



Volkswagen Beetle - overheating cause

Like many vehicles now, this 2001 VW Beetle lacks the addition of a coolant temperature gauge on the dash pod. This, to my way of thinking, would be a better inclusion than the rev counter that is often included.

Without the benefit of the coolant temperature gauge, the driver is unaware of a rising coolant temperature, until it reaches the point where it illuminates the red warning light. This is really too late and problems are allowed to develop.

The red warning light had briefly illuminated on this Beetle, but as it went off again within a short time, the owner initially ignored it. She did, however, bring the motor in the next day for us to check it out.

Connecting up the scanner and reading off the coolant temperature, we could see that it was running too hot at 120C. The top hose was hot and the bottom of the radiator was cool, suggesting to us a coolant flow problem. Our



The water pump impeller was in two pieces and providing no movement to the coolant

thoughts were that the water pump impeller had failed, and with the owners go ahead, we stripped off the water pump to investigate the problem.

Once the water pump was removed, our suspicions were confirmed. We found the impeller had actually split into two. With the new water pump fitted, the Beetle was once again a cool little motor.

Renault Megane - corrosion caused ABS failure



With ABS reluctor ring corroded and the CV boot perished a new shaft was the best option

Fiat Fiorino - engine vibration problem

We all know that diesel engines do tend to vibrate in operation, more than their petrol counterparts. This is accommodated for when the vehicle is designed, keeping the damage from vibration to a minimum.



The rubber had begun to crack in the mount allowing excess movement and metal to metal contact

The constant vibration can still take its toll, causing pipes to crack and fixings to work loose. The vibration being felt through the body of this 2002 Fiat Fiorino van was beyond that which would normally be expected, especially for a van which had covered less than 50,000 miles.

The vibration was shuddering through the body of the vehicle, with a metal to metal feel in the vibration. Our first inspection was around the exhaust brackets and steady bar. All of which appeared to be good.

The next check was the engine mounts, it was at this point that we discovered that both the engine and gearbox mounts had deteriorated and were allowing the engine to drop down creating the metal to metal contact.

With the new mountings fitted, the drive and feel of the van was vastly improved.

A 1999 Renault Megane had been bought into us with an ABS problem, a quick code read had narrowed the problem down to the sensor on the nearside front wheel. Before ordering up a new sensor, we thought it would be wise to carry out a quick visual check.

This turned out to be a good move, and it only took a short glance to see the source of the problem was an extremely corroded reluctor ring. The corrosion was so bad that not only had the ring cracked, but half of it had fallen away from the joint.

New reluctor rings are available at a reasonable cost, but as the drive boot on this one had also perished and allowed the CV joint to dry out, we thought the quicker turnaround time of fitting a complete driveshaft was the more sensible option.

With the new shaft fitted, the ABS was now fully functional and the Renault was ready for the road.