



The post-1994 cab was far more car-like



This Ducato panel van is 13 years old!



Diesel engines have been the mainstay of Ducatos for 20 years



Know what you're doing before opening the bonnet

all. It could be bump-started and then, when warm, would be fine.

The cause is one or more injectors have excessive 'leak off. In simple terms, this means that sufficient fuel pressure could not develop in the injection system. The faulty injector can be easily identified and replaced.

The wiring to the injectors can also cause problems with the warning light coming on, often accompanied by a misfire. The plug connectors that fit to the injectors work loose, which means new plugs have to be fitted. You can get the plugs separately from the loom now and this saves a lot of money!

There's a heater unit on the front of the engine in the induction pipes that fails and causes all kinds of electrical faults. It can be disconnected in all but the coldest of climates and causes no further problems.

The gearboxes are stronger than those of its predecessors, but still do have occasional fifth gear faults.

The front wheel bearings are a particular problem and fail frequently. The gear linkage has a pivot pin that becomes seized and makes the gear selector stiff. It needs to be removed and cleaned from time to time.

Suspension top mounts were a problem. For this version, a rather fragile aluminium mount was introduced (strengthened since about

2004), but these and the bearings below them are less durable than older models.

The handbrake performance becomes an issue at MoT time and, while often a good adjustment may rectify this, it is not uncommon to need new discs, shoes, pads, adjusters and even cables to make it work correctly. The handbrake centre pivot joint must be cleaned and lubricated often or it will stick, making releasing the handbrake difficult.

The front door fit issues continued (see previous), but were better.

The engine oil spec had changed from 10W40 to 5W40 by 2005 and this has caused some leaks from the oil seals. For these engines, the 2.8JTD in particular, 5W40 is too thin and will find a way out! Stick with 10W40 semi-synthetic oil and you will be fine.

The windscreen wiper mechanism was not a strong point and will break rather easily if the wipers are frozen to the screen. The motor and assembly also wears so that the wiper blades actually pass over the offside pillar!

2006 TO PRESENT: THE X250

This was a completely new vehicle. All of the suspension components were new and the engines were updated to Euro IV. The 2.2-litre PSA engine

replaced the 2-litre and the 3-litre was introduced to provide a higher-powered option above the 2.3-litre which had effectively replaced the 2.8-litre JTD. The 2.2-litre (when fitted to a Fiat) had a modest 100bhp, with the 2.3-litre being offered in 120bhp or 130bhp outputs (for camper-specific applications) and the 3-litre initially offered 160bhp.

Apart from some throttle body and EGR issues, these power units have been very reliable; they use very little oil and leak none. The design of the windscreen scuttle causes water to leak into the engine compartment and this can cause issues with corrosion on various parts of the engine, but as long as the vehicle is started and run until it is warm on a regular basis, this should not cause any severe problems.

The alternator in particular would be vulnerable if left in damp conditions for months at a time. Fiat hasn't really addressed this, but post-2008 Ducatos should at least have a plastic cover over the top of the engine, which will protect the major components from the worst of it.

The gearbox was completely redesigned and has six gears on the 2.3-litre and 3-litre engines. The unit now contains all gears in one enclosure, but has not been without problems. The infamous 'juddergate' >