

## Audi A5 - Suspected DPF problem

**W**ith the MIL suddenly illuminating, the owner of this 2011 Audi A5 was concerned, even though there were no problems with the drive of the Audi and it would seem no apparent reason for the light to be on. He knew he should get it checked out sooner, rather than later. We had a look and read off the code which suggested that the DPF was clogged.

We performed a forced regeneration of the DPF, and after a test drive found that the MIL was once again on. This time the code which flagged up was P2454, indicating that the DPF differential pressure sensor circuit was low (G450).



**The small pressure sensor is fitted to the top of the engine and takes no time to fit**

The unit is just under €60 and takes only a few seconds to replace. Once the job was completed, this oil burner should be good for a few more trouble-free miles.



Stephen Rothwell

## VW Beetle - Rear bulb change



**Releasing the thumb screw should allow the lamp to then be lifted up and out**

## Opel Zafira - Grumbling alternator

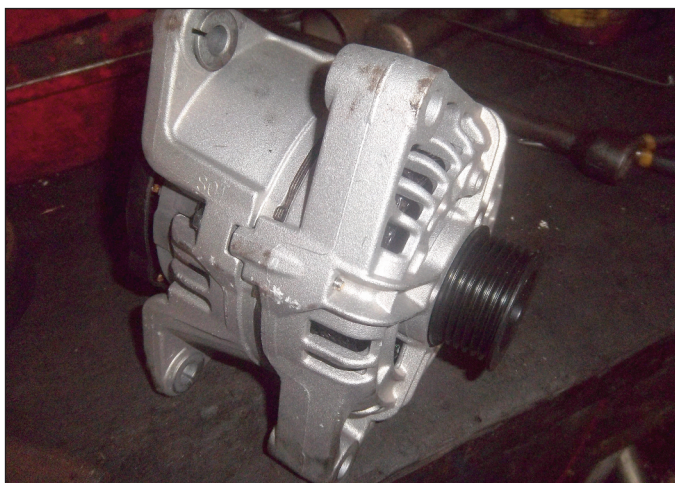
**T**he owner had only recently purchased this 2004 2.0 diesel Zafira, and had been slightly concerned about the grumbling noise the engine made. He had not owned a diesel before, and the seller advised him that this was a normal diesel noise.

When the vehicle was bought into us for a service, we were not convinced that the engine

should be quite so loud and persuaded the owner to let us check things out. Removing the auxiliary drive belt and quickly starting the engine up, we noticed immediately how much quieter it was. Spinning up the various pulleys by hand soon revealed that the alternator bearings were the source of the troubles.

A light spin of the alternator pulley produced a horrendous grumbling noise and our advice to the owner was change it!

Knowing that prevention is better than cure and that sooner or later the alternator was going to fail he took our advice. With the new alternator in place the decibel level of the engine was dropped and the owner was pleased with the now much quieter operation of the vehicle.



**Once the alternator had been replaced the engine became much quieter when running**

**T**he rear light units of the VW Beetle are supposed to come out quite easily by releasing the retaining nut on the inside of the boot, then pushing the lamp unit up from the base and pulling it out, thus releasing the lamp. The problem is that when the lamp has not been removed for some time, it can become tight and stick in place.

The rear bulb change on this 2010 Beetle was made slightly more difficult, because at some point, the rear wing had taken a light knock to the area just beside the lamp. This had made the recess fractionally smaller and meant the lamp was an even tighter fit than it should be.

We did eventually succeed without either breaking the lamp or scratching the paintwork, but the same question always goes through my mind when doing such a job. What if you needed to replace a bulb on a dark night, at the side of the road, in the pouring rain?

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