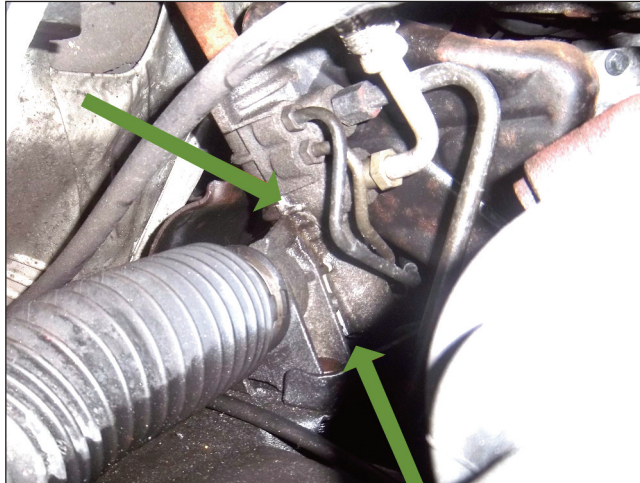


Volvo V70 - Broken Steering Rack

This 1999 Volvo V70R AWD had been driving fine. The owner had parked it while visiting the shops, but upon her return, discovered that the power steering was not operating. A quick peek under the vehicle revealed a puddle of the red liquid which should have been contained in the power steering system.

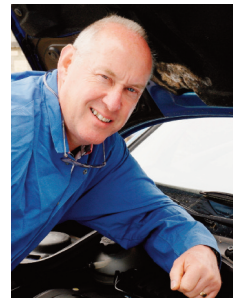
Once recovered back to our garage, we discovered that the steering rack had been broken off at the neck. This was, in our opinion, more than likely due to a collision with the road wheel by another motorist, while the vehicle was parked.

The steering rack was not readily available from our regular factors, and with the casing being broken, the option of a repair was not on the table. This meant ordering the replacement directly from the main dealer.



The rack was literally broken in half, most likely the result of a collision with the wheel while parked

Once the replacement steering rack had arrived, we could then begin the process of fitting it. On the V70R AWD, this involves supporting the engine and dropping down the back of the front sub-frame. Once sufficient space is made, the old rack can be removed and the new one fitted.



Stephen Rothwell

Renault Megane - Heavy Tailgate



Before the struts could be changed the rear lamps had to be removed

Continually annoyed by the tailgate of her 2006 Renault Megane dropping down onto her head, this owner asked if we could make the tailgate lighter. The reason for this request was due to the failed support struts, which needed replacing.

On most vehicles, this is simply a case of supporting the tailgate and then removing the small securing pin on the connecting ball and socket, then removing the strut and pushing the new one into place. The new securing pins are then popped into place to prevent the struts from becoming dislodged.

On this Megane, we had an extra job to carry out first. The rear lamp units need to be removed to enable access to the base of the strut. Admittedly, this is not a vast amount of work, but it can be frustrating to find an extra step is needed in a relatively quick job.

When the old struts were removed, we discovered that one of them had zero amount of pressure left in it, which is pretty much what we expected. The owner was pleased that the danger of the tailgate dropping on her head was now alleviated.

Fiat Fiorino - ABS Failure Surprise

When the ABS warning light flagged up on this 2010 Fiat Fiorino van, a quick plug in of the diagnostics scanner informed us that the source of the problem was the nearside rear ABS sensor.

The problem on the little Fiat van is that the

sensor is incorporated into the hub bearing assembly, and although easily fitted, this works out to be a bit more expensive than just fitting a sensor. The owner was unconcerned, as he had been detecting a rumble from the rear nearside, and he thought replacing the bearing wouldn't be a bad idea anyway.

When the new bearing and sensor assembly was fitted, we were dismayed to find that the ABS light was still on and the scanner was still displaying a fault with the nearside rear sensor.

Using the Ohm meter to check the wiring, it turned out that the rear section of loom had a break within the wiring.

This section of loom was available for a cost of £18 and once fitted the little Fiat van no longer had the ABS light on. Fortunately for us, the owner was also happy that the rumbling wheel bearing had been replaced.



The wiring loom turned out to be the problem with the ABS system

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