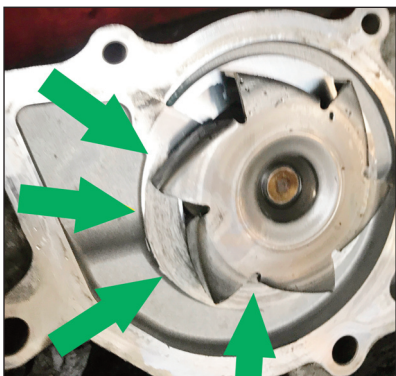


Mercedes C-Class - Worn water pump



With the pump removed the wear on the body from the impeller could be seen, this was the source of the noise

The engine bay on modern vehicles has been very efficiently soundproofed to give a quieter and more enjoyable drive. This has an advantage, but it also has its drawbacks. The high level of soundproofing means that the squeaks and rattles that may have given an early indication of impending problems can now be missed.

The owner of this 2007 Mercedes Elegance diesel was fortunate to have a blown headlamp bulb and had popped in to see me for its replacement. The job is straight forward but I will always check the new bulb before closing the bonnet, just to be sure.

I also always start the engine before turning the lights on, to save any undue strain on the battery. It was at this stage that I realised there was a noise coming from the engine, which I was not too happy about. The noise was a rhythmic rubbing sound and I matched it to the rotation of the auxiliary drive belt.

Removing the belt, and starting the engine up, quickly confirmed that the noise had gone. I worked my way around the rotating components to discover which one was at fault. I soon found that the water pump had a small amount of play in it, and this was the guilty party.

Once the pump was off the wear could be seen, and with the new pump fitted and the cooling system bled out, the Merc was quiet once more.