

Astra - Intermittent cutting out

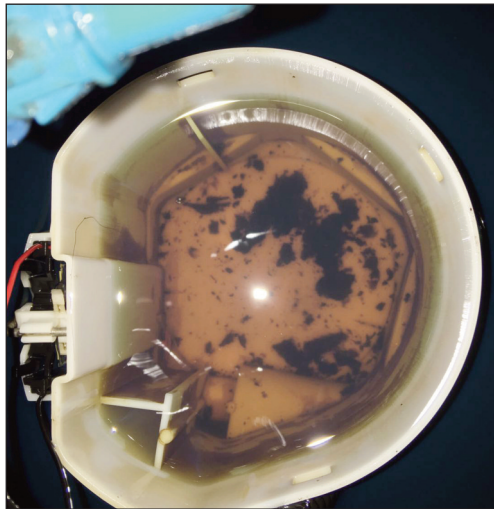
An intermittent problem is bad enough, but when it's a family member's vehicle, its one that really needs to get sorted out quickly. The vehicle in question was a 2007 Vauxhall Astra diesel. It had covered just under 110,000 miles and normally ran smoothly without a problem. Normally!

My daughter thought she would treat her other half by filling his motor up with petrol, this would have been a nice gesture, if the motor had been petrol. So now the tank needed to be drained and along with the wasted fuel, a generally wasted day was had rectifying the gesture.

With the tank filled to the brim with clean diesel, the motor continued to run sweetly until the next time it was filled up. About ten miles down the road after filling the tank (again with diesel) the Astra broke down. A quick check revealed that the fuel filter housing was empty. After bleeding the fuel system, the motor once again started up and ran till the next refill without a problem.

The same scenario occurred, except this time after bleeding through the fuel filter the motor only ran for around twenty miles. The vehicle and family were returned home and the cause of the problem investigated.

Finding sludge, dirt and debris in the fuel tank around the pick-up pipe which was then all



The dirt in the fuel tank which led us to believe that the problem was fuel related was nothing more than a red herring

cleaned out, the problem would appear to have been solved.

No, not the case. The motor once again broke down. This time a more open minded approach was taken, and although no codes were present, further checks were made. In the end, the problem turned out to be the crankshaft sensor. The sensor failed when hot, the fuel problem was nothing more than a red herring!



Stephen Rothwell

VW Golf - Clogged EGR Valve



The EGR valve is regularly removed, cleaned and refitted, keeping it from blocking up with carbon deposits

Diesel vehicles do return a good MPG figure and it's true that more of the produced energy is transferred into output torque. The problem is that they are not suited to be used for only short local journeys.

One of our customers has a 2003 VW Golf 1.9TDi, that he uses for a short trip to the golf course and an even shorter trip to take his wife to the hairdressers. The motor starts and runs well, and he hardly ever has to worry about topping up the fuel tank.

The one problem is that every now and again the EGR valve will clog up. A few years ago we did fit new a new EGR valve, but this really didn't last much longer than the original did after cleaning out.

So, upsetting the balance of the good fuel economy he occasionally brings the Golf in for a quick clean out of the EGR valve. We remove it clean it out with carb cleaner, removing the carbon deposits, then refit it and send it out again. If only he would give it a good run every now and again he might be able to prevent this problem.

Peugeot 306 - Engine mount noise

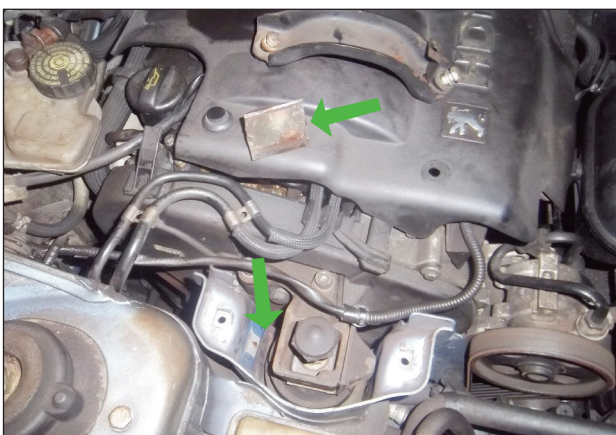
The driver said his 1999 Peugeot 306 diesel was making a horrible sound, every time he pulled away from a standing start. At first, he thought the problem may be clutch related. The noise was not actually that loud and it was only because the owner was concerned about his

vehicle that he noticed it.

As soon as we heard the noise, we knew it wasn't clutch related and began to look around for any possible engine mounting problems. Our efforts were soon rewarded, when we discovered that the top stabiliser rubber block on the offside engine mount had broken away.

Fitting the new mount was a simple enough task and involved supporting the engine and slacking off the mounting and engine support bracket. After removing the old stabiliser block, the new part could be slide into position.

Once back together, a quick test confirmed that the noise had gone and the motor would now pull away quietly. Well, as quietly as a Peugeot diesel can.



The broken mounting block was allowing the engine to move back when pulling off

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