SEA **Springfield Euro Auto** EXAMPLE SHOP
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TECHNICIAN WORKSHEET · 1.9 TDI (ALH / BEW / BRM) AND 2.0 TDI PD (BHW)
RA-VW19-123456-20261028

2004 Volkswagen Jetta · Mk4 Jetta GLS TDI sedan, 5-speed manual (BEW) · FWD

3VWSR69MX4M123456

ODOMETER IN: 165,000 | DOOR-JAMB BUILD (MM/YY): | RO #: | TECHNICIAN / DATE:

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

04V-586 · High-pressure diesel pump fastener (fuel leak, fire risk) ☐ Open ☐ Done ☐ N/A

07V-063 · Brake light switch ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Timing belt, tensioner and water pump

Now · 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)

- Belt record and sticker in the engine bay ☐ OK ☐ Watch ☐ Fix
- Seep at the water pump ☐ OK ☐ Watch ☐ Fix
- Idler noise ☐ OK ☐ Watch ☐ Fix
- Belt: documented / unknown

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

2. Clutch and dual-mass flywheel (manual cars)

Check now · Long past the range (20,200–76,500 mi, the middle half of 50 owner reports)

- Long past the reported range: already repaired? Check the records and the part itself first ☐ OK ☐ Watch ☐ Fix
- Road test: slip in high gear at low rpm ☐ OK ☐ Watch ☐ Fix
- Listen for rattle at idle, clutch out vs in ☐ OK ☐ Watch ☐ Fix
- Clutch: OK / slipping / replaced

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

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

Check now · Past the range (70,100–100,000 mi, the middle half of 12 owner reports)

- Inspect cam lobes under the valve cover ☐ OK ☐ Watch ☐ Fix
- Listen for ticking ☐ OK ☐ Watch ☐ Fix
- Check oil for metal ☐ OK ☐ Watch ☐ Fix
- Cam lobes: OK / worn / not checked

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

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

Watch · Long past the range (42,000–81,000 mi, the middle half of 21 owner reports)

- Long past the reported range: already repaired? Check the records and the part itself first ☐ OK ☐ Watch ☐ Fix
- Scan for boost and MAF codes ☐ OK ☐ Watch ☐ Fix
- Log boost on a road test ☐ OK ☐ Watch ☐ Fix
- Check vacuum lines ☐ OK ☐ Watch ☐ Fix
- Boost: normal / low

Scan for: P0299, P0234, P0101, P0102

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

5. Intake manifold and EGR clogged with soot

Watch · Long past the range (24,000–68,500 mi, the middle half of 16 owner reports)

- Long past the reported range: already repaired? Check the records and the part itself first ☐ OK ☐ Watch ☐ Fix
- Inspect the intake manifold through the EGR or air inlet ☐ OK ☐ Watch ☐ Fix
- Check EGR valve operation ☐ OK ☐ Watch ☐ Fix
- Intake: clean / sooted / not checked

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

6. Glow plugs and glow plug control — Watch · Any mileage (No clear mileage pattern: only 7 owner complaints state a mileage)

Resistance test of each glow plug ☐ OK ☐ Watch ☐ Fix

Scan the glow plug circuit ☐ OK ☐ Watch ☐ Fix

Glow plugs: OK / faulty

Scan for: P0380, P0670

Parts (Mk4): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 195,000 MI (ASK FOR RECORDS)

Brake fluid · every 2 years · $149 ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 1.9 TDI (ALH / BEW / BRM) AND 2.0 TDI PD (BHW), QUICK CHECKS

- **Brakes** (50 complaints): Mostly rear brake wear and brake-light switch complaints (recall 07V-063); not engine faults.
- **Fuel leak / fuel pumps** (32 complaints): 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 complaints): The four-speed (01M) automatic in Mk4 cars and the six-speed in the Mk5 Jetta; transmission faults, not engine faults.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Timing belt, tensioner and water pump
The camshaft and injection pump are driven by a toothed rubber belt. At 165,000 mi it is due, unless the records show it done. Our price is $1,450, before tax and shop supplies.
Ask: have you noticed squeal or rattle from the belt cover on worn idlers, or coolant seep at the water pump?

2. Clutch and dual-mass flywheel (manual cars)
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. At 165,000 mi it may already have been fixed, so we check the records and the part first. Our price is $2,100, before tax and shop supplies.
Ask: have you noticed clutch slips under load (revs rise, speed does not), or rattle or clunk at idle that stops when the clutch is pressed?

3. Camshaft lobe and lifter wear (2004–2006 PD engines)
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. At 165,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $165, before tax and shop supplies.
Ask: have you noticed ticking or tapping from the top of the engine, or misfire or rough running with no code?

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

NOTES FOR THE ADVISOR

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

Reference only. Follow Volkswagen repair procedures and your shop's judgment.