



AUXILIARY WATER PUMP



VW GROUPS 2012-2017 VEHICLES
USING THE 2.0 TSFI ENGINE



PROBLEM MOISTURE IN MOTOR ENCLOSURE

PLASTIC WELD FAILURE > LEADS TO MOISTURE IN MOTOR ENCLOSURE AND HOUSING

BACKGROUND The automotive water pump ensures that coolant is pushed through the engine cooling system from the radiator. Without a proper working water pump, the coolant would linger in the system and no cooling effect would take place. If the water pump fails, it could lead to serious damages to the engine as a result of over heating.



A water pump issue, which could result in water pump failure, has been identified on cars develop by the VW Group between 2012 and 2017 using the 2.0 TSFI engine. These water pumps has been developed with a plastic weld to attach the pump cover to the motor housing. This plastic weld is not effecient in preventing moisture from collecting inside the motor enclosure, as the plastic weld method can have porosity. This could potentially cause an electrical short in the auxiliary water pump and cause it to malfunction.

RECOMMENDED SOLUTION

To ensure that no moisture reaches the motor unit, it is reccomended that all OE water pumps for these vehicles are replaced with a high quality aftermarket part. These parts must be covered with a rubber seal around the weld and clamped with stainless stell screw. This is a design that is commonly found on all other OE auxiliary pumps.



This design ensures that no moisture can enter the the inside of the motor enclosure, thereby protecting the auxiliary water pump from electrical shorts due to moisture.



Here you see (left) an electric OE water pupmp that is only combined with a plastic weld. On the other side (right), you can see the aftermarket version where the housing is attached with a rubber seal on top of the weld to protect from moisture,



The aftermarket version of the electric water pump has additional protection in the form of an O-ring on the house attachment.



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