

Peugeot 307 - Washer Fluid Problem

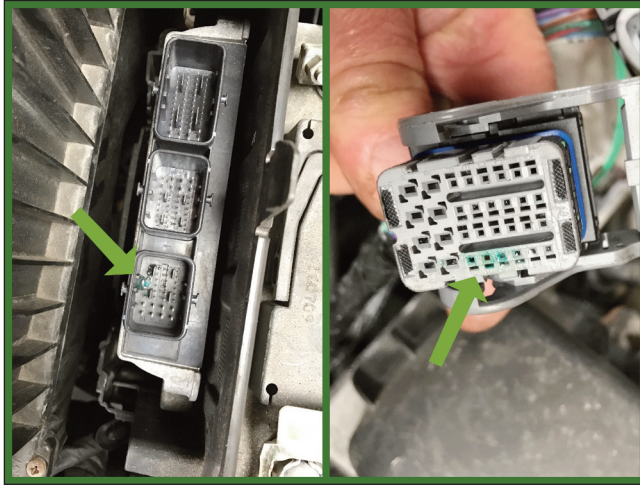
Driving happily along in her 1.4 litre, 2001 Peugeot 307, the owner was suddenly aware of ever decreasing power. Arriving at the junction the engine was still ticking over nicely, but when she attempted to accelerate, it just died. Calling out the recovery service, the little Peugeot was soon delivered to our doors.

Our diagnostic scanner informed us that the vehicle was suffering from multiple misfires. My first check was to remove the coil pack and spark plugs. All of which looked to be in good condition.

Although the coil packs on the TU3 engine can fail, we were surprised by the quick onset of the problem and decided to make a few checks before ordering up a replacement coil pack.

This turned out to be a good move, as when we removed the ECU plugs to check the condition of the connections, we discovered a large puddle of washer fluid.

This was without doubt the source of the



The washer fluid had gone onto the plug, shorting out the connection between the pins. If left for any length of time, the fluid would have caused permanent damage to the ECU.

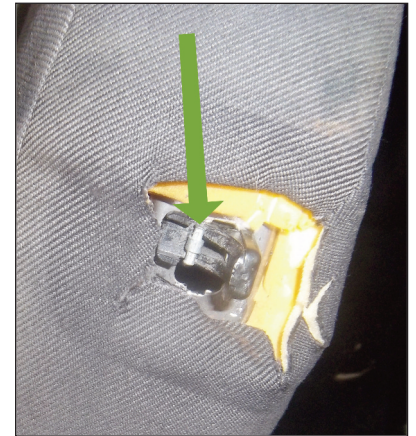
problem and drying the plug and socket out, we cleaned the area with an electrical switch spray. When the engine was started back up, all the problems had disappeared. Although we have often come across damage to injector plugs due to dripping washer jets, this is the first occurrence we have seen of causing problems with the ECU plug.

We now had to fix the dripping washer hose and protect the ECU from further problems by covering the plugs with a plastic film.



Stephen Rothwell

Ford Fiesta - Seat Release Cable



The cable had become detached from the handle

When loading a child into the baby seat fitted in the rear of a two door Ford Fiesta, one of the requirements is that the tilting of the front seat back operates correctly. The owner understandably preferred to load the little one into the baby seat from the passenger's side of the vehicle.

This, at the moment wasn't possible, because the passenger seat would not tilt forward. The problem was due to the cable and tilt release handle. This is a common problem on the two door Fiesta, and with the old handle removed we could see why.

The small end of the release cable was pushed up into the release handle as the lever was lifted. The end on the old cable was worn and this, coupled with the worn plastic of the handle, was allowing the cable to slip through and drop out before it had released the seat catch.

The new cable is slightly modified, and once a new cable and lever were fitted, the seat release mechanism worked without a hitch, allowing the owners precious cargo to be loaded safely from the kerbside of the vehicle.

Audi A4 - Partial Power Loss Problem

This 2005 Audi A4 1.9 diesel was running around quite happily, but when approaching an incline, the owner started to feel a distinct lack of power. No EML was illuminated and the engine didn't technically enter limp mode, but it had certainly lost power.



The Air mass sensor plug is easily accessible and after unplugging it we confirmed that the unit was faulty

One of the misconceptions many motorists have, is that by simply plugging in a scanner, it will instantly diagnose all problems. But when no codes are in the system, we know this is not the case.

We did, however, have a good idea of the source of the problem with this Audi and a simple test proved that our suspicions were right.

By unplugging the air mass sensor and giving the motor a quick spin round the block, we found that the power had returned. This is not a definitive test, but very often when the air mass fails, it will set defaults and limit the power. Unplugging it will remove the restriction.

Of course, unplugging the air mass sensor will illuminate the EML. After replacing the unit, we extinguished the light.

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