal sticking or going to the floor

IF IT'S LEFT TOO LONG

A failed flywheel can break up and damage the gearbox housing or leave the car stranded.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace clutch and flywheel together when either one is worn out.

ESTIMATED REPAIR COST

No published price for the clutch alone	**No published price** independent shop, installed
Owner-reported clutch and flywheel bills in NHTSA complaints (n=26)	**$1,685–$2,650** 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 26 NHTSA owner complaints that quote a clutch or flywheel bill (middle half; median $2,000). Examples: ODI 10068281, 10100790, 10261007, 10150659. Owner-reported, often dealer prices.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

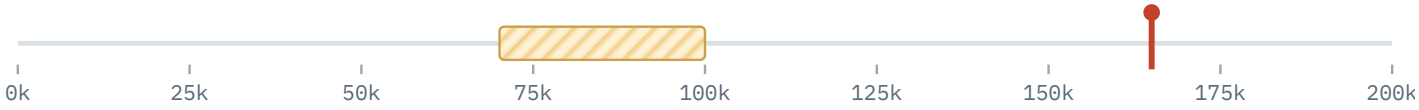
- Has the clutch or flywheel been replaced? With a single-mass conversion?
- Any slipping or rattle at idle?

3 Camshaft lobe and lifter wear (2004–2006 PD engines)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 20 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 165,000 mi this car is past the reported range (70,100–100,000 mi (middle half of 12 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 70,100–100,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2004–2006 BEW and BRM engines and the 2004–2005 Passat BHW

WHAT FAILS FORUM/BLOG [4][1]

On the Pumpe Düse engines (BEW, BRM and the Passat's BHW) the camshaft also drives the unit injectors, which puts extra load on the lobes and roller rockers. Lobes and lifters can wear down, especially with oil that does not meet Volkswagen's 505.01 specification. Owners describe misfires, smoke, loss of power and ticking.

SYMPTOMS

- Ticking or tapping from the top of the engine
- Misfire or rough running with no code
- Loss of power and black or white smoke
- Hard starting

IF IT'S LEFT TOO LONG

Worn lobes spread metal through the oil and can take out the lifters and injectors; the repair grows the longer it waits.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use oil that meets VW 505.01 and change it on time; check the cam through the oil filler or valve cover when buying a high-mileage car.

ESTIMATED REPAIR COST

Valve-cover inspection of the cam lobes (about 1 hour)	**$100–$160** OUR ESTIMATE independent shop, installed
Owner-reported camshaft and lifter repair bills in NHTSA complaints (n=9)	**$2,900–$4,500** 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 9 NHTSA owner complaints that quote a camshaft/lifter bill (middle half; median $3,000). Examples: ODI 10253809, 10549538, 10424367, 10453610. Inspection ESTIMATE: about one hour of labor at $100–160 per hour (our assumption; no published labor time).

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- What oil has been used (VW 505.01)? Oil-change records?
- Has the camshaft or lifters been replaced?

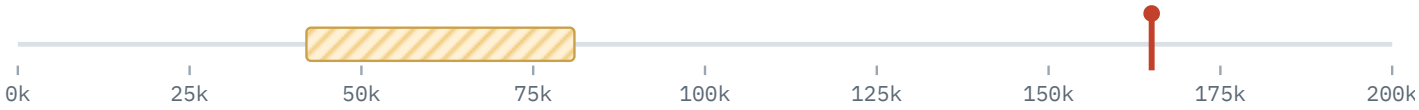
4 Turbo vanes, boost control and MAF (loss of power)

Long past the range

Severity: Medium: leaks and wear · 48 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 165,000 mi this car is long past the reported range (42,000–81,000 mi (middle half of 21 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: 42,000–81,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS OFFICIAL [1]

The variable-vane turbo can stick from soot, and the boost control valve (N75), vacuum lines or mass airflow sensor can fail. The car then goes into limp mode with little power, often on hills or when merging.

SYMPTOMS

- Sudden loss of power under load
- Check-engine light with boost codes
- Black smoke
- Car recovers after a restart

IF IT'S LEFT TOO LONG

Not usually damaging by itself, but a seized turbo or a neglected boost leak leads to a turbo replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose boost codes early; check vacuum lines, N75 valve and MAF before replacing the turbo.

ESTIMATED REPAIR COST

No published price for the diagnosis or valve	**No published price** independent shop, installed
Owner-reported turbo and boost-system bills in NHTSA complaints (n=15)	**$1,440–$3,500** 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 15 NHTSA owner complaints that quote a bill for turbo or boost-control repairs (middle half; median about $2,400). Examples: ODI 10068281, 10066579, 10071335, 10023892. The bills mix full turbo replacement with smaller repairs.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Any limp mode or loss of power on hills?
- Turbo or MAF replaced?

5 Intake manifold and EGR clogged with soot

Long past the range

Severity: Medium: leaks and wear · 20 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 165,000 mi this car is long past the reported range (24,000–68,500 mi (middle half of 16 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: 24,000–68,500 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Most reports are on 2000–2003 ALH engines

WHAT FAILS OFFICIAL [1]

Oil vapour from the crankcase breather mixes with soot from the EGR valve and builds a tar-like layer in the intake manifold. On the ALH engine it can choke the intake enough to cut power and mimic a turbo failure.

SYMPTOMS

- Gradual loss of power
- Black smoke under load
- Check-engine light, sometimes with EGR or boost codes

IF IT'S LEFT TOO LONG

Power keeps falling; dealers have replaced turbos when the intake was the real cause.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean the intake manifold and EGR passages when power falls off, before replacing the turbo.

