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To fit: Various Volkswagen, Audi, SEAT & Škoda models



Heat Exchanger for heating system

Problem

Inefficient interior heating may present with symptoms such as low heat output on one side of the vehicle, one side being noticeably colder than the other, or a complete lack of heat on either side.

Cause

Silicates have been added to the coolant to protect the aluminium components of the cooling system. Over time, these silicates deplete and lose their effectiveness in corrosion protection. This would not usually be a problem if the coolant was replaced at the recommended intervals.

Some Volkswagen Group vehicles have a silicate bag inside the coolant expansion tank – these tanks have the words 'MIT SILIKAT' on the outside. These silicate beads are designed to leach into the coolant over time to keep the corrosion protection at an acceptable level.

However, heating problems occur when these silicate beads migrate from the coolant tank to the heat exchanger, blocking it which in turn results in a loss of heating efficiency.

In addition, the original G13 coolant (based on Monoethylene glycol and glycerol) used in these vehicles can degrade over time, causing dispersed particles to aggregate and form larger clusters known as flocculation. These clusters can

then accumulate in the heat exchanger and block it in the same way.

This is more pronounced in diesel vehicles due to the engine block being made from cast iron.

Solution

Drain and flush the coolant system by disconnecting hoses at various points to remove the old coolant and eliminate any contamination from both the heating and cooling circuits. Remove the blocked heat exchanger from the interior heater unit. Install the new heat exchanger with new seals and clamps. It is also recommended to replace the cooling system expansion tank with one that does not have a silicate bag inside.

Fill the cooling system with a fresh mix of concentrated G12evo coolant and distilled water or ready-mixed G12evo. Vacuum bleed the cooling system, then carry out the bleeding process using a suitable diagnostic tool to run the additional electric water pumps to ensure all excess air is expelled.

Finally, start the engine, warm up to operating temperature, check for any coolant leaks and test the heating system to ensure it is functioning correctly.

For more technical information please visit: partsfinder.bilsteingroup.com