



Every new one comes slightly used.

The road to becoming a Volkswagen is a rough one. The obstacles are many.

Some make it.

Some crack.

Those who make it are scrutinized by 8,397 inspectors. (807 of whom are finicky women.)

They're subjected to 16,000 different inspections.

They're driven the equivalent of 3 miles on a special test stand.

Every engine is broken in.

Every transmission.

Many bugs are then plucked from the production line. Their sole function in life is to be tested and not to be sold:

We put them through water to make sure they don't leak.

We put them through mud and salt to make sure they won't rust.

They climb hills to test handbrakes and clutches.

Then comes the dreaded wind tunnel and a trip over 8 different road surfaces to check out the ride.

Torsion bars are twisted 100,000 times to make sure they torsion properly.

Keys are turned on 25,000 times to make sure they don't break off in keylocks.

And so it goes on.

200 Volkswagens are rejected every day.

It's a tough league.