ESTIMATED REPAIR COST

Intake and EGR cleaning: 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: Owner bills in NHTSA complaints that mention the EGR or intake range widely (middle half $390–$5,400, n=12) because many also include turbo or injector work, so we do not show them as a price.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Has the intake manifold been cleaned? When?

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6 Glow plugs and glow plug control

Any mileage

Severity: Medium: leaks and wear · 19 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (No clear mileage pattern: only 7 owner complaints state a mileage), so mileage doesn't say much here. Range: No clear mileage pattern: only 7 owner complaints state a mileage COMPUTED FROM NHTSA DATA [1]

WHAT FAILS OFFICIAL [1]

Glow plugs heat the combustion chambers for cold starts. Failed plugs, their wiring or the control relay/module make the engine hard to start in cold weather and can set a glow plug light.

SYMPTOMS

- Long cranking when cold
- Rough running and white smoke for the first minute

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported glow plug repair bills in NHTSA complaints (n=7)	**$800–$1,225** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure

- Flashing glow plug light

IF IT'S LEFT TOO LONG

Cold-weather no-starts; a plug left in place too long can break off in the head when removed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Test and replace failed plugs before winter.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 7 NHTSA owner complaints that quote a glow plug bill (middle half). Small sample, and some bills include the control module or wiring.

PARTS FOR MK4

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

WHAT TO ASK YOUR SHOP

- Any hard starting in cold weather?
- Glow plugs replaced? When?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.9 TDI (ALH / BEW / BRM) and 2.0 TDI PD (BHW) 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
Brakes	50	Mostly rear brake wear and brake-light switch complaints (recall 07V-063); not engine faults.
Fuel leak / fuel pumps	32	Recall 04V-586 replaced high-pressure (tandem) pumps with a bad fastener on 2004–2005 PD cars; in-tank lift pump failures also stall later cars. Check the recall is done.
Automatic transmission	17	The four-speed (01M) automatic in Mk4 cars and the six-speed in the Mk5 Jetta; transmission faults, not engine 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

- Timing belt record (mileage and date) and water pump
- Clutch slip and flywheel rattle on a road test
- Boost and power on a hill; scan for boost and MAF codes
- Cam lobes under the valve cover on 2004–2006 PD engines
- Diesel smell or leaks at the fuel pump (recall 04V-586)

Ask the seller

- When was the timing belt done?
- What oil has been used (VW 505.01)?
- Clutch or flywheel replaced?
- Intake manifold cleaned?

Documents to request

- Belt and oil-change invoices
- Dealer recall printout or nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Timing belt, tensioner and water pump: original, no replacement invoice	$1,330–$1,828
	Clutch and dual-mass flywheel (manual cars): symptoms or fault codes present	No published price
	Camshaft lobe and lifter wear (2004–2006 PD engines): fault found on inspection	$2,900–$4,500
	Turbo vanes, boost control and MAF (loss of power): symptoms or fault codes present	No published price
	Intake manifold and EGR clogged with soot: fault found on inspection	No published price
	Glow plugs and glow plug control: symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$1,330–$1,828**

● = 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 28, 2026 from NHTSA's complaints API for 2000–2006 Jetta, Golf and New Beetle complaints that name the TDI, diesel or 1.9L, and 2004–2005 Passat complaints that name the TDI or diesel. Complaints that do not name the engine are missed, so the counts under-count: 458 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
Clutch / dual-mass flywheel	86	Item 2
Brakes	50	Also reported
Turbo / loss of boost	48	Item 4
Fuel leak / fuel pumps	32	Also reported
EGR / intake clogging	20	Item 5
Camshaft / lifters	20	Item 3
Glow plugs	19	Item 6
Automatic transmission	17	Also reported
Timing belt	11	Item 1

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 2000–2006 Jetta, Golf and New Beetle TDI and 2004–2005 Passat TDI, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/vehicle/2004/VOLKSWAGEN/JETTA/4%2520DR/FWD

2. NHTSA recall 04V-586: high-pressure diesel pump fastener, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V586000

3. RepairPal estimator: Volkswagen Jetta timing belt replacement, model-year rows (2003–2004 Jetta $1,330–$1,828; 2006 Jetta $1,386–$1,750; 2000–2002 Jetta $687–$967; rows not split by engine), read Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/volkswagen/jetta/timing-belt-replacement-cost

4. iATN technician forum: TDI camshaft wear warning signs (2004–2006 PD engines and 505.01 oil) FORUM/BLOG
https://iatn.net/forums/13/41481/tdi-camshaft-wear-warning-signs

5. NHTSA recall 07V-063: brake light switch, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=07V063000

6. KermaTDI (TDI parts specialist): ALH timing belt kit page with the VW belt-interval timeline for the ALH (1999.5: 40,000 mi automatic / 60,000 mi manual; 2002 belt update: 60,000 / 80,000 mi; 2003 roller update: 100,000 mi regardless of gearbox), read Oct 28, 2026 SHOP/RETAILER
https://kermatdi.com/i-1022-alh-deluxe-100000-mile-timing-belt-kit-complete-kit-vw-alh-tdi-19982003-kermatdi.html

7. KermaTDI (TDI parts specialist): BRM timing belt kit for the 2005.5–2006 Jetta TDI, "service interval for this belt: 80,000 miles", read Oct 28, 2026 SHOP/RETAILER
https://kermatdi.com/i-605-brm-timing-belt-kit.html

8. TDIClub forum: owner posts letters from VW customer care (Nov 2008) recommending timing-belt replacement at 80,000 miles (inspection every 40,000) on a 2005 Passat TDI FORUM/BLOG
https://forums.tdiclub.com/index.php?threads/mikestdi-letter-from-vw-timing-belt-interval.229870/

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