

The face of the Ducato from 2006 to 2015



The latest Ducato has been well received by converters and motorhomers alike



Fiat's robotised ComfortMatic auto box is a popular choice for motorhomers

campaign highlighted the issue to Fiat and caused modifications to be made on at least some vehicles.

The 2.2 and 3-litre vehicles were less affected by the problem, which was centred around an inability to reverse at low speeds without shaking the vehicle. It was generally agreed that the reverse gear ratio was too high and eventually many affected 2.3-litre vehicles had their gearboxes replaced or modified. Vehicles produced after April 2009 featured gearboxes with these changes.

No modifications were ever offered for the other engine variants. There may be vehicles offered for sale that are affected and were not modified, so it is recommended that you reverse any prospective purchase built before 2010 up a gentle slope at low speed to make sure that it is okay.

There have been a number of gearbox issues with synchros and gears, but normally not until at least 150,000 miles (so this may not be a problem to most motorhomers).

Clutches are not especially strong though, and, on heavier vehicles, they may not last more than 20,000 to 30,000 miles, depending on how they are driven. Clutch hydraulic failures are not uncommon and require the removal of the gearbox to replace.

The ComfortMatic automated

manual transmission works well, but while we have had no problems with them at all, the number in circulation is not enough to say categorically that they are going to be trouble-free.

Electrical faults have been the most significant new area for breakdowns and account for the majority of days off the road. There is a weakness in the earth strap from the gearbox to the chassis, which can produce the most amazing simulated faults. If you have a fault, a fault code or even a starting problem, your first port of call is to replace the earth strap with a more substantial one. We changed an alternator (not easy) before realising that we had an earth problem.

There is also a junction under the fusebox where corrosion is common and this also causes many faults. Equally, there have been some cases of wires chafing together and breaking in the wire bundles under the bonnet.

On panel vans, the connectors to the rear lamps can become loose and can be repaired with patience and, while we are in that area, the rear door hinges are prone to becoming very stiff, so much so that they can actually cause fractures in the inner skins of the rear doors.

It is worth noting that the previous incarnation's problems with wheel bearings and suspension mountings

have been designed out and are thankfully absent. The rear suspension also does a much better job of keeping everything level when loaded.

Early vehicles were the subject of a recall due to spare wheels dropping off and, although this no longer happens on modified vehicles, you should lower and raise your wheel from time to time to avoid it seizing. It cannot be lubricated but benefits from being 'worked'.

Oil sumps become porous over time and are expensive. When we replace ours we prime them with an etch primer and then cover them in 'Shutz' under-body protection.

The latest Euro V engines have been even more reliable than the Euro IV. The electrics are better and the EGR system has been redesigned. I know of no persistent faults on them.

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