



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: DP 05-004
 Prompted By: Ron Strickland, Petitioner
 Date Opened: 08/11/2005 Date Closed: 12/08/2005
 Principal Investigator: Ali Motamedamin
 Subject: Engine Stalling

Manufacturer: Volkswagen of America, Inc.
 Products: 2000-2003 VW Jetta, Golf, Passat
 Population: 1,103,679

Problem Description: Ignition coil failures that lead to alleged stalling.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	133	0	133
Crashes/Fires:	4	0	4
Injury Incidents:	1	0	1
# Injuries:	1	0	1
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	383	0	383

*Description of Other: Drivability issues: hesitation, surging, bucking, lack of power.

Action: The Defect Petition (DP) has been denied.

Engineer: Ali Motamedamin A.M.

Date: 12/08/2005

Div. Chief: Thomas Z. Cooper

Date: 12/08/2005

Office Dir.: Kathleen C. DeMeter

Date: 12/08/2005

Summary: By letter received on June 24, 2005, Mr. Ronald M. Strickland of Raleigh, NC, submitted a petition requesting that the agency investigate the performance of the ignition coil plugs on model year (MY) 2000-2003 Volkswagen Jetta, Golf and Passat sedans. The petitioner alleges that he had experienced multiple stalling events as a result of one or more ignition coil plugs malfunctioning on his 2002 VW Jetta sedan. As a result of the engine stalling, the petitioner experienced a loss of power steering and increased braking efforts when he pulled the vehicle over to the side of the road to control the vehicle. After a few minutes parked on the shoulder he was able to restart the vehicle although the engine operated at reduced power.

VW issued a Customer Satisfaction Campaign (CSC) on January 31, 2003 to instruct their dealerships to inspect the vehicles for any malfunctioning ignition coil packs and to replace them at no cost to the consumer. Consumers were notified to bring their vehicles to their dealerships via owner letters mailed out on June 6, 2003. While VW initially instructed the dealerships to only replace the malfunctioning ignition coil packs, a revised CSC was issued to dealerships in December 2003 and January 2004, instructing dealerships to replace all ignition coil packs regardless of their performance. A reminder to the dealerships was sent by VW on April of 2004.

Although the concerns of the petitioner could theoretically create a safety problem, the risk is very small, due to the engine still running on either 3, 5, or 7 cylinders. There are no reported crashes or injuries due to the alleged defect. Once drivers are aware of the problem (loss of power due to one of the ignition coil packs malfunctioning), drivers are able to take precautionary and compensatory measures and still maintain control of their vehicles. In addition, four fires were reported to ODI. These were ignition coil burnouts with no additional damage to the vehicle and were localized on top of the engine.

During the last 24 months the number of stall and drivability complaints reported to ODI has greatly diminished from a peak of 195 in January of 2003 to only 3 in August of 2005. This coincides with the CSC released by VW. A safety-related defect trend has not been identified at this time and further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.

A.M.
12/8/2005

MODE = MEMORY TRANSMISSION

START=DEC-08 16:55

END=DEC-08 16:56

FILE NO. 442

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U.S. Department of Transportation
National Highway Traffic Safety Administration



Office of Defects Investigation
400 Seventh Street, S.W.
Room 6326, NWS-210
Washington, D.C. 20580

FAX TRANSMITTAL

Date: 12/8/2005

To: John Maddox

Company: VW

Telephone Number:

Fax Number: 249 754 5097

From: ALI MOHAMMAD

Fax Number: (202) 366-1767

Telephone Number: (202) 366-7021

Message: DP 05-074 Closing Resume

Page Count: 2 (including cover page)